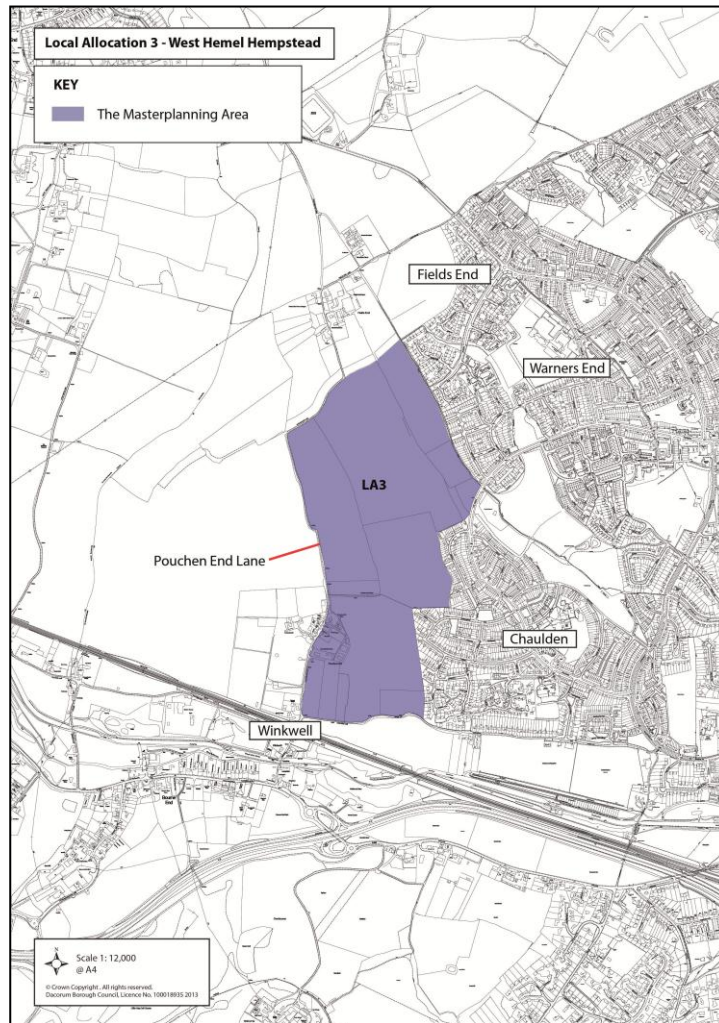




Consultation Report

Proposal LA3: New Neighbourhood at Pouchen End, West of Hemel Hempstead



Report on the Consultation event held in July 2013: “Shaping the Masterplan” for Proposal Local Allocation LA3: West Hemel Hempstead

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Executive Summary

Consultation Activity

The Council held a four-week public consultation between 15 July and 12 August 2013.

A public exhibition was held at Warners End Community Centre on 22 July 2012. The boards from the exhibition were displayed at the Civic Centre from 23 July during the consultation period and The 'Shaping the Master Plan' document and questionnaire were available on the Council's website during this time.

Participation

In total, 391 people attend the public exhibition on 22 July 2013.

Over the consultation period (15 July – 12 August 2013) 243 people/organisations completed the consultation questionnaire, 'Shaping the Master Plan', and/or provided comments.

Comments and Issues

While the majority of people objected to the principle of the development, there was also a significant number of constructive comments about the development principles suggested. An overview of the comments and consideration of the main issues raised can be found in Sections 5 and 6.

Next Steps

The Council will work with the developers and advisors to prepare a draft masterplan for consultation in 2014. The feedback from the public consultation will be used (with technical work and advice from key stakeholders (e.g. Environment Agency) to inform this masterplanning work.

1. Introduction

- 1.1 Local Allocation LA3 is a proposal for a new neighbourhood at Pouchen End, west of Hemel Hempstead, which will comprise around 900 new homes, together with open space and other facilities. The decision to develop the new neighbourhood at Pouchen End was taken by the Council in the Core Strategy. The Council prepared the Core Strategy, which includes the local allocations, over some eight years, informing and consulting at every stage. The principle of development on this site had therefore been established before the Council organised the consultation on 'Shaping the Master Plan' for LA3.
- 1.2 The consultation was held between 15 July and 12 August 2013: it focused on *how* the development at Pouchen End/West Hemel Hempstead should be designed. It asked people and organisations for their views on matters to be included in a master plan for the area.
- 1.3 This report describes the consultation, the notification and the comments received. The main issues and outcomes are outlined.

2. Consultation Objectives

- 2.1 Having determined the *principle* of the development of LA3 in the Core Strategy, the Council must then prepare a Site Allocations Development Plan Document to assist its detailed planning and delivery. The exact proposal area will be delineated on the Proposals Map and the new Green Belt boundary shown. The preparation of a master plan for LA3 will add further detail (shaping the design and layout of the development) and help explain the proposal: a master plan would support the Site Allocations document.
- 2.2 The preparation of a master plan is a good way of encouraging an interactive approach to the design of the development – through consultation with landowners/developers, utilities and stakeholders and the local community.
- 2.3 The Council started by holding a workshop on 15 May 2013 attended by selected organisations and a sample of local people. This helped to raise issues and generate ideas. The feedback was then used in the preparation of a paper on Opportunities, Constraints and Development Principles for general public consultation in July/August 2013
- 2.4 The first phase of general public consultation was called “Shaping the Master Plan”. People were asked to complete a questionnaire, i.e. answer each question set out, adding comments or qualifying remarks where appropriate. Space at the end of the questionnaire enabled general comments to be made.
- 2.5 A second phase of general public consultation – on the draft master plan itself - would accompany the publication of the Site Allocations document in 2014.

3. Consultation Activity and Publicity

3.1 The Council held a four-week public consultation between 15 July and 12 August 2013.

Consultation Activity

Public Exhibition

3.2 A public exhibition was held at Warners End Community Centre on 22 July 2012 from 1pm - 9pm, where Council officers and representatives from Barratt Homes and Taylor Wimpey, and their advisors, were available to answer questions. A copy of the exhibition boards can be found in Appendix A.

3.3 A hand out, 'Shaping the Master Plan', containing an extended version of the information on the exhibition boards, was available to take away. A copy of the handout can be found in Appendix B.

3.4 A questionnaire was available at the exhibition to capture feedback. A copy of the questionnaire can be found in Appendix C.

Static Information Display

3.5 The boards from the exhibition were displayed at the Civic Centre, Hemel Hempstead from 23 July to 12 August 2013, during working hours. The questionnaire and handout were also available.

Website

3.6 The 'Shaping the Master Plan' document and questionnaire were available on the Council's website from 15 July – 12 August 2013. Visit www.dacorum.gov.uk/localallocations and click on the link for LA3 to view the web page.

Publicity

3.7 The consultation was advertised by:

- invitation leaflet
- direct notification
- poster
- advert; and
- press release

The consultation was also signposted on the Council's website and through the West Hemel Action Group (which was opposing development of LA3 as a matter of principle). People who attended the Community Workshop on 15 May were forewarned then.

3.8 In addition to the website, all information was available at libraries in Berkhamsted and Hemel Hempstead and Council Offices there.

Invitation Leaflet

- 3.9 An invitation leaflet was sent to around 5,500 properties publicising the consultation (see Appendix D for a copy of the leaflet and its geographic distribution).

Direct Notification

- 3.10 People/organisations on the Council's database, petitioners who presented a petition in May (relating in part to the fear of vehicular access to the site through cul-de-sacs in Chaulden) and those attending the Community Workshop in May were directly notified: 658 notification letters/emails were sent out, 471 to residents. See Appendix E for a copy of the letter.

Poster

- 3.11 Posters were produced to publicise the consultation. These were sent to Warners End and Chaulden Community Centres and Potten End (village hall) for display: see Appendix F for a copy of the poster.

Advert

- 3.12 An advert was placed in The Gazette on 7 July 2013 to publicise the consultation to the wider community: see Appendix G for a copy of the advert.

Press Release

- 3.13 The local media was informed about the consultation so that it could be publicised to a wider audience. See Appendix H for a copy of the press release sent announcing the public consultation. The Leader of the Council also appeared on Heart radio.

West Hemel Action Group (WHAG) Meeting

- 3.14 At their request, a meeting with WHAG was held prior to the consultation at the Council offices on 26 June 2013. Council officers and the Leader of the Council met with representatives from the group, who asked questions about the proposal.

4. Participation

- 4.1 In total, 391 people attended the public exhibition on 22 July 2013. Others visited the Civic Centre, although no count was attempted: around 25 of these talked to Council officers about the issues.
- 4.2 Over the consultation period (15 July – 12 August 2013) 241 people/organisations completed the consultation questionnaire 'Shaping the Master Plan' or provided comments. 50% of all comments were written online (into the Council's consultation system). No responses were recorded as being late.
- 4.3 18 organisations responded.
- 4.4 The areas from which public comments came are outlined in the Table below. Nearly half of these came from Chaulden – i.e. an area focused on the Chaulden local centre west of Shrubhill Common: all addresses in Long Chaulden were allocated to 'Chaulden'. 25 comments were from people living in Chaulden Lane.

Location	No. of Commenters	Proportion
Hemel Hempstead	206	93%
Boxmoor	19	9%
Chaulden	108	48%
Pouchen End	6	4%
Warners End (including Fields End)	60	27%
Rest of the town	13	6%
Potten End	19	4%
Elsewhere in Dacorum	7	3%
Total	223	100%

- 4.5 No responses were rejected as being inappropriate. However some inappropriate remarks about Gypsies and travellers were removed from 9 replies.
- 4.6 All responses are entered in the Council's consultation record: they may be inspected online at <http://consult.dacorum.gov.uk/portal>.

5 Summary of Comments Received

5.1 The responses are summarised by question in the following format:

1. A count of all YES/NO replies
2. A summary of responses from the general public
3. A summary of key points raised by organisations (e.g. Environment Agency, Natural England – some complex responses are also shown in full in Appendix I).

5.2 The analysis of comments cannot be directly correlated with YES/NO statistics. Concerns and positive comments have therefore been separately identified in analysing the public's comments below. Many people have answered 'No' to principles guiding the development because they do not wish to see the site developed at all. It is not clear whether they think the principles guiding the development are themselves inappropriate or not. Some respondents opposed to the general principle of development have responded negatively to all the access options. On the other hand, a 'Yes' answer may be qualified.

THE OPPORTUNITY

QUESTION 1: THE VISION

Is this Vision of the new neighbourhood a reasonable aspiration?

Answer	Number	%
Yes	48	20%
No	175	73%
No answer	18	7%

Comments from the General Public

- 5.3 Residents expressed concern that the 'Vision' for the development was unachievable with some specifically making unfavourable comparisons with other developments in the area, notably, Jarman Park. They are concerned that whilst the aspirations may be good, the final development may not live up to these principles.
- 5.4 Others said that they required more detail in order to comment fully, with the 'Vision' being criticised as too generic.
- 5.5 Comparisons to Tring and Berkhamsted were questioned as residents said these grew organically over a period of time, they felt it would be more realistic to base the new development of the principles and values of the original New Town and Garden City movement.
- 5.6 Some residents were concerned that the scale of development would make it hard to establish one community.
- 5.7 Those who expressed support for the 'Vision' said it was a reasonable and logical approach with one respondent saying they felt there was plenty of scope for green corridors and open spaces which would create a pleasant new environment in which to live.
- 5.8 Residents also expressed further comment in the following areas:
- Green Belt**
- The single most frequently mentioned issue was the removal of Green Belt. Residents criticised the decision to remove land from the Green Belt to accommodate future growth in the area. Residents expressed a desire to see brownfield sites and other sites considered.
- Traffic and Access**
- Issues surrounding traffic and access points was the second key issue raised by residents, the specific points raised are detailed in questions below.
- Infrastructure and Utilities**

- Residents questioned whether the local infrastructure would be able to cope with the growth in population. The points raised are detailed in questions below and include drainage capacity, water, schools, doctors, the hospital and shops. Residents also sought assurance that the major gas pipeline was being considered (also see comments under Question 11).

Scale of Development

- Residents expressed concern that the development would be too large and the character of existing settlements would be spoilt by urban sprawl.

Comments from Organisations

5.9 See tabulation below.

Organisation	Summary of Key Points
Bucks and West Herts Gypsy Advocacy	- It follows nicely the line running south of the footpath below Fields End and contained by Pouchen End Lane.
Dacorum Green Party	- Support inclusion of Shrubhill Common and provision of new open space and playing fields. - Social provision with local services and facilities is important - Need pedestrian and cycle lanes with good bus provision
Environment Agency	- Support the provision of open spaces providing green infrastructure links for the development with the Local Nature Reserve and wider countryside.
Grand Union Investments	- Support effective place-making and improving neighbourhoods, as established throughout the borough in various locations - Wish to question the latter part of the Vision which states that "Development will be spacious and will allow views of the countryside across the valley. Open space will permeate the neighbourhood, providing links between Shrubhill Common, the town and the wider countryside". - Acknowledge that not all parts of the West of Hemel Hempstead site are subject to levels of high visibility; however the areas that are, do potentially present a significant challenge to the overall design and residential capacity of the site and this matter will need to be addressed robustly. - See Appendix I for full comment.
Herts and Middlesex Wildlife Trust	- Supportive of the ambition for open space to 'permeate the neighbourhood, providing links between Shrubhill Common, the town and wider countryside'. - Existing habitats of wildlife value and linking features such as mature tree lines and hedgerows should be incorporated into the layout and enhanced. - New habitat areas and links for wildlife should be created, based upon available opportunities to expand existing habitats or improve

	<p>connectivity with the surrounding landscape.</p> <ul style="list-style-type: none"> - The developer should seek to create space and improve opportunities for wildlife within the new development, alongside other benefits for the community: e.g. amenity, recreation, play space, sustainable drainage. - See Appendix I for full comment.
New Conservation Society	<ul style="list-style-type: none"> - Re-consideration of a West Hemel Hempstead development is disappointing, as planners have previously ruled it out. - Removal of Green Belt status from this site runs contrary to previous planning judgements and existing Core Strategy policies. - See Appendix I for full comment.
Parkwood Surgery	<ul style="list-style-type: none"> - The demand for housing dictates this change
UKIP	<ul style="list-style-type: none"> - Who are the homes for? EU migrants?
West Hemel Action Group	<ul style="list-style-type: none"> - There is no vision for development at LA3 that can be seen as a reasonable aspiration. The impact of such a development of this scale on the immediate and surrounding areas of Hemel would be permanently detrimental and never recoverable. - This area of land must be seen as the worst possible location for any new development given the poor access opportunities. - The destruction of local Green Belt will encourage and add to unwanted urban sprawl from which there would be no going back.

THE CONSTRAINTS

QUESTION 2: CONSTRAINTS ON THE LAYOUT

Do you agree these are the constraints affecting the layout of the new neighbourhood?

Answer	Number	%
Yes	99	41%
No	110	46%
No answer	32	13%

Comments from the General Public

5.11 Respondents said they wish to see solutions to the constraints. One resident pointed out that these constraints would be addressed through the development of the master plan.

5.12 Residents expressed further comment in the following areas.

Traffic and Access

- The largest number of comments about traffic and access related to concerns that the impact a development of this size would have on the road network. Some residents questioned the validity of the data informing this aspect of the master plan development, with some calling for major junction improvements, and one resident asking for a link to the A414 and A41.
- Parking was raised as a key issue. Residents said there are limited parking opportunities at the railway station and at local shops. On street parking along potential access roads was also raised as a concern.
- A number of residents were worried about access points being located near to the Chaulden Adventure Playground.
- Residents expressed concern over access from Chaulden Vale, Chaulden Lane, Long Chaulden, The Avenue, Lindlings, Pouchen End Lane, Northridge Way, Fishery Lane, Honeycross Road, Campion Road and Musk Hill. Winkwell was identified by a number of residents as being a potential pinch point due in part to the bridge and narrow road. One resident suggested making it a one-way road.
- Residents said that Chaulden Lane and Pouchen End Lane are used as rat-runs. One resident said they hoped a new rat-run would not be created from The Avenue to Long Chaulden.
- Residents said they hoped consideration would be given to how emergency vehicles would access the development and how construction traffic would be managed.
- Residents said that they also hoped proper consideration would be given to walking and cycling and public transport provision.
- Whilst only a small number of residents made specific comments regarding the access arrangements in their responses to Q2, there was a mix of views with various support for:
 - main accesses being from The Avenue and Long Chaulden
 - blocking off Pouchen End Lane

- widening Pouchen End Lane
 - using Pouchen End Lane for access
 - using Chaulden Lane for access
 - providing more accesses
 - widening rural lanes
 - providing more access points including through Rowcroft and Lindlings - as it was suggested they were intended to be used by the original New Town planners, and
 - creating new roundabouts at Winkwell and Berkhamsted.
- Some residents expressed concern over potential road widening and the subsequent loss of land.

Flooding, Drainage, Sewerage and Water Supply (also refer to Question 11: Utilities)

- Residents sought assurance that sufficient plans would be put in place to ensure the site was drained properly and would not cause flooding. They also sought assurance that the foul drainage systems would cope with an increase in population.
- The impact on the local water supply and watercourses was also raised as a concern.
- One resident said they were sure that effective drainage/sewage systems would be put in place.

Green Belt

- Development on Green Belt land was considered a constraint by residents. However, it is important to note that the principle of development on the Green Belt has already been established via the Core Strategy. With one resident commenting that the lack of a strong defensible Green Belt boundary and the issue of coalescence are potential constraints to the layout

Amenity

- Residents commented that the development would have a negative impact on their existing amenity, with the impact of construction being specifically mentioned.

Ecology

- Residents said they wished to see existing hedgerows maintained and trees and wildlife corridors throughout the development. Residents expressed concern over the impact the development would have on existing wildlife, including foxes, badgers, partridges, pheasants, woodpeckers and skylarks.

Comments from Organisations

5.13 See tabulation below.

Organisation	Summary of Key Points
Bucks and West Herts Gypsy Advocacy	- Very keen that the Hazel nut trees and other bushes along the 'middle' footpath should be kept.
Dacorum Green Party	- Neighbourhood must blend into the local area. Remain separate from Chaulden and Warners End. Its needs must comply with the way Hemel Hempstead New Town evolved.
Environment Agency	- Pleased surface water drainage is recognised as a constraint on this

	<p>site as supported by your Strategic Flood Risk Assessment and that there is a commitment to employ sustainable drainage systems (SuDS).</p> <ul style="list-style-type: none"> - The site topography will have a bearing on the drainage design which should be considered at an early stage. - Adequate space should be allocated for SuDS when designing the layout. SuDS can be useful in enhancing green infrastructure and amenity benefits as well as reducing flood risk.
Grand Union Investments	<ul style="list-style-type: none"> - It is also considered that additional constraints could also potentially exist: <ul style="list-style-type: none"> - The Gas Pipeline - Surface Water Run-off and Drainage - The Existing Road Network - Retaining Chiltern Way (also, development on the site could potentially significantly affect both short and long views from Chiltern Way) - Hedgerows and Wildlife Corridors - Impact on Wider Landscape - landscape impact and mitigation against settlement coalescence needs to be robustly addressed. - Archaeology - the master plan should acknowledge that further archaeological targeted evaluation should be agreed with Hertfordshire County Council. Archaeology to inform the design evolution and further masterplanning of the site. - See Appendix I for full comment.
Herts and Middlesex Wildlife Trust	<ul style="list-style-type: none"> - Agree there are no significant or overriding constraints to development at this site which would make development unacceptable, given that there are no Local Wildlife Sites or other nature conservation designations within the boundary. - However, ecology is a constraint which should influence the layout and masterplanning of the development. - See Appendix I for full comment.
UKIP	<ul style="list-style-type: none"> - Oppose the use of the Green Belt
West Hemel Action Group	<ul style="list-style-type: none"> - The constraints outlined are all relevant to LA3, however the assessment of some of those constraints is debateable at best e.g. the constraint relating to the existing road network - assessment was not by carried out by anyone that lives in West Hemel and has to commute on local roads. - Whatever greenspace might be allocated as part of any new development will never compensate for the loss of local green belt land and will only add to unwanted urban sprawl.

THE DEVELOPMENT PRINCIPLES – (A) CREATING THE NEIGHBOURHOOD'S OWN IDENTITY

QUESTION 3: HOMES

Do you agree with the development principles for Homes?

Answer	Number	%
Yes	52	22%
No	153	63%
No answer	36	15%

Comments from the General Public

5.14 Scale of Development

Residents expressed concern that the development was too large and potentially too dense. Some also said they were concerned the development would grow to more than 900 homes.

5.15 Travellers' Site

- The majority of those commenting on the traveller's site said it was not in keeping with the local area and should not be included in the plans.
- Concern was expressed that it would have a negative impact on house prices and that it may grow in size. A number of questions were asked, including how many mobile homes, would they be static or moveable, where would they be located, what would be the distance between the traveller's site and existing/new properties, and if the homes are for permanent residents how are they regarded as travellers?
- Residents expressed concern that the site would be come a ghetto with one commenting that if the travellers are separated how can this be an inclusive development.
- Some felt that travellers would not wish to be located next to new homes.
- Some said that the mobile home site needed to have reasonable access to facilities and that the mobile homes should be available to other residents, not just travellers.

5.16 Green Belt

- Residents expressed concern regarding development of the Green Belt and called for other sites to be developed.

5.17 Infrastructure

- Residents questioned whether local infrastructure could cope with the growth in population, particularly secondary schools, hospital, doctors, shops, utilities and the emergency services.

Comments from Organisations

5.18 See tabulation below.

Organisation	Summary of Key Points
Bucks and West Herts Gypsy Advocacy	<ul style="list-style-type: none"> - Very keen that 40% of housing should be affordable homes - Very pleased you are considering a Gypsy mobile home site in the area to Government Guidelines specification. Pleased also with reasonable access to facilities.
Dacorum Green Party	<ul style="list-style-type: none"> - Support 40% affordable homes and the mix of 2 and 3 storey homes. Homes should look out on greens and there should be extensive planting of trees.
Grand Union Investments	<ul style="list-style-type: none"> - Consider that the site may not be capable of achieving the higher end of the "up to 900 " unit allocation - See Appendix I for full comment.
Parkwood Surgery	<ul style="list-style-type: none"> - The proportion of affordable housing seems quite high: who is it for?
West Hemel Action Group	<ul style="list-style-type: none"> - There is no development principle for homes at LA3 that we agree with. The development can only be seen as detrimental to the local area and local amenities, damaging much needed local Green Belt boundaries, adversely impacting and overburdening local services and high negative impact to local infrastructure and road networks which are already today congested and at capacity.

QUESTION 4: COMMUNITY FOCUS

Do you agree with the development principles for Community Focus?

Answer	Number	%
Yes	66	27%
No	120	50%
No answer	55	23%

Comments from the General Public

5.19 Central Hub

Residents agreed that a community focal point is essential and welcomed a central hub, although some felt that one hub was not enough and there should be several located throughout the site.

5.20 Schools

- Secondary education was the most frequently mentioned issue, with a number of residents saying there was a need for a new secondary school. A new crèche/nursery school was also called for as was a new primary school, which residents said should be located at the heart of the new development. However, some questioned whether a two-form entry school would be large enough, while others questioned if one was needed at all with school closures being cited, e.g. Martindale.
- Residents asked if the school could be opened for community use outside of school hours.

5.21 Doctor's Surgery

Another key concern was the provision of a new doctors' surgery, which residents felt should be on-site as they felt the Parkwood surgery was at capacity and parking there was very difficult.

5.22 Public Transport and Cycle Links

Residents said that public transport links needed to be improved, given that local bus services were currently being reduced, and that good cycle links and footpaths should be included.

5.23 Community Facilities

- A number of suggestions were made for community facilities in the new development, including: community centre/hall, church, food store, general store, takeaway, pub/café/restaurant, sports facilities, allotments, library with internet access, places for social gatherings, community orchard, community field for events, post office. Adequate parking at facilities was also called for.
- Residents also asked if there could be a police presence/facility on-site. Some concern was expressed over the potential for vandalism and anti-social behaviour.
- One commented that a previous planning inspector had considered the site had poor accessibility to local facilities.

5.24 Homes for the Elderly

Residents asked if any special provision was being made to include homes for the elderly/sheltered housing.

5.25 Considering Hemel Hempstead as a Whole

Residents said that the planning of any facilities for the new development should be done in the context of Hemel Hempstead as a whole, paying attention to wider community needs and existing services.

Comments from Organisations

5.26 See tabulation below.

Organisation	Summary of Key Points
Bucks and West Herts Gypsy Advocacy	- School, shops and church
Dacorum Green Party	- A community centre is important with a general store, doctors' surgery and primary school. The equivalent of a village green would be ideal.
Grand Union Investments	<ul style="list-style-type: none">- School Provision - the size, type and location of the school should be agreed in consultation with Hertfordshire County Council (as the education authority), Dacorum Borough Council (as the planning authority) and local schools, in order to ensure that it meets the needs and requirements of the local community.- Need and Demand - provision of all future facilities should be based on local needs and demand based on current and forecasted evidence. Consultation with the relevant statutory consultees and stakeholder groups is required in order to develop the master plan further.- Provision of Jobs - the current master plan does not appear to provide justification on the level of employment generating uses to meet both local and borough needs, given Hemel Hempstead is a focus for economic regeneration in the CS plan.- See Appendix I for full comment.
West Hemel Action Group	- Do not agree with the development so therefore by definition we cannot agree with the Community Focus principles.

QUESTION 5: DESIGN

Do you agree with the development principles for Design?

Answer	Number	%
Yes	60	25%
No	137	57%
No answer	44	18%

Comments from the General Public

- 5.27 Residents suggested that homes should be limited to two storeys and questioned what was meant by a development of 'normally' two storeys.
- 5.28 Residents said that it was important to create a high quality development, using local materials, with one suggesting that reference was taken from the Chiltern Design Guide. It was felt that reference should be taken from the best architectural design in the area, not the worst. Another said they would like to see a variety of architectural designs – including modern and eco-friendly designs and using different cladding. One resident commented they would support Victorian style town houses with basements.
- 5.29 Consideration should be given to those living on the rural lanes of Chaulden Lane, Pouchen End Lane and Fields End Lane. Residents sought assurance that the view from the existing roads abutting the site would be considered and that the existing trees and hedgerows would be retained.
- 5.30 Others said that while the design principles were good, they still had concerns regarding potential over development.
- 5.31 One resident said they thought the affordable housing element would be greater than two storeys and would overlook existing residents.
- 5.32 A comment was made to the effect that all new housing should accord with government space standards.
- 5.33 The amount of open space was welcomed.
- 5.34 Detailed comments on the other main issues are as follows:
- Area for Development***
- Residents expressed concern that over-development of the site would restrict views to the Bulborne Valley for both existing and new residents. The north-west view to Potten End, from Pouchen End and the vistas from roads in the existing housing like Musk Hill were also mentioned.
 - A number of residents expressed support with some expressing support for the principles but would prefer the site to remain undeveloped.

- Some said they wish to see a lower-density and or smaller development.
- One resident said they feared the scale of development plus the need to provide affordable housing would lead to a mediocre development.
- One resident said there was no need to try and create a separate identity as the new development should become part of the existing urban areas.

Parking

- Residents said that adequate parking must be provided in the area to avoid a repetition of existing parking problems. Some suggested that contributions from the development should go to improving off-street parking in Chaulden.
- Another suggestion was the creation of Home Zones and ensuring garages were large enough for modern cars and not used as storage.

Environment

- Residents said that energy efficient homes should be a key priority and that consideration should be given to encourage biodiversity.

Comments from Organisations

5.35 See tabulation below.

Organisation	Summary of Key Points
Dacorum Green Party	- Vital to include solar power for homes and energy efficiency.
Environment Agency	<ul style="list-style-type: none"> - Contaminated Land: the design principles should ensure that groundwater is protected from pollution. - We would request that a Preliminary Risk Assessment (PRA) is undertaken to assess the potential for land contamination to be present at the site so that pollution protection measures can be put in place if necessary. - The development is situated within a Drinking Water Protected Area and within Source Protection Zone 3, which means that the Mid Chilterns Chalk groundwater body below the site feeds public drinking water supplies. - Sustainable Drainage Systems: we would like to see a commitment to a variety of SuDS to be incorporated into the design. - Hardstanding areas such as residential driveways and pathways could be constructed from porous paving or gravel to help water infiltrate rather than run-off. - A commitment to water efficiency should be included in the design principles - See Appendix I for full comment.
Grand Union Investments	- The consultation document states that the design should "optimise the potential for views across the Bulborne Valley" Whilst this would provide an attractive outlook from within the proposed development, it also means that the development would be visible from other parts of the Valley - much of which is Green Belt and

	AONB. This could potentially result in a high visual impact and must be addressed in the design approach.
Herts and Middlesex Wildlife Trust	<ul style="list-style-type: none"> - The Council should consider setting a requirement for sustainable design and construction, in line with Code for Sustainable Homes or BREEAM Communities Assessments. - Landscaping of the site should be designed to improve biodiversity, including using native species suitable to the local ecological context, and using plant species attractive to wildlife. - Where suitable, opportunities for wildlife can be integrated into new buildings, through installation of bird boxes and bat boxes/bricks. Biodiversity can be improved through creating green roofs and green walls, which can also bring other benefits in terms of insulation and sustainable drainage.
New Conservation Society	<ul style="list-style-type: none"> - "Optimise the potential for views across the Bulborne valley" contradicts the objective under "Countryside" to "Soften views of housing from the countryside by use of tree planting, by retaining appropriate tree belts and by siting open space carefully (particularly in views from Little Heath and Westbrook Hay)" since if the properties can see the views, they are also visible from all points within those views.
Sport England	<ul style="list-style-type: none"> - It is requested that an additional principle be listed relating to promoting opportunities for sport and physical activity in the design and layout of the development through the Active Design principles of - improving accessibility, enhancing amenity and increasing awareness. Sport England's established Active Design guidance (endorsed by the Government) has developed these three principles into a criteria based approach to be used at the master planning stage of major developments to help create environments that maximise opportunities for participation in sport and physical activity. The criteria can be used both as a guide during the planning process, or as a critique for developments that have already been designed. Full details are available on Sport England's website at http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design/. The inclusion of Active Design principles in this section would contribute towards the wider objective of ensuring that new communities are more active and healthy
West Hemel Action Group	<ul style="list-style-type: none"> - There are no design principles that can compensate for the loss of local Green Belt. The only acceptable principle should be to rethink LA3 as a viable development option.

QUESTION 6: OPEN SPACE

Do you agree with the development principles for Open Space?

Answer	Number	%
Yes	71	29%
No	124	52%
No answer	46	19%

Comments from the General Public

- 5.36 Residents said that the development itself would lead to a loss of open space and expressed opposition to the removal of land from the Green Belt. Some said they felt the principles would be hard to achieve whilst having to deliver 900 homes and associated facilities. Others said there wasn't enough detail to comment fully. Some expressed support for the principles but would prefer not to see the land developed. One resident suggested building on Boxmoor Golf Course.
- 5.37 Others supported the principles and said that the more open spaces and green infrastructure the better. Good design to incorporate wildlife was considered key.
- 5.38 Residents requested that open space set aside for the primary school was not be classed as part of the open space for the development and asked what the Council's open space standards were. Some expressed concern that the open spaces incorporated within the master plan would eventually be built on. Residents also asked who would maintain the open spaces.
- 5.39 Extending Shrub Hill Common was welcomed. Residents also hoped the areas of open space would include wild areas and not be purely mown grass.
- 5.40 A couple of residents asked why the open space principle should define Chaulden only and not other areas including Pouchen End and Fields End.
- 5.41 Residents said that hoped the character and desirability of Pouchen End, Chaulden and Warners End would not suffer as a result of development.
- 5.42 The provision of parkland and playing fields was welcomed.
- 5.43 One resident suggested improving the canal towpath and improving opportunities for cycling around the development.
- 5.44 Detailed comments on the other main issues are as follows:
Wildlife and Ecology

- Residents expressed concern over the impact on wildlife; species mentioned included goldfinches and golden orioles. Residents said it was important to ensure any development included areas of natural habitat and that open spaces were not simply mown grass of limited ecological value. One commented that open spaces do not need to have an 'identifiable' purpose and should be places of beauty in their own right. Wildlife corridors and links to the wider countryside were considered important, as was the conservation and enhancement of existing hedgerows. The line of the gas pipeline was considered an opportunity to provide a wildlife corridor through the site and support was expressed for an extension of the existing nature reserve.
- Residents suggested the inclusion of wildflower meadows, ponds and wetland areas.
- Some expressed concern that urban foxes would thrive and become a problem.

Boundary Treatment

- Those who commented said they would like to see a buffer zone between the new and existing development, and one which would encourage wildlife.

Facilities

- Residents said they would like more detail on the multi-use games areas. With astro-turf football pitches, tennis and basket ball courts welcomed. One asked if a bowling green could be a realistic option.

Character

- It was generally felt that the new development should continue the principles of the Garden City Movement and include plenty of open areas, parks and tree lined avenues. The extension of Shrub Hill Common was welcomed.

Comments from Organisations

5.45 See tabulation below.

Organisation	Summary of Key Points
Dacorum Green Party	- The more green infrastructure the better. Support strongly the extension of Shrub Hill Common, extensive parkland and playing fields, with plenty of trees and hedges. Nature corridor for wildlife and provision for allotments.
Environment Agency	- Pleased with the commitment to create and enhance green infrastructure links across the site, particularly with respect to Shrub Hill Common Local Nature Reserve. - In the creation of areas of open space it is important some informal spaces are retained that replicate the surrounding habitats. This could include wild buffer zones along the main hedgerows, and along the existing drainage ditch and depression to the north east of the site. These areas can still be accessible to the public for amenity purposes. - These areas should be suitably managed to ensure their ecological value is maximised.
Grand Union	- Development should meet all national, regional and local policy and

Investments	guidance in relation to the provision of open space, including children's play space (LAPs, NEAPs and LEAPs).
Herts and Middlesex Wildlife Trust	<ul style="list-style-type: none"> - Support the principles relating to open space; particularly supportive of the following statements and principles: 'The provision of open space should meet community needs, provide wildlife habitats and enable sustainable drainage. The pattern of spaces can create networks for people and wildlife, adding to spaciousness and helping to create interesting views.' 'Arrange the open space to ensure a pleasant, coherent and wildlife-friendly network throughout the neighbourhood.' WQe appreciate the need to design and manage open space 'for clear, identifiable purposes' - We would encourage the council and developer to give strong consideration to how different open space functions and social and environmental benefits can be provided simultaneously and synergistically. For instance, leaving unmown grass at the edge of sports fields to grow longer and provide shelter and linking habitat for wildlife; creating sustainable drainage features which are visually attractive and provide habitat for wildlife; creating wildlife areas within public open space and using interpretation to engage residents and children in the natural environment.
Natural England	<ul style="list-style-type: none"> - Whilst we generally agree with the principles set we consider that this guidance should be strengthened. - We particularly recommend that Green Infrastructure should be included as advised in our comments on the Pre-submission version of the Core Strategy (December 2011). Green Infrastructure (GI) is a network of high quality green and blue spaces and other environmental features. It can include parks, open spaces, playing fields, woodlands, wetlands, grasslands, river and canal corridors, allotments and private gardens. The greatest benefits will be gained when GI is designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits (ecosystem services) for local communities. We would therefore wish to see the concept of Green Infrastructure fully embraced within the master plan. You may wish to consider setting a percentage GI standard for the new neighbourhood following the best practice bench point of 40% for Sustainable Urban Extensions. - We also recommend the use of Accessible Natural Greenspace Standards (ANGst) as a useful tool that can help ensure adequate provision of accessible natural greenspace.
New Conservation Society	<ul style="list-style-type: none"> - A priority should be maintaining an adequate Wildlife Corridor to support the Shrubhill Common Local Nature Reserve. To maintain the viability of the Reserve, any wildlife corridor left undeveloped would have to be of a very considerable width, as well as being carefully chosen to include the most valuable landscape features. This was acknowledged in Dacorum's 1996 Borough Plan Pre-deposit

	<p>Consultation proposals (Fig. 5.1) by leaving a strip some hundred yards wide between the new development and the existing Fields End estate, which was described in the "Development Requirements" (Fig 5.2) for the site as a "Substantial open space link between Shrub Hill Common and countryside". In order for the Reserve to continue to function properly as a wildlife corridor, measures should be taken to minimise noise and light pollution and the usual urban fringe nuisances of dumping, off-road motorcycling and the like.</p>
Sport England	<ul style="list-style-type: none"> - It is requested that an additional principle be added ensuring that new outdoor sports facilities (such as playing fields) are fit for purpose and responsive to meeting the expected needs of the community that they will serve. - As outdoor sports facilities are formal open spaces designed for a specific purpose, careful attention has to be given to matters such as their size, layout and design to ensure that they are capable of meeting the needs of potential users and are sustainable to maintain over a long-term period. - It is also recommended that the bodies responsible for developing the master plan engage with Sport England at an early stage for specialist advice on this matter.
UKIP	<ul style="list-style-type: none"> - Who gave permission to develop Green Belt land?
West Hemel Action Group	<ul style="list-style-type: none"> - We agree with any principle for open space and the principles themselves are sound. However the best principle for open space is to actually leave the open space as it is, that is, Green Belt land for all to enjoy now and in the future.

THE DEVELOPMENT PRINCIPLES – (B) FITTING IN WITH THE TOWN

QUESTION 7: ACCESS TO SERVICES

Do you agree with the development principles for Access to Services?

Answer	Number	%
Yes	46	19%
No	146	61%
No answer	49	20%

Comments from the General Public

5.46 Heath Facilities

- The largest number of responses in this section related to health provision. Residents reported that Parkwood surgery is at capacity and has limited parking. Some suggested that a new surgery should be provided on-site with one suggesting the surgery could relocate and expand on the Martindale school site.
- Residents are concerned over access to A&E.
- One suggested a chemist shop should be provided on the new development.
- Access to dental care was also raised.

5.47 Roads

- Residents are concerned over potential congestion resulting from development. Roads/areas mentioned - Plough roundabout, Queensway roundabout, Shrubhill junction, Chaulden Lane, The Avenue, Lindlings, Stoneycroft, Pixie Hill Lane, St Johns Road, Fishery Road, Long Chaulden.
- Improved public transport links, including direct services to the railway station, industrial estates and the town centre were called for. It was also acknowledged these services must be viable. Some residents questioned whether the proposed access roads were suitable for buses.
- Good access for pedestrians and cyclists was welcomed but others said it was unrealistic to expect people to cycle and walk everywhere.
- Parking is seen as a key issue, both at the existing shops and the station and as part of the new development.
- Residents sought assurance that emergency vehicles would be able to access the site effectively.
- The opportunity to improve bus/cycle links to Boxmoor station was welcomed. It was also suggested that canal towpath could be improved for cyclists.
- Improved pedestrian crossing points on Long Chaulden were called for.

5.48 Community Facilities

Similar issues and suggestions were raised as in responses to previous questions. Residents sought assurance that consideration was being given to secondary education. Some called for a new shopping centre, as parking is seen as an issue at existing shops. Some residents said

that the existing facilities in Warners End and Chaulden needed to be improved as well. Residents asked for improved leisure and entertainment facilities, a civic community centre, a new police station/police office, grocers, neighbourhood cafe and facilities for the elderly.

Comments from Organisations

5.49 See tabulation below.

Organisation	Summary of Key Points
Dacorum Green Party	- Cycle, pedestrian and bus links are vital. A general store, doctors' surgery and primary school are good assets. Consider a neighbourhood cafe.
Grand Union Investments	- It should be noted that the enlargement / improvements to Parkwood Surgery should be agreed in consultation with NHS Hertfordshire (as the Primary Care Trust), Dacorum Borough Council (as the planning authority) and Parkwood Surgery itself, in order to ensure that the development best meets the needs and requirements of the local community.
Parkwood Surgery	- Better bus services are needed on the west side of town - Incorporate more cycle paths
UKIP	- Development will strain overstressed resources
West Hemel Action Group	- The development principles would not require agreement if in fact no development took place at LA3. In terms of a local surgery, this really is only one service that will be negatively impacted and it is short-sighted to think otherwise.

QUESTIONS 8-10: ROADS

Q8) Do you agree with the development principles for Roads?

Answer	Number	%
Yes	29	12%
No	175	73%
No answer	37	15%

Comments from the General Public

5.50 Pressure upon/the capacity of the existing road network

- The primary concern raised by residents, was that the existing road network would not be able to cope with the additional traffic pressure.
- Several residents commented that more access points were needed to alleviate pressure on the limited access points proposed.
- It was suggested that access could be created at Pouchen End linking to Chaulden Lane.
- Comments were received that suggested surrounding roads were very narrow and would not take the additional traffic movements created by the development.
- One response specifically commented that they would not wish to see access at Field End.

5.51 Traffic assessments

- It was suggested by a number of residents that better traffic assessments were required to inform the development of the road and highway network in relation to this specific proposal.
- Comments were received suggesting the previous traffic studies being used to inform the proposals were not adequate.

5.52 Road Safety

- Several residents raised concerns regarding road safety close to the Chaulden Adventure Playground, particularly in relation to creation of access along Chaulden Lane.
- A number of respondents raised concern that the increase in volume of traffic could cause safety issues.
- One commenter there may be a need to provide traffic calming on the current road layout.

5.53 Parking

- Existing on-street parking was raised as a major issue by Chaulden residents.
- Residents also questioned how on-street parking would be managed on new access roads.

5.54 Specific roads

- A number of roads were specifically mentioned in relation to access and the volume of traffic - Fishery Road and St John's Roundabout; The Avenue (currently a quiet road, but rat-running exists at rush-hour); access problems/pinchpoints at Northbridge Way junctions with Ashtree Way and Green End Road.
- One commenter proposed building a link road from Boxted Road to Leighton Buzzard Road.
- Another said that some of the existing roads, including Lindlings, had originally been built to accommodate access to further development, and measures (e.g. restricting on-street parking) could alleviate traffic problems to enable better access.

5.55 Other comments are as follows:

Loss of character

- Concern was raised generally that the character of the area would be negatively impacted by increasing traffic levels around the development area.

Public transport

- A number of comments were received here relating to public transport including a suggestion that The Avenue could provide access only for buses.
- More general comments were made on the lack of good public transport (buses/trains), poor and declining frequency of public transport services which was exacerbating traffic issues.

5.56 A few respondents stated they did not feel they had enough information to comment on this topic.

5.57 Comments from organisations on the design principles for roads follow Question 10.

Q9) It was suggested at the Community Workshop that there should be no vehicular access from cul-de-sacs in Chaulden. Do you agree?

Answer	Number	%
Yes	158	66%
No	39	16%
No answer	44	18%

Comments from the General Public

5.58 The majority of residents felt that cul-de-sacs in Chaulden should not be used as access points to the development area. Connecting roads, such as Lindlings, would not cope with the extra traffic and may become rat-runs. There were existing on-street parking problems along Lindlings which created access difficulties to other cul-de-sacs.

5.59 There was a much smaller number of respondents who felt the Chaulden cul-de-sacs could be used for access.

5.60 One response highlighted the potential loss of character on existing cul-de-sac design from previous development.

5.61 Comments from organisations on access from cul-de-sacs in Chaulden follow Question 10.

Q10) It was also suggested at the Community Workshop that there vehicular access could be taken from Chaulden Lane. Do you agree?

Answer	Number	%
Yes	62	26%
No	137	57%
No answer	42	17%

Comments from the General Public

5.62 The majority of residents did not want to see creation of any access from Chaulden Lane, and there was a strong feeling of opposition in the responses to this suggestion. There was also some concern about the loss of character of Chaulden Lane, an historic rural lane, and whether it should it be widened for improvement of access.

5.63 Safety on Chaulden Lane is a keen issue. Chaulden Lane is a narrow route that is already heavily used and congested with a wide range of users, including pedestrians, cyclists, horse riders and existing vehicular users. Should access be created here there may be an increase in accidents. There was some concern that Chaulden Lane may become a rat-run should a new access point be created.

5.64 A significant number of residents recognised that access from Chaulden Lane would be feasible however it would require upgrading/widening and mitigation of safety issues.

5.65 There is a swing bridge over the canal (Winkwell Bridge) which was highlighted as a constraint. Impacts on the community at Winkwell also need to be considered.

5.66 Some residents highlighted Long Chaulden as unsuitable for access generally and commented that existing roads were already very heavily used.

5.67 Access for local residents along Chaulden Lane needs to be looked at during site construction works.

Comments for Questions 8-10 from Organisations

5.68 See tabulation below.

Organisation	Summary of Key Points
Dacorum Green Party	- Traffic flows need to be balanced between access from 3

	points, The Avenue, Long Chaulden and Chaulden Lane.
Grand Union Investments	<ul style="list-style-type: none"> - Long Chaulden and The Avenue are the most appropriate points for creating principal vehicle accesses to the site. Development of this scale is likely to require off-site junction improvements at a number of locations. - See Appendix I for full comment.
New Conservation Society	<ul style="list-style-type: none"> - Extreme care would be needed with the design of the proposed road access in Long Chaulden opposite the Adventure Playground e.g. extra lighting - Extra traffic may have a harmful effect on Shrubhill Common Local Nature Reserve
UKIP	- The roads are poor enough already
West Hemel Action Group	- Does not support development

QUESTION 11: UTILITIES

Do you agree with the development principles for Utilities?

Answer	Number	%
Yes	50	21%
No	132	55%
No answer	59	24%

Comments from the General Public

5.69 Capacity of local infrastructure

- Residents sought assurances that the capacity of local utilities infrastructure would be adequate to take additional development, particularly in relation to drainage/sewerage and water supply/pressure.
- There were a smaller number of positive responses suggesting the principle of the proposed utilities infrastructure was acceptable.

5.70 Provision of utilities

Respondents agreed that new utilities infrastructure provision was essential and any new utilities must be sensitively designed without major external structures, with the opportunity being taken to provide more underground services and the removal of existing telecommunications masts.

5.71 Drainage/Sewerage

Sewer network problems were reported from places around the development area, thus questioning the ability of the existing network to cope with additional use. Surface drainage on local highways was also a common concern.

5.72 Flooding

A significant number of residents referred to localised flooding/surface water drainage issues in the vicinity of the development and failure of existing authorities to deal with these problems. One response stated that more information was needed on measures that need to be undertaken to mitigate the risks associated with groundwater and storm water attenuation.

5.73 Water supply

Many respondents outlined concerns about where water would be supplied from, whether it would impact on ground water supplies and required more information on provision of water supply to make an informed assessment. There were concerns about impacts on the River Bulbourne and Chilterns chalk streams.

5.74 Broadband

Comments were received on the need for providing a suitable Broadband service to the area and whether the development could improve the poor broadband service to the existing rural

area. It was noted that having a good/fast Broadband service in place would be crucial for attracting future communities/businesses to the area.

5.75 A number of comments were received asking whether existing infrastructure provision (water/gas) could be extended to Pouchen End as part of the development and that such extension of services here should be regarded as positive. The existing gas pipeline (and ensuring a wide enough buffer to it) was mentioned as a major constraint to the development.

5.76 Some were also concerned about the impact on existing infrastructure provision when new services were put in (perhaps power cuts, loss of water supply and road closures).

Comments from Organisations

5.77 See tabulation below.

Organisation	Summary of Key Points
Environment Agency	<ul style="list-style-type: none"> - The consultation documents set out that Thames Water will be upgrading the sewerage infrastructure serving the development. - It is also noted in the SoCG that if these upgrades are not completed in time then a temporary on-site packaged water treatment works could be installed in the interim. We would have serious concerns about the quantity and quality of effluent that would be discharged from a water treatment works into the River Bulbourne. - The River Bulbourne is currently classified as being of 'moderate' ecological potential, and is required to achieve 'good' ecological potential by 2027. - Connection to the main sewer network would be our preferred option for this site. - You would need to provide the following information for us to review in the first instance for us to assess the associated risks - See Appendix I for full comment
UKIP	<ul style="list-style-type: none"> - Inadequate water and power supplies.
West Hemel Action Group	<ul style="list-style-type: none"> - No development will mean that no development principles for utilities will be required.

THE DEVELOPMENT PRINCIPLES – (C) FITTING IN WITH THE COUNTRYSIDE

QUESTION 12-13: COUNTRYSIDE

Q12) Do you agree with the development principles for Countryside?

Answer	Number	%
Yes	62	26%
No	128	53%
No answer	51	21%

Comments from the General Public

5.78 Overall impact on the countryside/Green Belt

- Overall respondents felt that the development of Green Belt/greenfield sites would have a negative impact on the countryside. A significant number of residents are opposed *per se* to development of the Green Belt and felt the proposals were unacceptable.
- On the other hand, a number of residents felt the development principles for countryside were acceptable.

5.79 Wildlife/Ecology

- Some residents feel the ecological impacts have not been fully considered, with alternatives such as mitigation and 'offsetting' not clear, with little detail on the mitigation of specific ecological impacts to comment on.
- Species particularly highlighted within the proposed LA3 area were skylarks, bats, foxes and badgers.

5.80 Trees/Hedgerows

- There were many comments supporting the retention of existing trees and hedgerows in the LA3 area, and support for planting trees within the development to provide screening/reduce visual impact and safeguard the rural character as much as possible.
- Some residents felt that planting must be appropriate in terms of the species and landscape character of the area, adjoining the Chilterns AONB.

5.81 Access to the Countryside

- It was suggested that existing footpath and cycle routes should be protected by green corridors so that they do not become 'hard' routes along urban roads and pavements.
- Residents felt that the development area needs to connect to the existing access network and strategic footpaths and routes such as: Chiltern Way, Hertfordshire Way and the Grand Union Canal
- One resident suggested the provision of new footpaths and cycle access on land to the west of LA3 in addition.

5.82 Visual impact

A number of respondents raised the matter of visual impact of the development and whether screening/planting could alleviate this. A proposed 'soft edge' to the countryside was welcomed by a number of residents.

5.83 Retention/identity of individual villages/communities

There was concern that the scale of development provided insufficient separation between Winkwell and Pouchen End communities, and that these areas could lose their identity and character as settlements/communities in their own right. The provision of countryside/green infrastructure between these hamlets could be considered, which will also provide recreational/amenity benefits.

5.84 Comments from organisations on development principles for the Countryside follow Question 13.

Q13) Do you think Pouchen End Lane should be closed at one point (to be agreed) to prevent through traffic?

Answer	Number	%
Yes	69	29%
No	112	46%
No answer	60	25%

Comments from the General Public

5.85 Opinion was divided on whether Pouchen End Lane should be closed. There was a general feeling that more information on this proposal and its potential impacts was needed. In particular more detailed consultation was needed with Pouchen End residents.

5.86 A significant number of residents felt that this road (and potentially Chaulden Lane) should be closed to through traffic. Some comments said Pouchen End Lane should be safeguarded as a rural lane, with its valuable hedgerows.

5.87 However, a significant number of residents also preferred to see access to the development here as opposed to Chaulden Lane (see earlier section relating to roads) with associated road widening and improvements.

5.88 Several respondents recognised that closure of Pouchen End Lane could create positive opportunities for cycling/walking/horse riding and reduce accidents/rat-running. One noted that Pouchen End Lane is part of the local recreational horse-riding network, cycling route and is well-used by pedestrians and inevitably will suffer increased traffic and rat-running if the development goes ahead. Blocking Pouchen End Lane off could help in creating a transition between the new development and the countryside to the west by creating a quiet thoroughfare for horse-riders, cyclists and pedestrians to enjoy - perhaps better still would be blocking the lane off at two points to form a short section of 'green lane'. Closing the lane off

to the north of the existing houses could help to retain the identity of the small hamlet of Pouchen End.

5.89 There were concerns about the impacts on other entry/access points to the proposed LA3 development if Pouchen End Lane was closed to vehicles. Also, a number of responses questioned why Pouchen End Lane residents were being protected and not others.

Comments for Questions 12-13 from Organisations

5.90 See tabulation below.

Organisation	Summary of Key Points
Bucks and West Herts Gypsy Advocacy	- Particularly like the comment 'provide a soft edge' to the countryside
Dacorum Green Party	- The neighbourhood needs to blend in with the countryside, which I think the plans cater for. Pouchen End Lane needs to be kept separate from the new neighbourhood.
Environment Agency	- Pleased with the commitment to create and enhance green infrastructure links across the site, and providing connections with public rights of way. When softening the views around the site it is important that a native planting scheme is implemented. These principles will provide both amenity and biodiversity benefits.
Grand Union Investments	<ul style="list-style-type: none"> - Question 12: wish to question whether the proposed development would be able to sufficiently " soften views of housing from the countryside by use of tree planting, by retaining appropriate tree belts and by siting open space carefully " to allow residential development across all areas of the site, particularly given that at this stage of the design process, no detailed proposals on the layout of residential development exist. - Soft Edge The consultation document proposes the provision of "a soft edge to the countryside and ensure visual and physical separation "- this will not help to support a clear and distinguishable boundary between West of Hemel Hempstead and the Green Belt to the west. - Question 13: the layout of the site should not encourage use of Pouchen End Lane for through traffic accessing the nearby A41 / A4251 junction due to a number of physical constraints along this route and its existing rural character. This could most simply be done by not creating vehicular links between the site and Pouchen End Lane or Chaulden Lane, rather than by making such connections and then blocking access, say at the narrow railway crossing.

<p>Herts and Middlesex Wildlife Trust</p>	<ul style="list-style-type: none"> - Support the principles relating to the countryside - Particularly supportive of the following statements and principles: Soften views of housing from the countryside by use of tree planting, by retaining appropriate tree belts and by siting open space carefully (particularly in views from Little Heath and Westbrook Hay); Provide a soft edge to the countryside and ensure visual and physical separation from Potten End and Winkwell; Provide pleasant footpath and cycle access through the site to link with Chiltern Way, Hertfordshire Way, the Grand Union Canal and the Chilterns Area of Outstanding Natural Beauty.
<p>Natural England</p>	<ul style="list-style-type: none"> - The principle of fitting in with the countryside needs strengthening; reference should be made to the Hertfordshire Landscape Character Assessment. - As the proposed development is sited in close proximity to the Chilterns AONB we would recommend that careful consideration is taken to reduce the impact of the development as viewed from the edge of this nationally designated area. - In particular the edges of the development should avoid hard, straight boundaries and the landscaping should use native plant species of local provenance. - Any existing trees and hedgerows should be maintained as far as possible. - Seek the view of the Chilterns AONB Conservation Board prior to progressing the master plan, as they may have more detailed comments to make - The proposed development may affect protected species and we therefore recommend that you make reference to Natural England Standing Advice for Protected Species - This also set out when, following receipt of survey information, the authority should undertake further consultation with Natural England.
<p>New Conservation Society</p>	<ul style="list-style-type: none"> - Maintain the full amenity value of Public Footpaths HH20, HH21 (from Fields End Estate to Pouchen End Lane) and HH91 (Pouchen End Lane to Rowcroft) - Q. 13. Since there is no proposed road access to Pouchen End Lane from LA3, closure of the lane should be unnecessary. However, if a traveller site is to be located away from existing housing as stated, it is likely to be near enough to Pouchen End Lane to provide a temptation for illegal road access and general despoilation of the Lane by dumping and hedge destruction Substantial barricading would be necessary, for instance by high mounds with tree planting.

	- See Appendix I for full comment
West Hemel Action Group	- Leave the countryside and Green Belt as is and therefore no countryside development principles will be required.

GENERAL COMMENTS

Answer	Number	%
Response	189	78%
No response	52	22%

Comments from the General Public

5.91 The largest number of responses in this section was from residents not supporting the proposal and being opposed to development in the Green Belt.

5.92 A significant number of responses accepted the need for future development and further housing in the area. One resident reported that LA3 could provide an attractive extension to the town with a large addition to housing stock, but hoped that it would be of high quality in design. Others suggested that the town may benefit from new infrastructure and publicly accessible green spaces and facilities which would be provided by the scheme.

5.93 A number of residents suggested a new/revised Green Belt boundary should follow Pouchen End Lane to the west and Chaulden Lane to the south.

5.94 Other comments were also received. Most have been covered elsewhere in this report. New comments are outlined below:

- A number of comments referred to previous comments made by the Planning Inspector (rejection of the area as being suitable for development in 2000/1) and questioned the Core Strategy.
- Some residents are worried that this development may lead to a reduction in their standard of living and were concerned about increased noise/air pollution.
- It was suggested that the housing mix should provide for the elderly and incorporate retirement homes/properties.
- Residents said there is no heritage provision in Dacorum – such as a museum and the town has lost ‘The Pavilion’ – cultural infrastructure needs to be considered when expanding the town at this scale.

General Comments from Organisations

5.95 See tabulation below.

Organisation	Summary of Key Points
Bucks and West Herts Gypsy Advocacy	- This is an opportunity to build a site for mobile homes for Gypsy families.
Canal and River Trust	- The Trust has two concerns regarding the proposed site. Both relate to additional usage and therefore degradation of our assets: Winkwell Swing Bridge (Bridge 147, Grand Union Canal) and The Grand Union Canal Towpath

	<ul style="list-style-type: none"> - See Appendix I for full comment
Chilterns Society	<ul style="list-style-type: none"> - Strongly object to LA3 <p>Issues raised:</p> <ul style="list-style-type: none"> - Sustainability of this location - Poorly located in respect of public transport, employment areas, the town centre and local facilities. - The proposed amount of development is completely excessive. - Lack of adequate infrastructure in the area (roads, schools - secondary schools as well as primary, public transport, health facilities and no A&E hospital in Hemel Hempstead). - The roads in the area cannot take more traffic. - Buses do not adequately serve the area at present due to the layout of the road network. - The site is visually very attractive and makes a major contribution to the character and appearance of the area, with views to and from the Chilterns Area of Outstanding Natural Beauty. - If this site is to be progressed, the amount of development should be considerably reduced in order to provide the required infrastructure and landscaping sufficient enough to mitigate the damaging effect of development in the green belt. <ul style="list-style-type: none"> - See Appendix I for full comment
Dacorum Green Party	<ul style="list-style-type: none"> - The opportunity is there for a relevant inclusive community; which is sustainable and has a strong green and social infrastructure. It needs to follow the example of its West Hemel neighbours, Chaulden, Gadebridge and Warners End.
English Heritage	<ul style="list-style-type: none"> - Welcome the importance of reflecting local character and the best design principles of the Chilterns area. The National Planning Policy Framework recommends that the design of new development should 'respond to of local character and history'. - We recommend that the county archaeologist at the Historic Environment Unit is consulted - There are several grade II listed buildings in the local area and we recommend that heritage assets should be considered more explicitly in the masterplanning principles. - Consideration of the local road network should take account of the sensitivity of the crossing over the Grand Union Canal at Winkwell - Maintaining the local identity of Potten End and Winkwell will be critical aspects to consider within the masterplanning
Grand Union Investments	<ul style="list-style-type: none"> - The proposed development and the according revisions to the Green Belt boundaries, potentially do not help to safeguard the future of the Green Belt - See Appendix I for full comment

Highways Agency	<ul style="list-style-type: none"> - The proposal needs to be accompanied by a robust Transport Assessment which investigates the impact of the proposals on the operation of the M25 junction 20 and covers the potential impact on the Strategic Road Network as well as the local roads.
HCC - Health and Community Services (Adult Care Services)	<ul style="list-style-type: none"> - HCC would welcome the opportunity for any additional proposals to contribute to district need. - Information given future need for residential care provided. There would be a requirement for local day service provision arising from 900 new dwellings West of Hemel. This would comprise a space with 1 to 2 large multi-purpose rooms for 15 to 20 people are as follows: <ul style="list-style-type: none"> available Monday to Friday, 8.30am to 3.45pm, 52 weeks a year (not bank holidays); access to kitchenette and fridge; secure storage; lie down change facility; accessible bathroom facilities; overhead hoist; large minibus pick up/drop off space; and car parking. - See Appendix I for full comment
Herts and Middlesex Wildlife Trust	<ul style="list-style-type: none"> - See Appendix I for full comment
Mr Penning MP	<ul style="list-style-type: none"> - I do not see the need to use this site when there are other designated sites ready to use around the Borough, in particular the land to the east. The land to the east could provide a large amount of housing and, as there is less residential areas round this, will not cause such an upheaval for residents. I have been passing resident's objections to you and I would like your assurance that the objections received will have due consideration and also that all other designated sites have been explored prior to any permission being granted for the above.
Network Rail	<ul style="list-style-type: none"> - There are several access points on to the railway on this land and they must remain open and unblocked for Network Rail and emergency use as a permanent arrangement. - Network Rail is a publically funded organisation so it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. It is therefore appropriate to require developer contributions or CIL contributions to fund such railway improvements. - It would also be appropriate to require contributions towards rail infrastructure where they are directly required as a result of the proposed development and where the

	<p>acceptability of the development depends on access to the rail network</p> <ul style="list-style-type: none"> - Drainage works should ensure that all surface water and foul water flows away from the railway boundary.
Thames Water Property Services	<ul style="list-style-type: none"> - Thames Water have concerns about the ability of the existing infrastructure to serve a development at this location - The developer should contact Thames Water as soon as possible to understand any upgrade requirements which would be informed by a detailed impact study. Such a study may be undertaken by Thames Water: however it will require funding from the developer.
West Hemel Action Group	<ul style="list-style-type: none"> - Oppose development - see Appendix I for full comment
West Herts Hospitals Trust (WHHT)	<ul style="list-style-type: none"> - Proposal suggests a population in excess of 2000 - This will have a significant impact on local secondary health care facilities and developer contributions to these should be sought in the circumstances. - No substantive consultation by the Local Authority with secondary health care providers has been undertaken to date over this proposal. - It is imperative that realistic provision is made for housing that is adaptable and can change to meet the varying needs within the local community of different groups and households over time. - WHHT would be pleased to engage further with Dacorum BC and Herts County Council where appropriate over securing developer contributions for health care and related matters and on progressing LA3 to ensure that the health and social care needs of this new community are fully addressed.

6. Issues and Outcomes

Introduction

- 6.1 Dacorum Borough Council would like to thank all members of the local community who attended the consultation event and who took their time to fill in the feedback form. The issues raised by the community and other organisations have been summarised within this report and the Council are considering these carefully in taking the proposals forward.
- 6.2 A significant number of those responding expressed concern over the allocation of LA3 to meet future housing needs. The Council understands these concerns and is keen to work with the community and others to ensure these issues are addressed, as far as is possible. Those commenting also provided some sound observations and advice to take into account when planning the development in more detail.
- 6.3 The key issues arising from the consultation include:
- (a) The Allocation of LA3 (Land at West Hemel Hempstead)**
- 6.4 The decision to develop LA3 for housing and ancillary facilities has already been taken in the Core Strategy. The Core Strategy has been the subject of consultation, examination and modifications by the time the 'Shaping the Master Plan' consultation for LA3 took place in July 2013. The Inspector's Report saying that the Core Strategy was sound has also been received.
- 6.5 The answers to Questions 1 and 3 suggest that the proportion of commenters objecting in principle to LA3 is around 70%. However, because of the way that people have responded to the questionnaire, it is difficult to be precise about the absolute percentage. This has not prevented a clear understanding of local people's concerns. There are sound observations and advice in the representations to take into account in planning the development in more detail.
- 6.6 The main reasons for objecting to the principle of development at LA3 are:
- the use of Green Belt land;
 - the impact on the Chilterns Area of Outstanding Natural Beauty and countryside;
 - the impact of traffic;
 - the adequacy of existing infrastructure – education, health, drainage, sewerage, water and power; and
 - there are alternative locations for development.
- 6.7 The size of the proposed development is linked to these concerns. Some people have also queried whether the scheme would be too large to foster a new community.
- 6.8 West Hemel Action Group set out reasons for opposing the development including the use of Green Belt land and the strain on infrastructure (e.g. the impact of traffic on local roads, lack of capacity at secondary schools, and access to A&E hospital services at Watford).
- 6.9 With more people living on the western side of the town, the area will be busier. Access and infrastructure will be key issues in the planning of the new development, but they are not reasons to prevent it. The local highway authority and infrastructure providers have been continuously consulted on the Core Strategy, and contributed to an Infrastructure Delivery Plan through which new development and infrastructure can be co-ordinated. Some new

infrastructure will be needed. It is therefore important that the development principles in the section on “Roads, infrastructure and related matters” are well-drafted (and edited as necessary) as the basis for more detailed planning.

- 6.10 It is important that the new neighbourhood is of sufficient size to sustain new facilities such as a primary school, meeting places, community centre and commercial uses and to establish its own identity. It could not be much smaller to achieve these objectives.
- 6.11 The decision made by the Council to develop LA3 was a balanced one taken in the light of:
- conflicting interests – economic growth, provision of homes and environmental protection;
 - Government policy which requests local authorities to meet their full housing (and other) needs and requires local authorities to review Green Belt boundaries in order to do so;
 - the Council’s assessment of land supply, whereby previously developed land and urban sites have been considered first, before considering the need for new green field land; and
 - consideration of alternative (green field) options.
- 6.12 This judgment was made in the light of these current circumstances. It could not simply relate to past decisions whereby the Council and Planning Inspectors did not need to release the area from the Green Belt for housing.
- 6.13 The housing programme in the Core Strategy is balanced against environmental considerations and it will meet about 85% of the Government’s projected need for new homes in Dacorum. In addition, the effect of in-migration on the figures would be substantially reduced. Immigration is a Government matter which the Council has little control or say over. In any event, at the Planning Inspector’s request the Council has committed to an early partial review of the Core Strategy to reconsider the full level of housing need.

(b) Alternative Sites

- 6.14 The Council is only able to plan development in its own area. Through the “duty to co-operate” placed on all local authorities, there is a possibility that some growth could be diverted away from Dacorum or be directed into it depending on the needs of neighbouring authority areas.
- 6.15 The suggestion of accommodating development to the east of the town in St Albans district is not a simple alternative to LA3. Land east of the town (the Gorhambury proposal) was considered at the Examination into the Core Strategy where it was promoted by agents representing the Crown Estate. The Inspector found the Core Strategy ‘sound’ *without* the inclusion of this land.
- 6.16 In 2009, Dacorum Council, with input from St Albans Council and Hertfordshire County Council, published a technical document entitled ‘Assessment of Alternative Growth Scenarios for Hemel Hempstead’ (as part of considering much higher growth levels under the (then) East of England Plan). This document looked at three growth options for the town – northern, eastern and dispersed. The options ignored administrative boundaries. All three options included development at West Hemel Hempstead because of the overall level of need across this part of the county. The lower of the options was for 1,200 homes to be included in the

Eastern Option. LA3 proposes less. However, land east of the town will be the subject of further discussions with St Albans Council:

- as part of the partial review of the Core Strategy; and
- in order to meet a substantial development need in St Albans district.

(c) Accessibility

6.17 Residents expressed concern about traffic congestion and the capacity of local roads to accommodate additional traffic. This related to the network in general and to particular parts of the network.

(i) Highways

6.18 One of the main issues raised by local residents was highway capacity. This is a key issue in planning any development and will be subject to further testing and analysis, before any plans are submitted.

6.19 The local highway authority (Hertfordshire County Council) and infrastructure providers have been continuously consulted on the Core Strategy, and contributed to an Infrastructure Delivery Plan through which new development and associated new infrastructure can be co-ordinated.

6.20 Hertfordshire County Council has developed a traffic model for Hemel Hempstead to test the effects of various levels of development and highway measures across the town. There have been two runs of this model so far. The first in 2009 considered the highway impacts of new development within the existing town boundary. A second model run in 2010 tested the additional impact of the local allocations proposed on the edge of the town (including LA1, LA2 and LA3). This concluded that there would be the need for localised junction improvements in the town, but did not anticipate that there would be issues that could not be appropriately mitigated.

6.21 Dacorum Borough Council has asked Hertfordshire County Council to update its traffic model to assess the effect of a new town centre supermarket (Morrisons). As part of this third model run, the County Council will review the appropriateness of the previous assumptions. The results for this traffic model update will be published later this year. Any highway issues raised, and any necessary mitigation measures, such as local junction improvements relevant to LA3, will be considered further through the master planning work that is already underway.

6.22 In addition to the further run of the Hemel Hempstead traffic model, a review of the Transport Study undertaken by the landowners' highway consultants will take place to inform the masterplan.

6.23 The issue of road traffic does need to be kept in perspective. It is reasonable to scrutinise peak hour traffic conditions at West Hemel Hempstead and to address particular problems. However, just like any element of infrastructure it is important that road capacity is used effectively. Peak hour conditions at West Hemel Hempstead do not apply throughout most of the day and do not normally hamper access to key services.

6.24 The masterplan itself will refer to the need for a full transport assessment to accompany any planning application. Its parameters will be agreed with Hertfordshire County Council and

relate to potential transport impacts and support transport modes other than the car. The Highways Agency (who is responsible for trunk roads and motorways) has asked that the assessment extend to the strategic road network in order to assess the impact.

(ii) Local Roads

6.25 The development principles relating to “Roads” (under “Fitting in with the town”) should be retained. There is no significant disagreement that main accesses should be taken from Long Chaulden and The Avenue, with some suggesting a further access point. Concern about road safety and pedestrians crossing by the Adventure Playground (Long Chaulden) can be addressed when the access into the site is designed. All off-site road works will be the subject of safety audits.

6.26 Taking access from cul-de-sacs in Chaulden and/or from Chaulden Lane is clearly a controversial issue for those who responded, and both are opposed by majorities. Reasons were given in the consultation document (‘Shaping the Master Plan’) why main access should not be taken from either, and there is no information at this stage to change this view. The questionnaire probably did not achieve a good comparison of response to these options because some commenters objected to all access options. Around half of all commenters live in Chaulden with 25% of those in Chaulden Lane, meaning the results may reflect little more than where people live. The further investigation of traffic movement to inform the masterplan can question what sort of vehicular access may be appropriate in addition to Long Chaulden and The Avenue, but the Council expects this to be ancillary or limited, perhaps for emergencies only. The draft masterplan should present a clear view on these roads for further consultation, following additional background highways assessment and guidance from the Hertfordshire County Council as the local highway authority.

(iii) Public Transport

6.27 Residents wanted better bus services and supported new cycle and footpath provision. The County Council advises that certain roads within the development area ought to be designed to accommodate a bus route. An additional development principle is therefore proposed (under Roads):

- to accommodate a bus route within the new neighbourhood.

6.28 The County Council also supports permeability between neighbourhoods by cycle and on foot.

6.29 Network Rail is concerned to maintain its infrastructure. The site is not directly next to the railway, and there is no direct impact on rail infrastructure (e.g. access for maintenance). The advice of the Environment Agency will be followed on drainage matters, which should avoid any concerns about run-off from the site affecting the railway embankment. It is reasonable to assume there will be some increase in demand for train services: any general issues about developer contributions funding infrastructure must be considered through the Infrastructure Delivery Plan (an assessment of the infrastructure required to support the existing and planned levels of housing and employment development within the Borough to 2031 (IDP)¹.

¹ The IDP can be viewed using the following links: <http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/evidence-base/strategic-infrastructure-reports-2011> and <http://www.dacorum.gov.uk/home/planning-development/planning-strategic-planning/evidence-base/dacorum-infrastructure-delivery-plan-2012>

(d) Other Infrastructure

(i) Health

6.30 The strategic health authority and hospital trust are fully aware of the Core Strategy development programme and growth at Hemel Hempstead.

6.31 The main hospital services including A&E have been moved to Watford: Hemel Hempstead has an urgent care centre and is proposed to be a local general (or community) hospital. LA3 will be built during the 2020s and it is the provision of the services then that is important for this development. Watford General Hospital will be extended through the provision of a new health campus in the next few years: transport connections to the hospital will be improved through a new road link and the Croxley rail link (with a new station to serve the hospital). The financial contribution of LA3 towards infrastructure is a matter for further consideration and discussion.

6.32 The offer from West Herts Hospital Trust to engage further with the Council (and County Council) on local health and social care is welcomed and will be followed up. Parkwood Surgery supports the development principles, one of which states:

“Support the enlargement of the Parkwood doctors’ surgery (either financially or within the new neighbourhood).”

6.33 The Council will continue discussions with the surgery in order to ensure that full provision can be made for the increased population of west Hemel Hempstead.

(ii) Education

6.34 The County Council has also been made fully aware of the Core Strategy development programme and growth at Hemel Hempstead. They have stated that no new secondary schools are needed, although extra classrooms and related facilities will be necessary on existing sites. A new primary school is considered a requirement of the development.

(iii) Drainage, Sewerage and Water Supply

6.35 The Environment Agency refers to a number of drainage matters which should be referred to in the masterplan. Sustainable drainage systems should be used (and linked to open space/green infrastructure as appropriate).

6.36 On the whole residents wanted to be satisfied that the right drainage infrastructure provision would be made. Local run-off and surface water issues were mentioned, as was the adequacy of water supply. Thames Water requests that the developers should contact them regarding any sewerage upgrade requirements. The Environment Agency supports connection to the main foul sewer network at the outset as would be usual (rather than any temporary on-site packaged water treatment works).

6.37 The development is situated within a Drinking Water Protected Area and within Source Protection Zone 3, which means that the Mid Chilterns Chalk groundwater body below the site feeds public drinking water supplies. A Preliminary Risk Assessment (PRA) should be undertaken to assess the potential for land contamination to be present at the site so that

pollution protection measures can be put in place if necessary. An additional development principle should be incorporated (under Utilities):

- to protect groundwater from pollution.

6.38 No particular concern has been raised by Affinity Water in respect of water supply. The development principles for Utilities are reasonable. The supporting text could refer to continuing dialogue with the key utility providers being necessary.

(e) Design and layout

6.39 An average of 30% of those answering Questions 3-8 inc., 11 and 12 supported the development principles. When taken in the full context of the way people have responded, this is considered to be a fair measure of support.

6.40 Criticisms of the Vision for the development mirror those for the basic principle of the development. The situation would have been similar when the development of Chaulden, Warners End or Fields End was being planned. Yet, there is a strong need for more homes, including family homes, which must be located somewhere. The allocation of West Hemel Hempstead is reasonable in comparison with alternatives that the Council has tested.

6.41 There is generally agreement with the Council over what constitutes constraints to the *layout* of the development – i.e. drainage/sewerage, the gas pipeline, the existing road network, topography and wildlife. No archaeological constraints have been found to date. Green Belt is not a relevant consideration in this context. Some people have referred to local amenities which is understandable. This is a relevant consideration in order to fit development with the town, and it is referred to in the supporting text with the development principles.

6.42 The Core Strategy sets the parameters for new homes. The type and proportion of affordable housing units are considered generally appropriate, though further investigation will be required at the time of the planning application. Consideration will need to be given to homes for particular groups, including older people and those with special needs as highlighted in comments from HCC Adult Care Services (Appendix I). LA3 is of a sufficient scale to support a mix of housing and facilities. Concern that the scale and density of development will be too high can be addressed to some degree through design and landscaping. There will be a balance to be struck between the amount and distribution of open space and the density of built development in different parts of the site.

6.43 The principle of a separately identifiable neighbourhood from Chaulden and Warners End with its own community focus is the appropriate one to take forward because it replicates the existing neighbourhood structure of the town. The uses proposed in the Council's development principles are supported (i.e. community square, hall, shop and other commercial spaces, together with a primary school and bus route). Residents also suggested a cafe, church, 'day centre', and dentists, chemist, library and police office. These need to be assessed in examining the role and viability of the central focus.

6.44 It is important to establish a clearer idea of scale in the masterplan, although this would have to be tested at the later planning application stage. The centre can offer local employment and in part serve Fields End. Some ideas such as a community orchard are relevant to the use of the open space, while potentially contributing another focus to the new neighbourhood.

The principles of the New Town and Garden City Movement on street landscaping (i.e. their emphasis on creating a strong green and open context) should be applied where possible.

- 6.45 The height of buildings, density, effect on views and local amenities, loss of hedgerows and adequacy of car parking (pointing out the level of on-street parking on Lindlings, for example) were all concerns expressed by residents. The masterplan can explain the circumstances in which three storey buildings may be appropriate – i.e. to enhance urban design and emphasise the central community focus, while avoiding intrusion in views from particular public vantage points such as Westbrook Hay. Supporting text can also elaborate on the importance of establishing or retaining public views outward from the site.
- 6.46 Car parking is adequately covered by a development principle, but again the supporting text and drawings can consider the layout further and refer to the possible use of Home Zones (i.e. streets designed primarily to meet the needs of pedestrians and non-car users and where the speed and dominance of cars is reduced). The suggestion by Sport England that their ‘Active Design guidance’ can help be used to guide or critique design of a development is constructive and should be referred to.

(f) Travellers

- 6.47 The inclusion of homes for travellers (within the “Creating the Neighbourhood’s Own Identity”) was criticised by some residents as not to be in keeping with the area. The planning reasons are not clear in the objections. The proximity of different types of home is reasonable. The existing travellers’ site at Three Cherry Trees Lane will be surrounded by housing when Spencers Park (new housing development to the north east of Hemel Hempstead) is completed. The representative from Bucks and West Herts Gypsy Advocacy is supportive.
- 6.48 The masterplan and Site Allocations DPD should be clear on the number of pitches – around 10 would be a reasonable number. Design should follow the principles in the Core Strategy. Residents raised a number of understandable questions (e.g. the location of pitches, the nature of the homes/caravans) which can and should be answered at the detailed design stage.

(g) Impact on the Chilterns Area of Outstanding Natural Beauty and Countryside

- 6.49 The Council accepts that, although the site is not readily visible from the Area of Outstanding Natural Beauty, there will be a change to the Green Belt and countryside. To some degree, this can be softened through the sensitive application of the principles for “Countryside” (under “Fitting in with the countryside”). However, the development will still be seen and have impacts, and these need to be managed.
- 6.50 The Council suggests that it would be helpful to include a set of landscape aims and opportunities in the masterplan. They would be derived from the landscape and ecological assessments and provide an overview of the landscape strategy relating to the development.
- 6.51 Setting aside objections to green field development, there appears to be broad support for the development principles for “Countryside”. The Wildlife Trust supports this approach. There are areas of comment or qualification relating to:
- the assessment of the effect on wildlife and particular protected species (and potential mitigation);

- the retention of trees and hedgerows and use of native species in planting schemes;
 - the buffering of existing routes (such as Chiltern Way) to protect their character;
 - the extension of green infrastructure and routes from the master planning area across adjoining land; and
 - the visual separation of Winkwell, Potten End and Pouchen End so as to retain their separate identity.
- 6.52 While there have been detailed ecological and landscape studies, it is accepted that additional investigation and refinement of earlier work is normal for a development of the scale proposed. The masterplan should clarify what that is: the ecology study has, for example, indicated the need to examine the presence of badgers more closely. Natural England has recommended reference to their Standing Advice for Protected Species and further consultation with them direct. The [Dacorum] Landscape Character Assessment has provided an essential part of the context for the landscape appraisal. Further iterations (of the landscape appraisal) will be necessary as the masterplan is developed and planning application prepared.
- 6.53 Maintaining the character of important countryside routes is an appropriate aim and needs to be explained in the masterplan. This would be part of the green infrastructure crossing the masterplan area. The extension of this green infrastructure (landscaping and routes), particularly to the west and north-west, is desirable. The issue is whether it can be delivered through the development because of differing land ownerships. The Council, developers and others should be open to the opportunity. Surface improvements to the footpaths and/or canal towpath could reasonably be suggested in the supporting text.
- 6.54 Retention of hedgerows and trees is a new development principle recommended. For new planting (and as a general principle), it is better to use native species to help assimilate the new development into the landscape and help maintain or create wildlife corridors. A new development principle should be added (under “Countryside”):
- to use native species in planting schemes.
- 6.55 The principle of the visual separation of Potten End and Winkwell (with Bourne End) from Hemel Hempstead is evidently supported. Pouchen End cannot be separated from Hemel Hempstead in the same way. The existing collection of buildings there comprises purpose-built homes, farm buildings and converted farm buildings. The lane has a pleasant and normally quiet rural character. Pouchen End Hall is a listed building of architectural or special historic merit. The character and general amenities of this area can largely be protected – e.g. by siting of development, by preventing access to the lane for any new development (except minor extensions or changes) and by planting. A new development principle (under Countryside) would be:
- to protect the amenities and character of Pouchen End hamlet.
- 6.56 Opinion on the possible closure of Pouchen End Lane was divided. Some people saw benefits for quiet recreation. Others felt it was not necessary, and a few even suggested vehicular access to the development area from here rather than, say, Chaulden Lane. In the absence of any convincing consultation outcome, it is probably better to leave the lane open and discourage its general use by vehicles. The attractive character of Winkwell and the narrow crossing over the canal were other reasons why commenters felt traffic should be diverted away from the lanes.

6.57 The Canal and River Trust (formerly British Waterways) has argued that LA3 will lead to additional local pressure on the use of the Grand Union Canal, including the Winkwell Swing Bridge and towpath. The Trust has asked for contributions towards measures to control the use of the bridge and the upgrading of the towpath. Some additional use of the canal is to be expected, but there is no quantifiable link between the allocation and canal to justify the extent of suggested mitigation works. LA3 will need to support and prioritise a range of contributions (as referred to above) which are essential to deliver a high quality of development and where its impact on local physical and social infrastructure is more clearly related.

(h) Open space within the development

6.58 There was relatively more support for the Open Space development principles than any other group, including the amount of open space suggested and the extension of Shrubhill Common. These will be important points to follow in illustrative layouts showing green infrastructure throughout the master planning area. The line of the gas pipeline was seen by some as an opportunity for a wildlife corridor and to separate building development from Chaulden.

6.59 Natural England drew attention to their Accessible Natural Greenspace standards for wildlife areas. These and other open space standards can be explained in the background text, as an elaboration of the first development principle - i.e. "meet Council standards for all types of open space use as a basic aim."

6.60 Sport England wish to be consulted for their specialist advice, which is a constructive offer to be followed. Their observation that outdoor sports space should be designed to enable proper use, points to a further development principle (under Open Space):

- to ensure that the layout and design of new sports provision is fit for purpose.

(i) Sustainability

6.61 Important points were made by a number of organisations and residents about sustainability. The Council expects Policy CS29 on Sustainable Design and Construction in the Core Strategy to fully apply to the site: this should be made clear. Explanation of the importance of water efficiency, sustainable drainage, energy efficiency, the use of renewable energy and/or carbon emission reductions, permeable hardstanding areas and biodiversity in buildings and gardens should therefore be made in the supporting text.

6.62 Additional development principles should be incorporated (under Design):

- to retain hedgerows and trees; and
- to design the development to the highest sustainability standards possible.

Next Steps

6.63 Dacorum Borough Council is considering the responses received through consultation to ensure that the future housing needs of the area are planned appropriately. The Council accepts that local residents have concerns over the development at LA3 and its impact on local services and infrastructure. The Council is keen to work with the local community to ensure that this development, which will take a number of years to complete, is developed in

such a way to integrate successfully into Hemel Hempstead, whilst creating a new community with its own character and heart.

- 6.64 Dacorum Borough Council will work with the developers and their advisors to prepare a draft masterplan. It is through the development of the masterplan that many of the issues raised through the consultation process will be addressed. Further technical work and on-going advice from key stakeholders (such as the Environment Agency) will also be critical in this process.
- 6.65 A draft version of the masterplan and Site Allocations document will be subject to further consultation in late summer 2014.

Appendices

Appendix A: Exhibition Boards



PROPOSAL LA3:

New Neighbourhood at Pouchen End, West of Hemel Hempstead

Introduction

Background

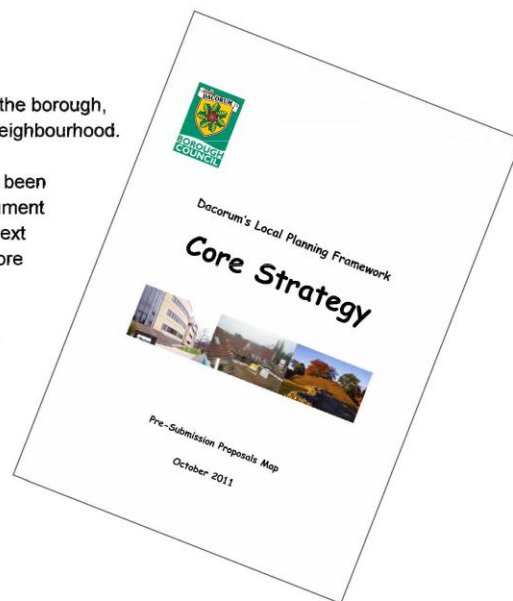
As part of a set of proposals to provide for the needs of the town and the borough, land to the west of Hemel Hempstead has been identified for a new neighbourhood.

The decision to develop the new neighbourhood at Pouchen End has been taken by the Council in the Core Strategy, an important planning document setting out the distribution and level of growth in the borough for the next 20 years. The proposal is referred to as Local Allocation LA3 in the Core Strategy.

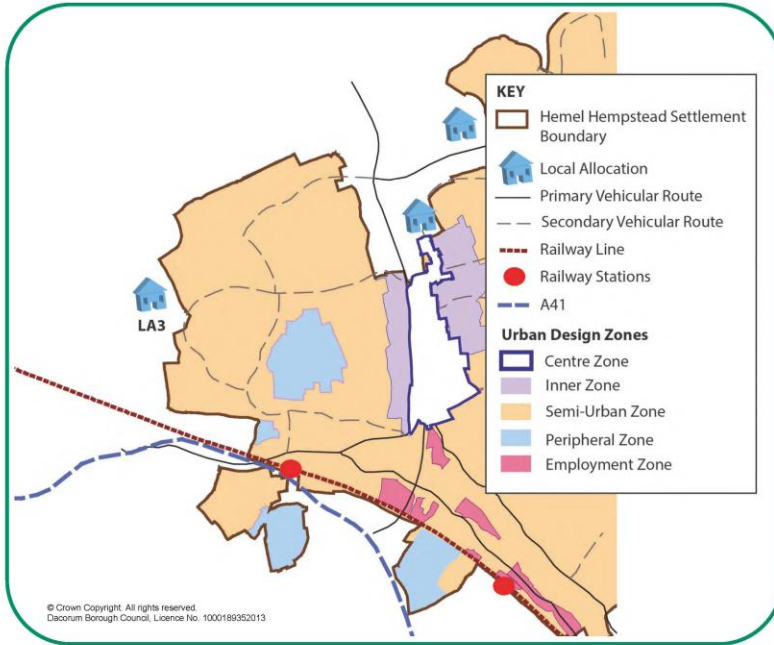
The proposal will contribute to a borough-wide target to provide more than 11,000 new homes between 2006 and 2031: this aims to meet about 80% of the identified need.

The Proposal in the Core Strategy

Around 900 new homes will be provided at West Hemel Hempstead, together with open space and other facilities.

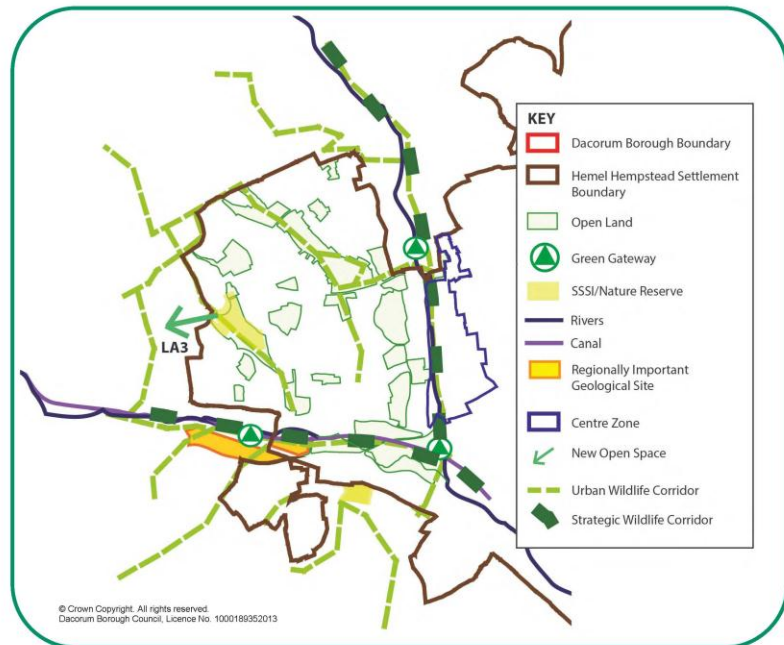


Location Reference	LA3
Site Location	West Hemel Hempstead
Proposals	<ul style="list-style-type: none"> Up to 900 new homes. Shop, doctors surgery and additional social and community provision, including a new primary school
Principles	<ul style="list-style-type: none"> A mix of two storey and three storey housing including around 40% affordable homes. Contributions must be made towards improving local services and facilities, including provision of a new 2 form entry primary school. The layout, design, density and landscaping must create a soft edge to the Green Belt and the extended open space. Impact on the local road network mitigated through the promotion of sustainable travel options, including improved pedestrian links with adjoining areas. No vehicular access from Pouchen End Lane. Provision of new open space / playing fields. New strategic landscaping to mitigate the impact on the Bulbourne Valley. Local road junction improvements. Extend Shrubhill Common Nature Reserve and create wider green infrastructure links. Consider potential for inclusion of a new cemetery to serve the town.
Delivery	<ul style="list-style-type: none"> The proposal will be delivered as an allocation in the Site Allocations DPD where detailed planning requirements will be established.



Extract of Hemel Hempstead Vision Diagram:

BUILT



Extract of Hemel Hempstead Vision Diagram:

NATURAL



Looking Ahead

Preparing the Core Strategy was the time to debate the level and distribution of development in Dacorum, including significant changes to the Green Belt to the west of Hemel Hempstead.

Now, we are thinking *how* the development should be designed and come forward. We started this phase on 15 May 2013 by holding a community workshop to which selected residents and other parties were invited: it raised issues and invited ideas to start the process.

What we need to do now

1. Delineate the area of Local Allocation LA3 and draw a new Green Belt boundary. The timing and phasing of LA3 should be clarified and some additional planning requirements listed (for example, on road access).



The Council will do this in a planning document called the Site Allocations (Development Plan Document). This document must follow the Core Strategy and accord with Government planning policy.

The new Green Belt boundary should follow physical features that are readily recognisable and likely to be permanent according to Government policy.



2. Prepare a master plan to inform and support the Site Allocations document and to explain how the land at Pouchen End should be developed.

It will include a context and consider:

- the Opportunity that is offered;
- the Constraints that need to be taken into account; and
- the Principles to guide development.

Afterwards, when we are more certain about individual development principles, we will bring them together and illustrate them more fully.



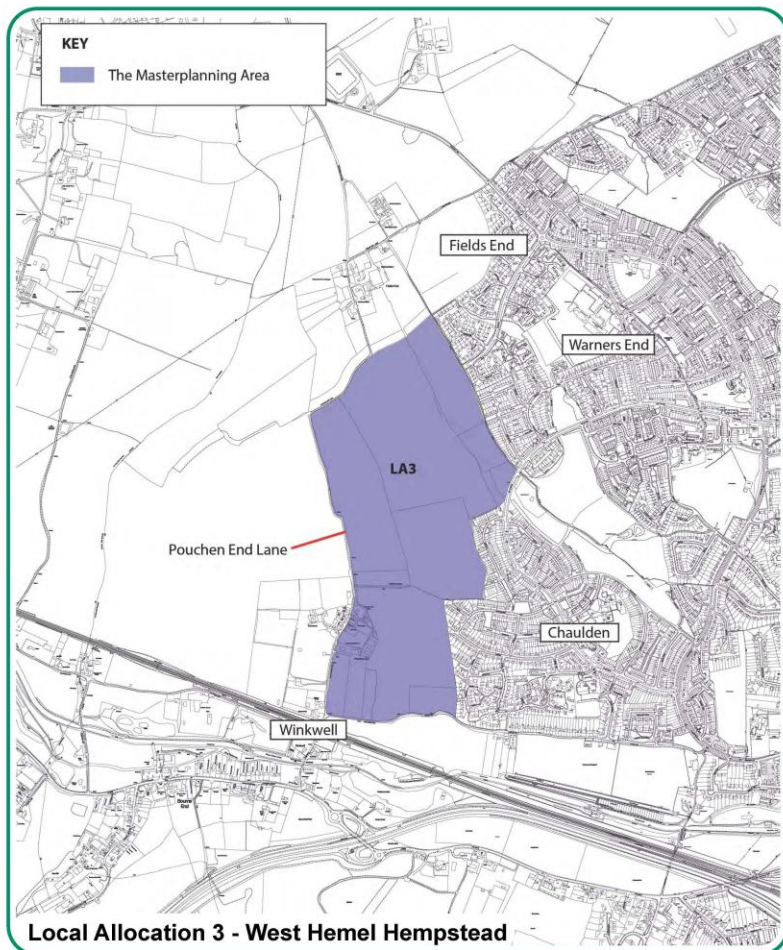
What is a Master Plan?

A master plan sets out the principles which will guide a future development. The principles are normally definitive, but in some cases there could be acceptable alternatives. An indicative layout will illustrate the principles. It would normally show access points, the general movement network within the site, areas for different types of development, open space and key landscape (and other) features.

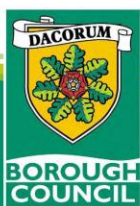
A master plan will help developers prepare a planning application.

PLANNING LA3:

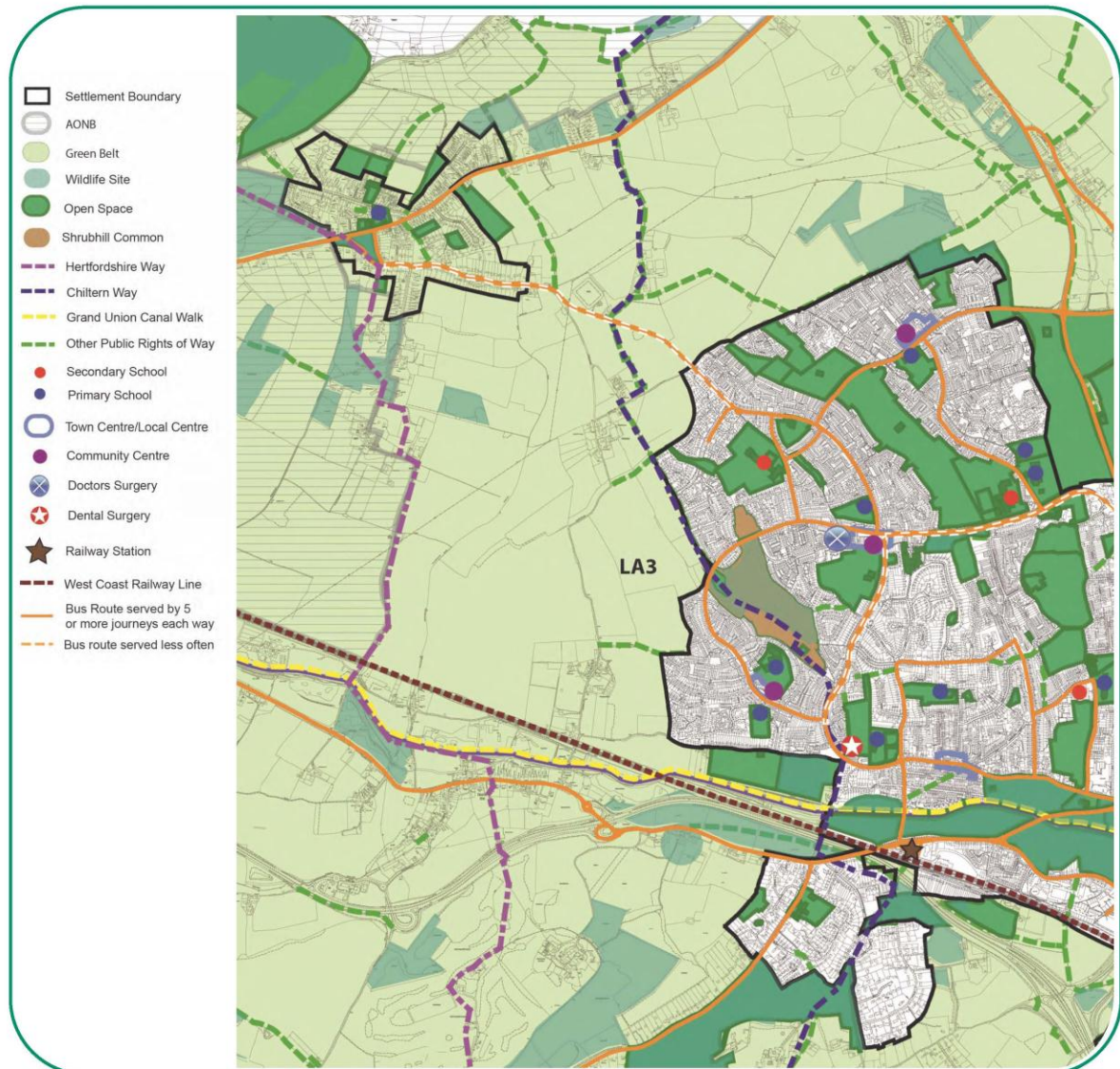
- The area we are looking at is bounded by existing neighbourhoods at Chaulden and Warners End/Fields End, Chaulden Lane and Pouchen End Lane.



- It extends from the town into the countryside on the northern side of the Bulbourne valley.
- We will use existing technical information and feedback from consultation, such as the community workshop, to help us. Further survey work, discussions with technical stakeholders (e.g. Environment Agency and local highways authority) and community consultation will add to our knowledge and understanding.



The Area in Context

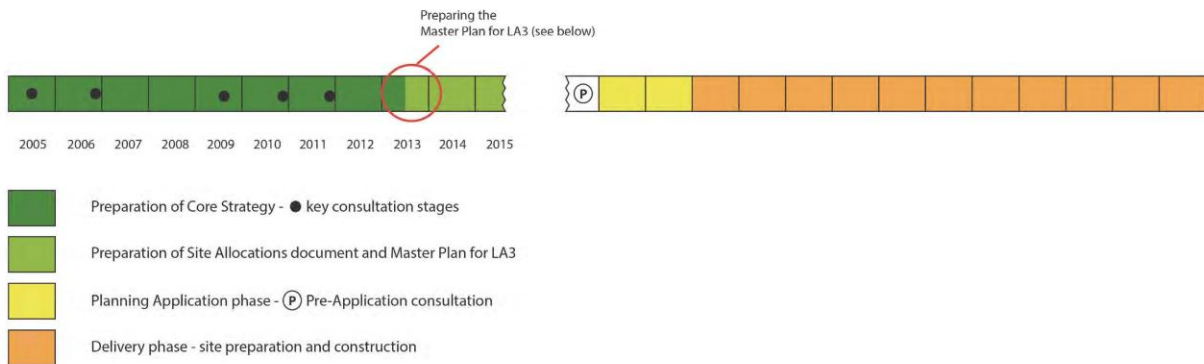


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Timescales

Planning a new neighbourhood takes time. The diagram below gives an idea of timescales.

The Proposal from Inception to Delivery



Having Your Say

- The *details* of the development have not been agreed. Therefore, the important consideration now is how this development should be planned – its form and its layout.
- This four-week consultation (from 15 July to 12 August 2013) is looking at the principles that should guide future development. This is a critical step in drafting the master plan.
- The exhibition invites your views on the principles which should underpin the future development of this area.
- There is a questionnaire available which asks for your opinion.
- **Together with information from technical experts, your views will help shape the master plan.**

Finding out more

Information on the process of developing and examining the Core Strategy may be found on the Council's website:

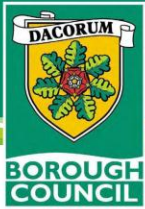
www.dacorum.gov.uk/corestrategyexamination

Information specifically about LA3 is also available on the Council's website:

www.dacorum.gov.uk/localallocations

A fuller version of the exhibition text is available online or upon request.





The Opportunity

We have the opportunity to think about the new neighbourhood and what it should be like.

The Community Workshop in May suggested it should capture:

- the character and feel of places like Berkhamsted and Tring;
- the best aspects of Hemel Hempstead, particularly its open space standards and range of local facilities; and
- more.

At the same time other places, such as Chaulden and Winkwell, have a character of their own, which should be respected and appreciated.



The Vision

The new neighbourhood of Pouchen End will be an attractive and distinct place. Its character will reflect the best design principles of the Chilterns area. While separate, the new neighbourhood will be integrated with other parts of the town through the use of shared services, facilities and open space. It will be an inclusive community*, designed to be safe and secure. Local needs will be served. A new primary school will be part of the community's heart and focus. There will be a mix of homes, accommodating both smaller and larger households and family homes. Development will be spacious and will allow views of the countryside across the valley. Open space will permeate the neighbourhood, providing links between Shrubhill Common, the town and the wider countryside.

*What does inclusive mean?

It means bringing all people together, allowing opportunities for meeting and social and community development. Therefore there can be no deliberate exclusion of any particular group, whether identifiable by age, gender, disability, race, nationality or social background.

THE CONSTRAINTS

We took advice from utilities, service providers and others (e.g. Natural England, Chilterns Conservation Board), and will continue to do so throughout the planning process.

Our information shows that there is no serious constraint which would prevent Local Allocation LA3 coming forward. For example, the masterplanning area is not within a flood plain: it is not in the Chilterns Area of Outstanding Natural Beauty or Chiltern Beechwoods Special Area of Conservation, although it is near both.

However there are matters which will constrain the layout of a development.

Existing Infrastructure and Topography

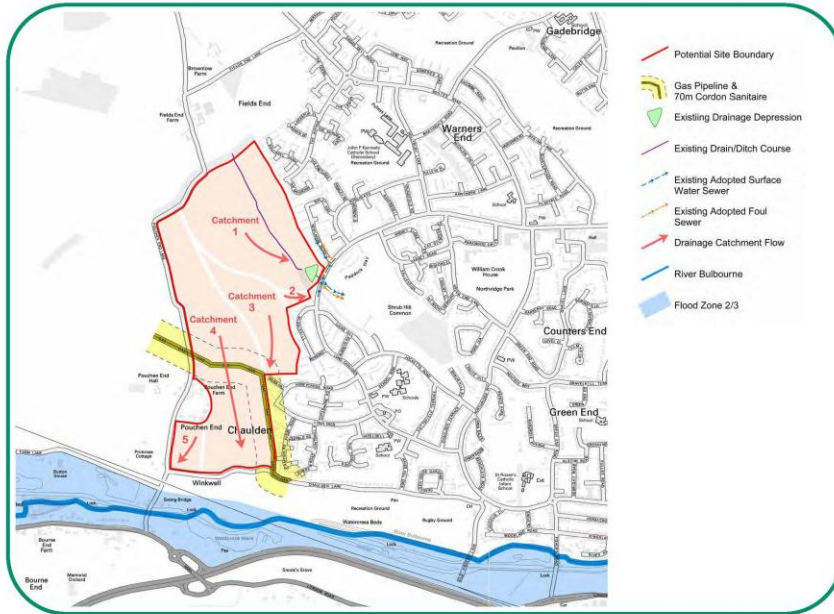
The presence of existing infrastructure and the topography (including landscape and habitat features) are significant influences. Maps show physical infrastructure issues – i.e. the gas pipeline and land drainage/surface water run-off - and assess impacts on the landscape. Natural England has asked that some natural greenspace is included within the development, as a local alternative to the Chilterns Beechwoods.



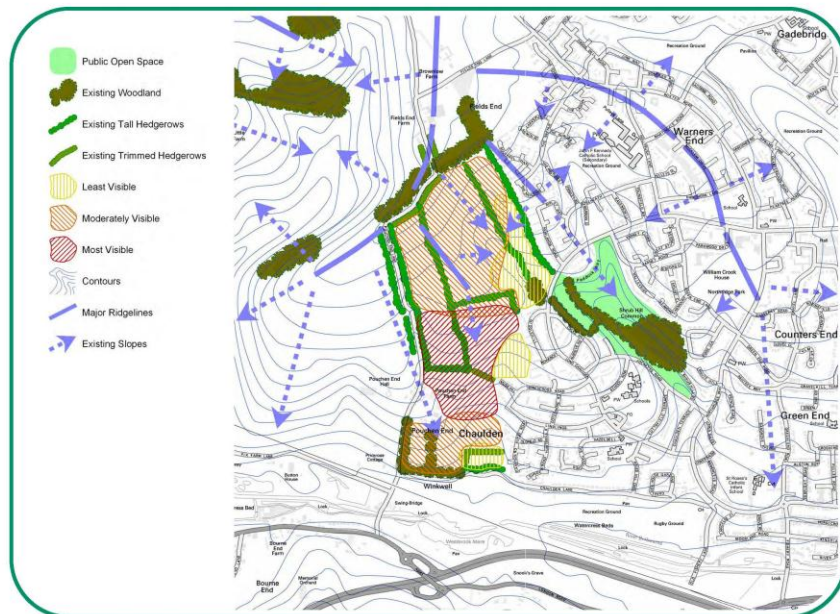
Sewerage

Sewerage infrastructure has been identified as an issue by Thames Water. They need to undertake further sewerage planning work, but advise that the delivery of the development between 2021 and 2031 should not be affected.





Landscape Context

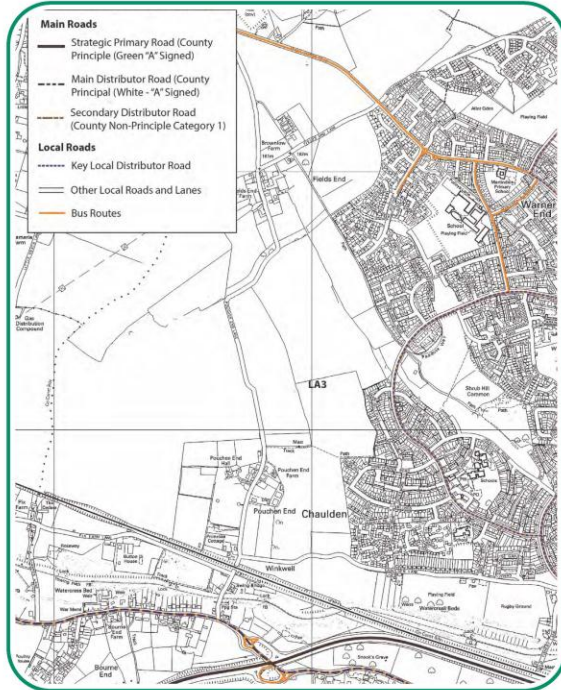


Timescales

The existing highway network (see Map: the Area in Context) affects the position and type of access to the new neighbourhood. The capacity of the road network for vehicles varies. Overall, studies show that traffic from the new development can be accommodated satisfactorily on the main highway network, although some small junction improvements will be needed. However, some local roads appear to have little or no capacity to accommodate more traffic because of their particular character:

- narrow cul-de-sacs; and
- rural lanes.

Local Road Network

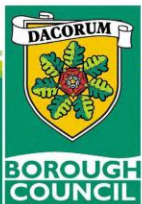


Archaeology

There are no known archaeological constraints, although there is a possibility of finding artefacts or other remains. An on-site survey will be undertaken and will inform the master plan.

Constraints on the layout

- the gas pipeline
- surface water run-off and drainage
- the existing road network
- retaining Chiltern Way
- retaining the main hedgerows and wildlife corridors, and need to include natural greenspace
- the impact of new development in the wider landscape – particularly views from the south and potentially from the north-west (from the Chilterns Area of Outstanding Natural Beauty)





THE DEVELOPMENT PRINCIPLES

The challenge for us is how to integrate the new neighbourhood with the landscape and existing communities and limit its impact on the countryside. To help meet the challenge, we have suggested a set of principles to guide the master plan and future development. The principles are listed in the pink boxes below.

(a) Creating the Neighbourhood's Own Identity

Creating an identity means we will be able to distinguish the new Pouchen End neighbourhood from others. If it is an attractive place, it will instil a sense of pride and be a pleasure to live in and visit.

A New Residential Area

The place we are planning is essentially residential. The main use helps define character. Building design, landscaping and open space contribute. Having places where people can meet and access services will provide focus and help bring a sense of togetherness.

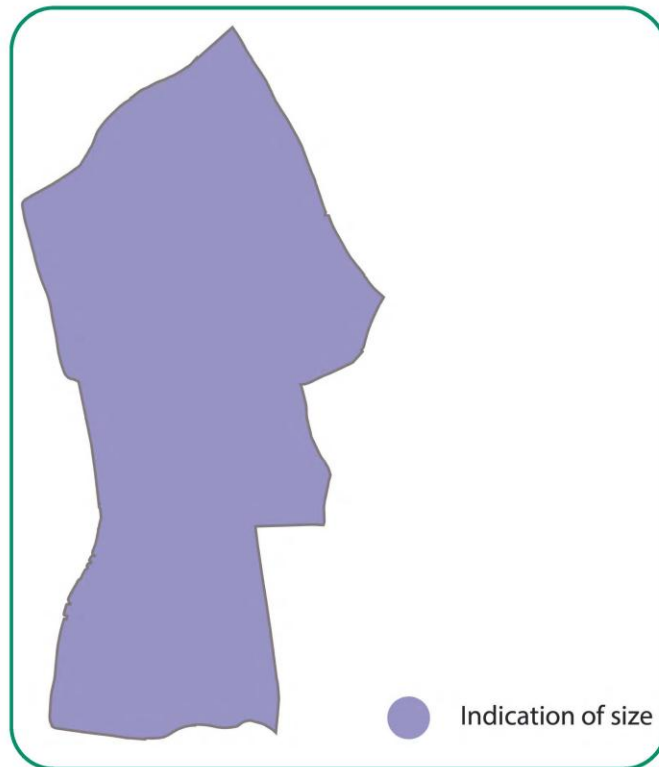
Homes will mostly be constructed of 'bricks and mortar', but a small proportion could be mobile homes. Mobile homes are favoured by Gypsies and travellers, though by no means exclusively.

May travellers be accommodated here?

There is a need to provide homes for travellers and LA3 is an acceptable location provided certain planning criteria are met. Among other things, the site must be:

- separated from *existing* residential areas;
- small-scale; and
- designed to a high standard with an open frontage similar to other forms of housing.

Any site should be managed in accordance with Government guidelines.



Open Space

The provision of open space should meet community needs (e.g. for children's play, informal recreation, growing food), provide wildlife habitats and enable sustainable drainage. The pattern of spaces can create networks for people and wildlife, adding to spaciousness and helping to create interesting views.

New Primary School

A new primary school is necessary to support the size of neighbourhood proposed.

Homes

- Accommodate about 900 homes
- Include a significant proportion of affordable homes (around 40%)
- Include family homes within a range of provision.



Community Focus

- Provide public spaces in different parts of the development
- Provide a central focus with a 'community square', hall, shop and other commercial spaces, linked to a bus service
- Locate the new (two form entry) primary school at the centre.



Design

- Optimise the potential for views across the Bulborne valley
- Take the character of buildings in the Chilterns area as a guide to high quality attractive design
- Limit buildings to two storeys normally
- Use traditional materials, such as red brick, clay tile and timber boarding, where feasible
- Ensure sufficient, well-located parking
- Arrange buildings and routes to achieve natural surveillance, good pedestrian access to facilities and an attractive relationship to open spaces.



Open Space

- Meet Council standards for all types of open space as a basic aim
- Design and manage the open space for clear, identifiable purposes
- Use open space to define different parts of the neighbourhood and help distinguish it from Chaulden
- Arrange the open space to ensure a pleasant, coherent and wildlife-friendly network throughout the neighbourhood.



(b) Fitting in with the town

The provision of local facilities within the new neighbourhood will be important and their use encouraged. However, the new area cannot be self-sufficient. People will need to travel. Links with the rest of the town – roads and paths, the utility networks (e.g. sewerage, mains water) and availability of shared services – are crucial.

Although there will be change, new development should respect the normal amenities of adjoining occupiers.

Access

Access between neighbourhoods will allow for social interaction and parental choice in primary schooling; it can also support existing services (perhaps businesses or the church in Chaulden local centre). Access to the wider road network will enable trips to the town centre, places of work and elsewhere, though not necessarily by car.

Infrastructure

Infrastructure needs arising from the development must be accommodated. The development will be expected to support offsite infrastructure through financial contributions, e.g. for necessary facilities at a secondary school or the doctors.

Parkwood Surgery

Parkwood Surgery requires substantial expansion. The practice's preference is to remain in Warners End, as the location would be central to their (enlarged) catchment area. For the time being, a number of options remain under consideration

We have concluded there will be no cemetery within the masterplanning area (other alternatives in the town are being kept under review).

Access to Services

- Plan good pedestrian access between neighbourhoods and to key services, such as bus stops and community facilities
- Plan good cycle access between neighbourhoods and to key services
- Support the enlargement of the Parkwood doctors' surgery (either financially or within the new neighbourhood).



Roads

- Take the main vehicular access from Long Chaulden and The Avenue
- Support offsite road junction improvements where appropriate.



Utilities

- Link to existing networks
- Provide extra capacity where needed to serve the development
- Work with Thames Water to ensure sufficient sewerage and sewage treatment capacity
- Take the opportunity to extend existing networks towards Pouchen End hamlet.



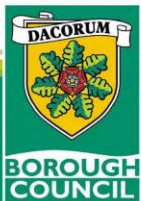
(c) Fitting in with the countryside

The new neighbourhood will have an impact on the countryside and it will be seen. However we can help to fit it in by:

- limiting visual intrusion;
- limiting unnecessary disturbance in the countryside; and
- encouraging appropriate access.

Countryside

- Soften views of housing from the countryside by use of tree planting, by retaining appropriate tree belts and by siting open space carefully (particularly in views from Little Heath and Westbrook Hay)
- Similarly, provide a soft edge to the countryside and ensure visual and physical separation from Potten End and Winkwell
- Prevent further vehicular access onto rural lanes
- Provide pleasant footpath and cycle access through the site to link with Chiltern Way, Hertfordshire Way, the Grand Union Canal and the Chilterns Area of Outstanding Natural Beauty.





WHAT NEXT

❖ Commenting

Your comments are invited: they should be with us no later than **Monday 12 August 2013**. Please:

- Use the questionnaire. You may use a printed copy or download one from our website. Better still, please complete it online
<http://consult.dacorum.gov.uk/portal>
- Answer the questions, and use the comments boxes to add to or qualify your answer if you need to.
- Confine any comments to planning matters (if in doubt, see the leaflet '*What are Planning Matters?*' available on the Council's website).

❖ What we will do

We will:

- publish the comments we receive and use them to inform the master-planning work;
- work with the developers and our advisers to prepare a draft master plan;
- use this to inform the Site Allocations (Development Plan Document).
-

❖ Your next opportunity to comment is...

- **when the master plan is published in the first part of 2014**
(The master plan and Site Allocations DPD will be published together to allow consultation).

❖ ...and after that...

- please check Dacorum Digest (or the website) for updates. We will provide feedback on consultations and let you know about it.
-

❖ When might the development happen

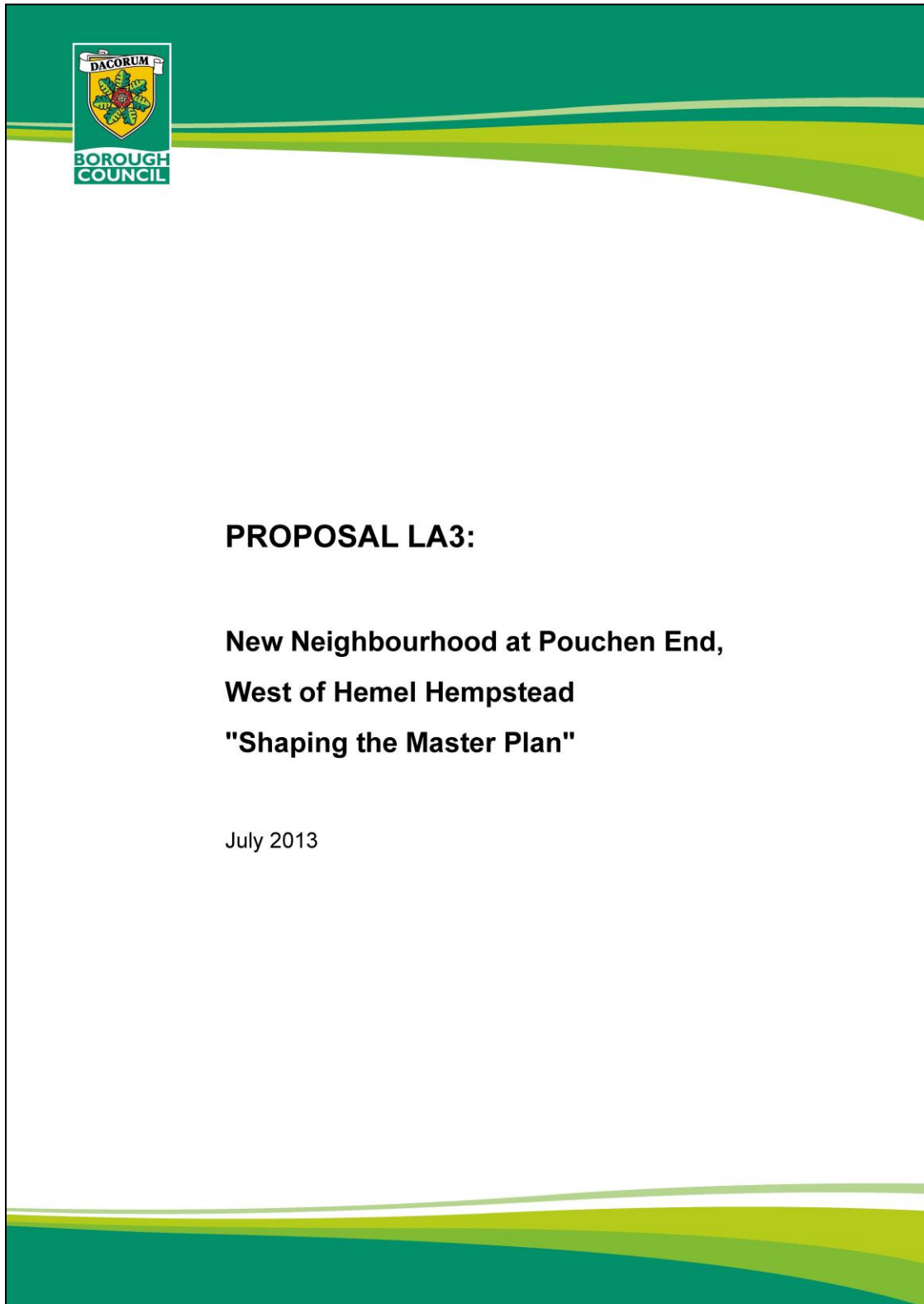
We expect new homes to be delivered from 2021, but depending on views arising from further consultation and the supply of housing nearer the time, these could be brought forward by 1-3 years.

The exhibition has been arranged by the Council with technical support from Barratt Homes, Taylor Wimpey and their advisers.

Appendix B: Hand Out

This Appendix contains the first part of the hand out only.

The hand out itself contained the same text as the exhibition board from the section headed 'The Opportunity' to the end. The first part was different: it explained the background to the consultation more fully.





Introduction

Background

As part of a set of proposals to provide for the housing needs of the town and the borough, land to the west of Hemel Hempstead has been identified for a new neighbourhood.

The decision to develop the new neighbourhood at Pouchen End has been taken by the Council in the Core Strategy, an important planning document setting out the distribution and level of growth in the borough for the next 20 years. The proposal is referred to as Local Allocation LA3 in the Core Strategy.

The Proposal

Around 900 new homes will be provided together with open space and other facilities.

The *details* of the development have not been agreed. Therefore the important consideration now is how this development should be planned – its form and its layout.

Have Your Say

There is a lot to think about and we value your views.

The exhibition invites comment on the principles which should underpin the future development of this area.

There is a questionnaire available which asks for your opinion.

- It is really important to us that you answer the questions that have been asked.
- There is space to qualify your answers or add comments if you so wish.



The story so far...

The Core Strategy

We have been preparing Dacorum's Core Strategy, which includes the local allocations, over the last eight years, informing and consulting at every stage.

The Council must allow and encourage development which meets the economic, housing and social needs of Dacorum. It must try and balance development and growth for our area against the need to protect the quality of our environment. National Green Belt policy acts as a constraint and helps guide the location of development: it is not a complete restriction.

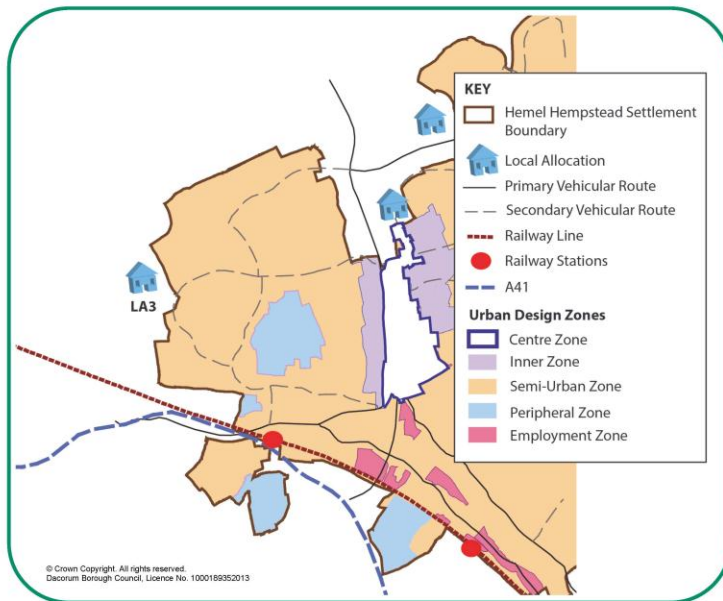
We have a target to provide more than 11,000 new homes between 2006 and 2031: this will meet about 80% of the identified need.

- While a large part of the housing provision is being directed to built-up areas, we have estimated that land for around 1,550 homes needs to be found on new Green Belt sites (known as local allocations)
- These are located around the main settlements, principally Hemel Hempstead.
- They include Local Allocation LA3, land to the west of Hemel Hempstead.

Local Allocation LA3

<i>Location Reference</i>	LA3
<i>Site Location</i>	West Hemel Hempstead
<i>Proposals</i>	<ul style="list-style-type: none"> • Up to 900 new homes. • Shop, doctors surgery and additional social and community provision, including a new primary school.
<i>Principles</i>	<ul style="list-style-type: none"> • A mix of two storey and three storey housing including around 40% affordable homes. • Contributions must be made towards improving local services and facilities, including provision of a new 2 form entry primary school. • The layout, design, density and landscaping must create a soft edge to the Green Belt and the extended open space. • Impact on the local road network mitigated through the promotion of sustainable travel options, including improved pedestrian links with adjoining areas. • No vehicular access from Pouchen End Lane. • Provision of new open space / playing fields. • New strategic landscaping to mitigate the impact on the Bulbourne Valley. • Local road junction improvements. • Extend Shrubhill Common Nature Reserve and create wider green infrastructure links. • Consider potential for inclusion of a new cemetery to serve the town.
<i>Delivery</i>	<ul style="list-style-type: none"> • The proposal will be delivered as an allocation in the Site Allocations DPD where detailed planning requirements will be established.

The Vision Diagram for Hemel Hempstead shows Local Allocation LA3 and the Pouchen End area diagrammatically.

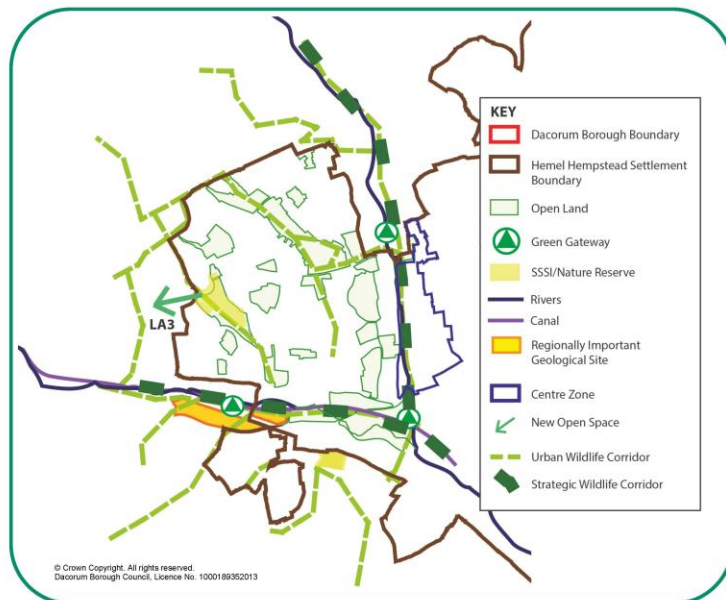


Extract of Hemel Hempstead Vision Diagram:

BUILT

Extract of Hemel Hempstead Vision Diagram:

NATURAL





Deciding on LA3

Preparing the Core Strategy was the time to debate the level and distribution of development in Dacorum, including significant changes to the Green Belt to the west of Hemel Hempstead.

The decision to identify Local Allocation LA3 in the Core Strategy was taken by the Council in September 2011 after lengthy consideration which took into account:

- housing needs;
- technical studies;
- comparison of alternatives and their effects;
- sustainability appraisal and Habitat Regulations Assessment; and
- engagement with a wide range of people and organisations between 2005 and 2011.



The Core Strategy has been examined and modified in conjunction with the Planning Inspector: it is in its final stage awaiting confirmation from the Planning Inspectorate.

Information on the process of developing and examining the Core Strategy may be found on the Council's website:

www.dacorum.gov.uk/corestrategyexamination

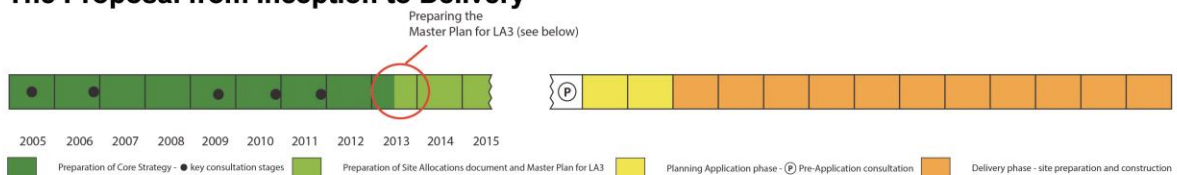
Timescales

Planning a new neighbourhood takes time. The diagram below shows:

- how far we have come,
- where we are now, and
- what lies ahead, both in the short term and in the long term.

Consultation is part of the process and naturally will occur in phases.

The Proposal from Inception to Delivery





What is happening now?

We are thinking *how* the development should be designed and come forward.

- We started this new phase on 15 May 2013 by holding a community workshop at the South Hill Centre (Hemel Hempstead) to which selected residents and other parties were invited. This workshop raised issues and invited ideas to start the process.
- The four-week consultation (from 15 July to 12 August 2013) is looking at the principles that should guide future development. This is a critical step in drafting a master plan.

What is a master plan?

A master plan sets out the principles which will guide a future development. The principles are normally definitive, but in some cases there could be acceptable alternatives. An indicative layout will illustrate the principles. It would normally show access points, the general movement network within the site, areas for different types of development, open space and key landscape (and other) features. A master plan is normally used to assist in the design of more complex, or larger, sites.

A master plan will help developers prepare a planning application. The level of detail required of a master plan is very much less than would be required for a planning application: for example, it will not show individual houses or their detailed design.

What we are required to do

- ❖ **The area of Local Allocation LA3 must be delineated on a map: a new Green Belt boundary line must also be drawn. The timing and phasing of LA3 should be clarified and some additional planning requirements listed (for example, on road access).**

The Council will do this in a planning document called the Site Allocations (Development Plan Document). This document must follow the Core Strategy and accord with Government planning policy.

The new Green Belt boundary should follow physical features that are readily recognisable and likely to be permanent according to Government policy.

- ❖ **A master plan will inform and support the Site Allocations document and explain how the land at Pouchen End should be developed and laid out.**

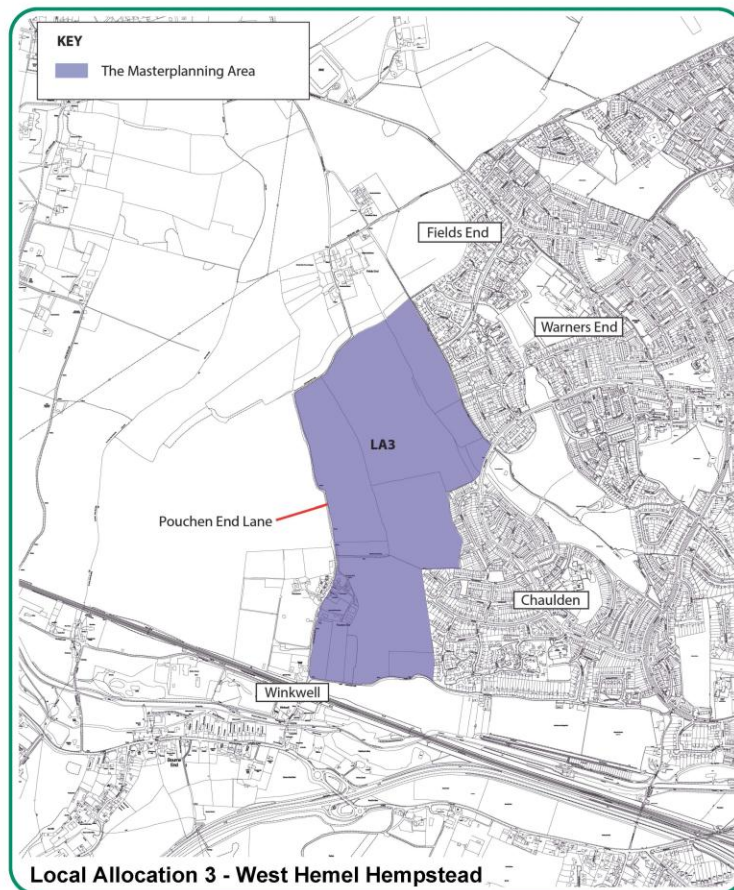
It will include a context and consider:

- 1) the Opportunity that is offered;
- 2) the Constraints that need to be taken into account; and
- 3) the Principles to guide development.

Afterwards, when we are more certain about individual development principles, we will bring them together and illustrate them more fully.

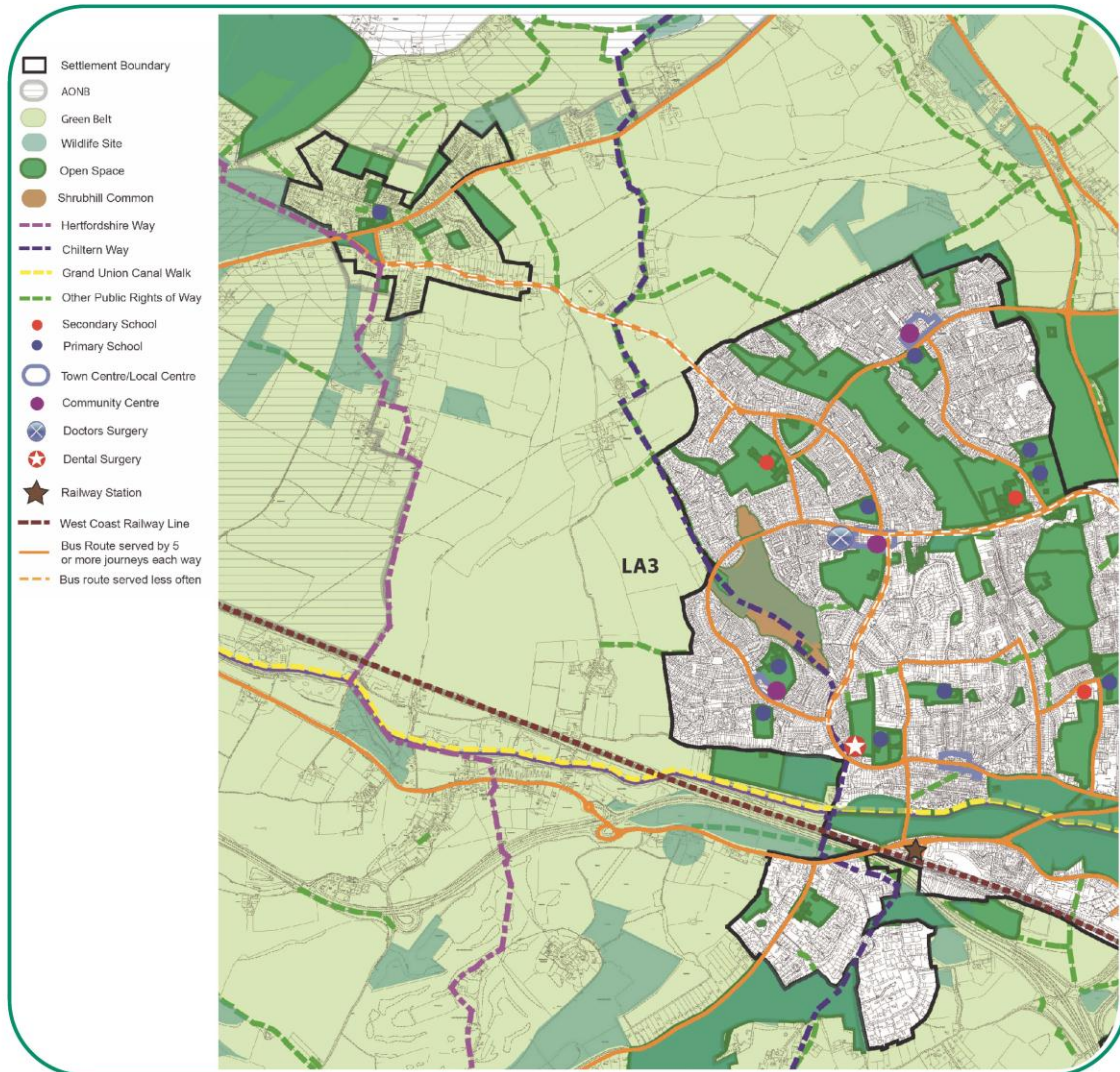
The Masterplanning Area and its Context

- The area we are looking at is bounded by existing neighbourhoods at Chaulden and Warners End/Fields End, Chaulden Lane and Pouchen End Lane.
 - The area will contain new building and development.
 - There will also be various open spaces. Important open spaces will have a special status and be protected as “Open Land” (just as Warners End valley and Shrubhill Common are under the Council’s existing planning policies). There are some existing homes at Pouchen End, the amenities and environment of which merit protection.



- The masterplanning area extends from the town into the countryside on the northern side of the Bulbourne valley.

The Area in Context



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The Information we will use

- We have the information that was available to the Core Strategy Examination. This includes:
 - a statement of common ground between the Council and the developers of Local Allocation LA3;
 - technical studies on highways, ecology, landscape, archaeology, drainage, utilities and ground conditions prepared by consultants for the developers;
 - Council studies on the general need for homes and open space; and
 - the Hemel Hempstead Transport model which has been used to assess the impacts of various developments on the road network

There is also a Question and Answer Sheet that responds to frequently asked questions about LA3.

All this information is available on the Council's website:
www.dacorum.gov.uk/local_allocations

What is a statement of common ground?

This was an agreement over technical information and factual matters between the Council and the developers. It was intended to help the Planning Inspector running the Examination into the Core Strategy and to demonstrate that Local Allocation LA3 could be delivered. It does not mean that the Council has agreed (or even considered) any particular layout for the development. The Council has not.

- We also have the feedback from the community workshop.

Participants at the workshop were asked to:

- outline significant local services, features and issues; and
- say what the new neighbourhood should offer and be like.

The workshop was run and reported independently by Richard Eastham (a specialist consultant). His report is available on the Council's website.





- Further survey work, discussions with technical stakeholders (e.g. Environment Agency and local highways authority) and community consultation will add to our knowledge and understanding.
- **Together with information from technical experts, your views on**
 - 1. the Opportunity**
 - 2. the Constraints and**
 - 3. the Development Principles****will help shape the master plan.**

Appendix C: Questionnaire



Local Allocation LA3 New Neighbourhood at Pouchen End, West of Hemel Hempstead

Questionnaire: Shaping the Master Plan

- Local Allocation LA3 was identified and allocated following due process in the Core Strategy. It has established the principle of development on this site.
- This consultation is about the opportunity (vision), constraints and development principles to shape and inform the master plan.

Personal Details* (see note below)

Agent's Details (if applicable)

*If an agent is appointed, please complete only the Title, Name and Organisation boxes below but complete the full contact details of the agent in column 2.

Title		
First Name		
Last Name		
Job Title (where relevant)		
Organisation (where relevant)		
Address Line 1		
Line 2		
Line 3		
Post Code		
Telephone Number		
E-mail Address (where relevant)		

Please:

- **answer the questions below**, and use the comment boxes to add to or qualify your answer if you need to.
- Confine any comments to planning matters (if in doubt, see the leaflet 'What are Planning Matters?' available on the Council's website).

Please return the questionnaire by:

- **post to** Laura Wood, Strategic Planning & Regeneration, Dacorum Borough Council, Civic Centre, Marlowes, Hemel Hempstead, Herts, HP1 1HH; or
- **email to** strategic.planning@dacorum.gov.uk

Or, complete it online <http://consult.dacorum.gov.uk/portal>

Completing the questionnaire online would help us analyse your responses more efficiently.

Your comments should be with us no later than Monday 12 August 2013.

Please note that your comments and personal details will be available for public inspection (apart from telephone numbers and email addresses) and therefore cannot be treated as confidential. **Your name and address must be completed for your representation(s) to be considered.**

Please refer to the Exhibition Text or “Shaping the Master Plan” document before answering the questions.

THE OPPORTUNITY

The Vision

Question 1: Is this Vision of the new neighbourhood a reasonable aspiration? YES / NO

Comments

THE CONSTRAINTS

Constraints on the Layout

Question 2: Do you agree these are the constraints affecting the layout of the new neighbourhood? YES / NO

Comments

THE DEVELOPMENT PRINCIPLES

(a) Creating the Neighbourhood’s Own Identity

Homes

Question 3: Do you agree with the development principles for Homes? YES / NO

Comments

Community Focus

Question 4: Do you agree with the development principles for Community Focus? YES / NO

Comments

If there are particular facilities you wish to see accommodated at the central focus, please write them here.

Design

Question 5: Do you agree with the development principles for Design? YES / NO

Comments

Open Space

Question 6: Do you agree with the development principles for Open Space? YES / NO

Comments

(b) Fitting in with the town

Access to Services

Question 7: Do you agree with the development principles for Access to Services? YES / NO

Comments

Roads

Question 8: Do you agree with the development principles for Roads? YES / NO

Question 9: It was suggested at the Community Workshop that there should be no vehicular access from cul-de-sacs in Chaulden. Do you agree? YES* / NO

*Please note that limited access for service or emergency vehicles would still be allowed where necessary and appropriate.

Question 10: It was also suggested at the Community Workshop that vehicular access could be taken from Chaulden Lane. Do you agree? YES / NO

Comments for Questions 8-10

Utilities

Question 11: Do you agree with the development principles for Utilities? YES / NO

Comments

(c) Fitting in with the countryside

Countryside

Question 12: Do you agree with the development principles for Countryside? YES / NO

Question 13: Do you think Pouchen End Lane should be closed at one point (to be agreed) to prevent through traffic? YES / NO

Comments for Questions 12 and 13

General Comments

Please add any other comments.

Comments

We will publish the comments we receive and use them to inform the master planning work.
Thank you.



Public consultation Local Allocation LA3: West Hemel Hempstead

July 2013

Help shape the future development of West Hemel Hempstead (LA3)

We are planning for a new neighbourhood, referred to as Local Allocation LA3: West of Hemel Hempstead. It will include 900 homes and help to provide much needed housing for our borough.

Public Consultation

You can get involved in influencing the nature and layout of the development.

We are holding public consultation for four weeks between 15 July and 12 August 2013. Your views, together with information from technical experts, will help shape the master plan for the development.

For more information and a questionnaire go to:

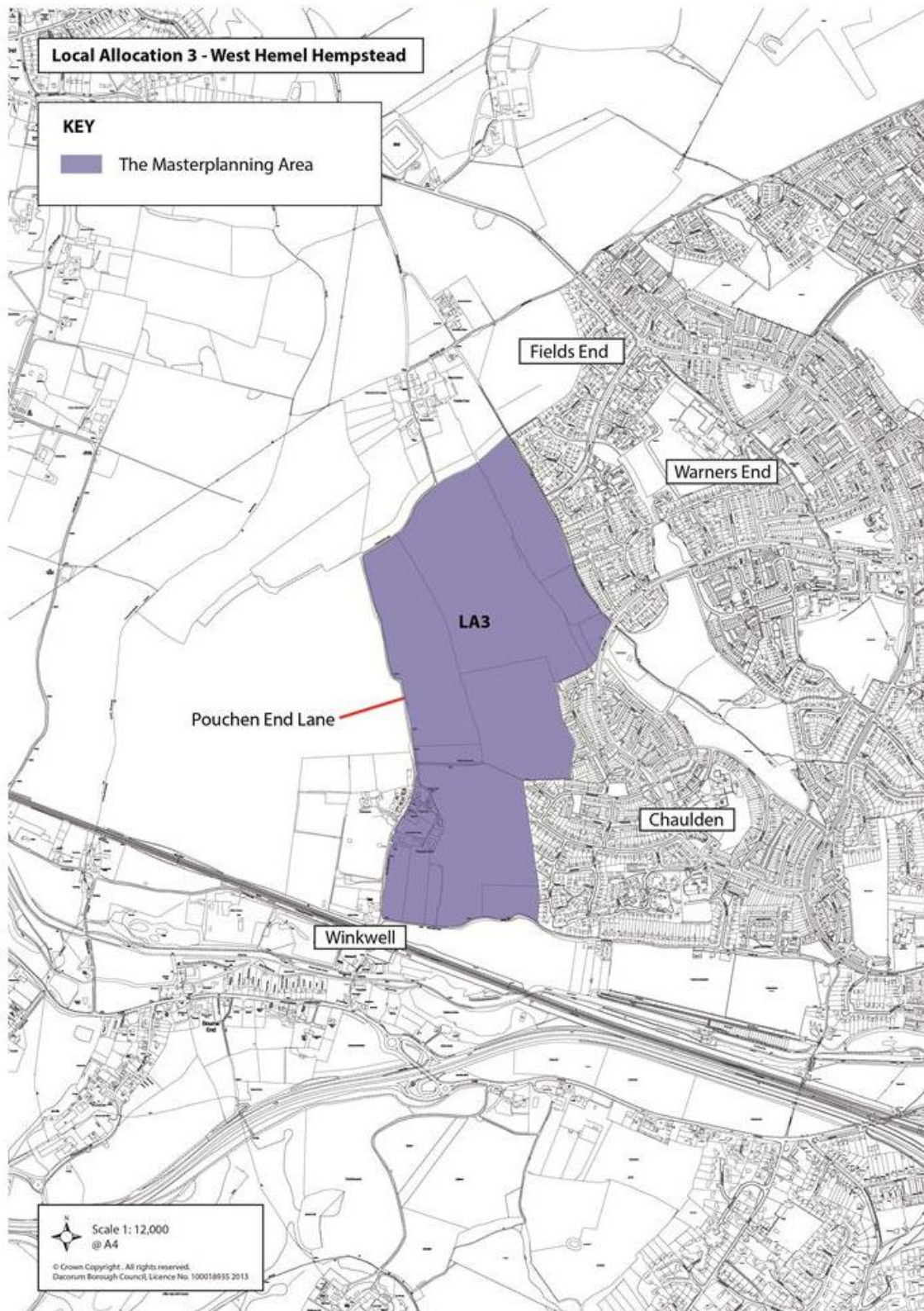
Website: www.dacorum.gov.uk/localallocations
15 July to 12 August 2013

Exhibition: Warners End Community Centre
22 July 2013, 1pm to 9pm
Council officers will be available to answer your questions

Information on display: Civic Centre, Hemel Hempstead
23 July to 12 August 2013
8.45am to 5.15pm, Monday to Thursday, 8.45am to 4.45pm Fridays.

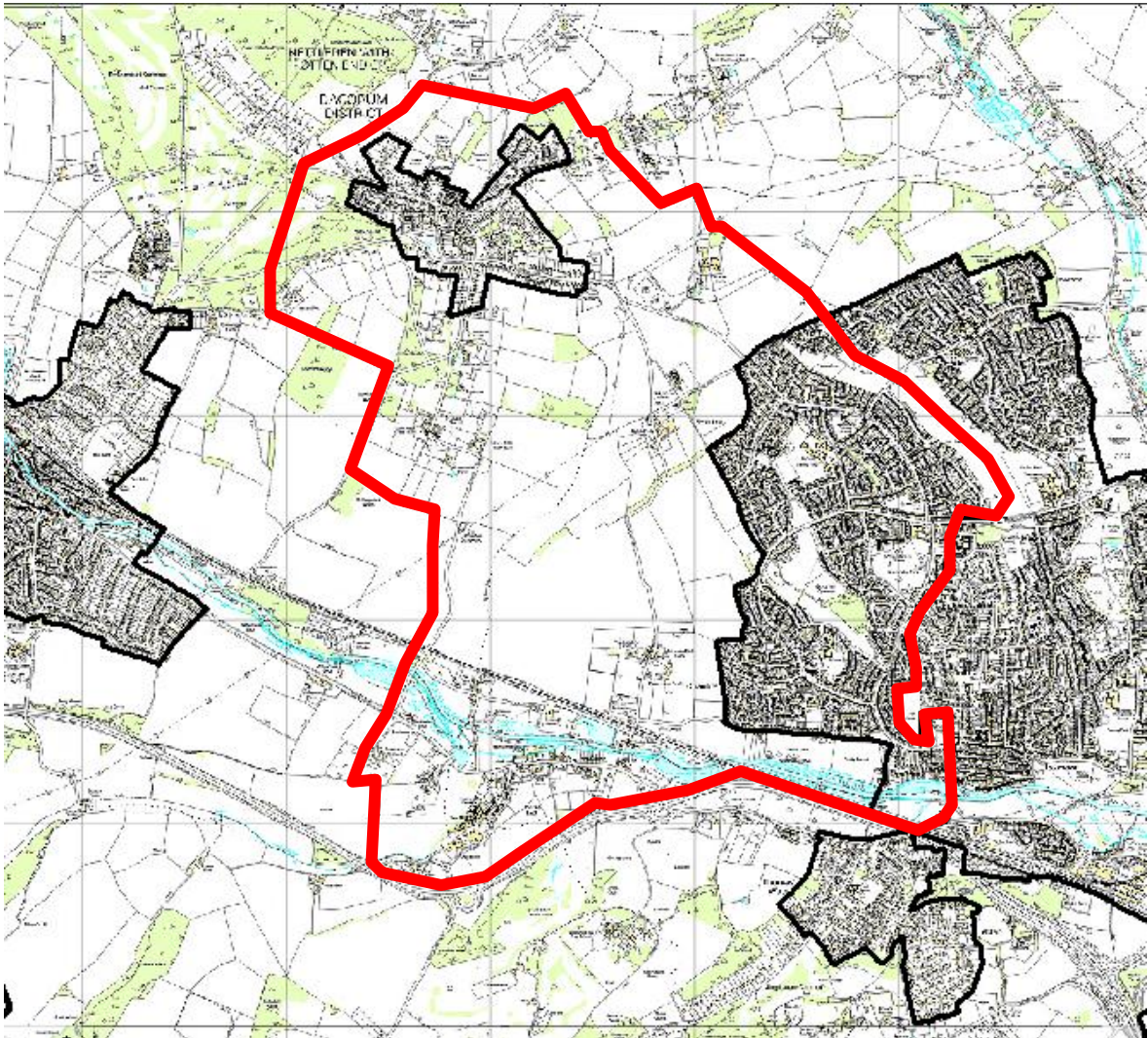
See over for a map of the area under consideration.

LA3 West of Hemel Hempstead - site location



You can find more information at
www.dacorum.gov.uk/localallocations

Distribution Map of leaflet drop



Appendix E: Direct Notification

Date: 10 July 2013
Your Ref.
Our Ref: 7.16
Contact: Laura Badham
Email: laura.badham@dacorum.gov.uk
Directline: 01442 228660



Civic Centre
Marlowes
Hemel Hempstead
Hertfordshire
HP1 1HH

Telephone: 01442 228000
www.dacorum.gov.uk
DX 8804 Hemel Hempstead
D/deaf callers, Text Relay:
18001 + 01442 228000

Dear Sir/Madam,

CONSULTATION: LOCAL ALLOCATION LA3 – WEST HEMEL HEMPSTEAD

The Council is in the process of preparing a master plan to help shape the development of a new neighbourhood west of Hemel Hempstead. The new neighbourhood will comprise around 900 homes, open space and ancillary development. It has been identified as a proposal in the Council's Core Strategy (part of the Local Planning Framework for Dacorum).

The master plan will be used to support and inform a proposal in the Site Allocations DPD (also part of the Local Planning Framework for Dacorum). The Site Allocations document must delineate the area to be removed from the Green Belt at West Hemel Hempstead and the extent of the development area. The Council aims to publish the draft master plan and Site Allocations document in the first part of 2014.

Public consultation about the master plan begins on 15 July. We are asking for views on the principles to be included in the master plan. Your feedback would be appreciated.

I enclose a copy of the publicity leaflet, the consultation document "Shaping the Master Plan" and questionnaire for your attention.

Your comments should be submitted no later than 12 August 2013. It would help us analyse responses more efficiently if comments were submitted online.

If you would like any further information please contact Richard Blackburn on 01442 847812 or Laura Wood on 01442 228661. You may also visit the website at: www.dacorum.gov.uk/localallocations.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Laura Badham', with a horizontal line extending to the right.

Laura Badham
Technical Assistant
Strategic Planning & Regeneration
Dacorum Borough Council

Encs.



Public consultation

Local Allocation LA3: West Hemel Hempstead

July 2013

Help shape the future development of West Hemel Hempstead (LA3)

We are planning for a new neighbourhood, referred to as Local Allocation LA3: West of Hemel Hempstead. It will include 900 homes and help to provide much needed housing for our borough.

Public Consultation

You can get involved in influencing the nature and layout of the development.

We are holding public consultation for four weeks between 15 July and 12 August 2013. Your views, together with information from technical experts, will help shape the master plan for the development.

For more information and a questionnaire go to:

Website:

www.dacorum.gov.uk/localallocations

15 July to 12 August 2013

Exhibition: Warners End Community Centre

22 July 2013, 1pm to 9pm

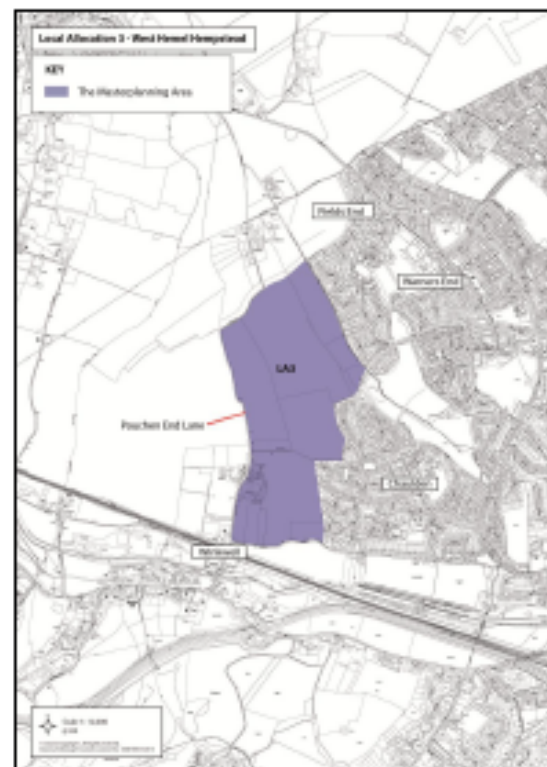
Council officers will be available to answer your questions

Information on display: Civic Centre, Hemel Hempstead

23 July to 12 August 2013

8.45am to 5.15pm, Monday to Thursday,

8.45am to 4.45pm Fridays.



Appendix G: Adverts

Herald Express – Digital Edition on 11 July 2013

To advertise her-

Hemel Express - 11/07/2013 digital edition

www.hemel.gov.uk Thursday, July 11, 2013

Thursday, July 11, 2013 www.hemel.gov.uk

Best Clinic 2013
2012-2013
Achieving the Best in Health Care

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e 20% fat in or summer!

Public Consultation
Local Allocation LA3: West Hemel Hempstead

We are planning for a new neighbourhood, Local Allocation LA3: West of Hemel Hempstead, which will include 900 homes.

Public Consultation: 15 July – 12 August 2013

- ❖ You can get involved in influencing the nature and layout of the development.
- ❖ We are holding public consultation for four weeks between 15 July and 12 August 2013. Your views, together with information from technical experts, will help shape the master plan for the development.

For more information and a questionnaire go to:

Website
www.dacorum.gov.uk/localallocations
15 July to 12 August 2013

Public Exhibition
Warners End Community Centre
22 July 2013
1pm to 9pm
Council officers will be available to answer questions

Information on Display
Civic Centre, Hemel Hempstead
23 July to 12 August 2013
(8.45am to 5.15pm, Monday to Thursday, 8.45am to 4.45pm Friday)

Further information can be found at:
www.dacorum.gov.uk/localallocations

Beckett book brings a bonus

A top award has been presented to Berkhamsted's Oxfam bookshop for the most valuable donation sold in aid of a good cause.

A first edition of Samuel Beckett's first novel Murphy raised £12,000 when sold at auction by Bonhams.

The special find was spotted among donations to the High Street shop by volunteer Geoff Smith.

Delighted shop manager Jane Hockings said: "We are fortunate enough to receive many interesting and valuable donations but this was quite exceptional."

The award was presented by the Charity Retail Association.

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+ CAN OF DRINK

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Internet 125%

Wednesday, July 10, 2013 www.hemeltoday.co.uk

NEWS

GAZETTE

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www.berkhamstedtoday.co.uk

www.tringtoday.co.uk

Green Belt building plans

People concerned about proposals to build 900 homes, a school and doctor's surgery on Green Belt land in West Hemel Hempstead can now have their say on the controversial plans.

Opposition to the planned LA3 development, due to be built between Chaulden and

Pouchen End Lane, has started with the formation of the West Hemel Action Group, who will hold their fourth meeting this weekend. Their last summit attracted more than 130 people.

A public consultation on the proposals is to start on Monday. From this date, anyone can view

the information and take part in a questionnaire online.

On Monday, July 22, a public exhibition will be on display at Warners End Community Centre from 1pm to 9pm, and information can also be viewed at the Civic Centre on Marlowes from July 23 until August 12,

from 8.45am to 5.15pm Monday to Thursday and 8.45am to 4.45pm Fridays.

Visit dacorum.gov.uk/localallocations for more.

Anyone is welcome to the action group meeting, which will be held on Sunday at 7pm in Chaulden Infants School.

Appendix H: Press Release

Have your say on new homes scheme for land west of Hemel Hempstead (LA3)

Have a say on the nature and layout of development on land to the west of Hemel Hempstead, and help shape the master plan for the area.

The area allocated for development, known as LA3 is located on land between Chaulden, Warners End and Pouchen End Lane. The proposal includes 900 homes, a shop, new open space and social and community facilities, including a new primary school.

You can find out more and share your views in a four-week public consultation starting from 15 July 2013, which includes a public exhibition where Council staff will be available to answer your questions.

- Public Exhibition (where Council officers will be available to answer your questions)
Monday 22 July 2013, 1pm to 9pm
Warners End Community Centre

- Information on display at Hemel Hempstead Civic Centre:
23 July to 12 August 2013 8.45am to 5.15pm, Monday to Thursday, 8.45am to 4.45pm
Friday.

- Online at www.dacorum.gov.uk/localallocations
The information and a questionnaire will be available online from 15 July to 12 August 2013.

Andrew Williams, Leader of the Council says: "It is important that we make the most of the opportunity we have to design a good scheme on the land allocated for new homes to the west of Hemel Hempstead - a scheme which integrates well with the town and will be a good place to live. I urge our residents to take part in this and future consultations. Your views are very important to us, and together with information from technical experts, they will help shape a master plan for the development."

A master plan sets out the principles which will guide a future development. It normally shows access points, the general movement network within the site, areas for different types of development, open space and key landscape features. A master plan will help developers prepare a planning application.

To provide for the future housing needs of the borough, the Council has a target to build more than 11,000 new homes by 2031, in a planned and controlled way. While a large part of these homes will be in built-up areas land for around 1,550 homes needs to be found on new Green Belt sites known as local allocations, including LA3.

You can find more information at www.dacorum.gov.uk/localallocations or email strategic.planning@dacorum.gov.uk

Appendix I: Comments from Selected Organisations

This section contains comments in full that were difficult to report in summary form in the main report.

Question 1

Consultee/Organisation		Full Comment
New Conservation Society		<p>1. The return to consideration of a West Hemel Hempstead development is disappointing, following decades when generations of planners have quite rightly ruled it out. The removal of Green Belt status from this site runs contrary to previous planning judgements and existing Core Strategy policies* regarding Green Belt and LA3 in particular. This is selectively acknowledged in the "Statement of Common Ground (SG1)" between DBC, HCC and the developers which gives an unrealistically rosy view of how to square the circle between these policies and the reality of a 900 home housing estate placed on a visually strategic and hitherto protected site. *From the Core Strategy: 1.17 "maintain the openness of the areas of the borough designated as Green Belt or Rural Area;" 1.18 "Maintaining the countryside helps to prevent towns and villages from merging into one another and ensures that they retain their distinctive characters. " 6.2 Strategic Objective 12 To protect and enhance Dacorum's distinctive landscape character, open spaces, biological and geological diversity and historic environment. 8.29 "A strategic review of Green Belt boundaries is not required, although some small-scale releases will be necessary to meet specific local needs or to correct minor anomalies." Policy CS2 "Extensions to defined settlements...must...respect local character and landscape context;" Policy CS5 "The strict application of national Green Belt policy which permits appropriate development will be used to protect openness, local distinctiveness and the physical separation of settlements. No general review of the Green belt boundary is proposed, although local allocations (under Policies CS2 and CS3) will be permitted). "In Section 1.4, Hemel Hempstead Local Allocation Assessment, of Appendix F of the accompanying Sustainability Appraisal Report "West Hemel Hempstead" achieved only three ticks out of 20 sustainability appraisal objectives, and of these three, one is because the development will provide social housing and the other two are little more than aspirations that, because of its size, it will attract new local facilities. Despite any tree screening measures the LA3 housing estate would be highly visually intrusive across and along the Bulbourne valley. It was recommended against on landscape grounds by the Inspector</p>

into the Borough Plan in 2000 and before that by the Council's own planning consultants. In 2000 a 1500-strong petition of Chaulden and Warners End residents opposing the loss of Green Belt status was raised by Friends of Shrubhill Common and presented to the Council. Development would also increase pressure for a Northern Bypass which would be of yet further substantial detriment visually and in terms of amenity. Earlier policies and judgements on Green Belt protection are ignored in the current proposals. They include: After the (second) public inquiry into Dacorum's first District Plan in 1982, in his ruling against the development of the Fields End site, the Inspector found (Para 72) "I consider that this comparatively large extension of housing would lead to a consolidation of the urban fringe, and undermine the nature of the fragile gap with the settlement of Potten End. - - I consider that the proposal goes beyond the usual considerations of rounding off". What would that Inspector have said to the now-proposed West Hemel Hempstead site? It is an illogical incursion into hitherto unspoilt land, which would break the town's long established physical boundary, and which would create new opportunities for rationalisations and "roundings off" well into the future. In his ruling on the County Structure Plan Review of 1986, which proposed to relax the inner Green Belt boundary around Hemel Hempstead, the Secretary of State made it clear that the function of the Green Belt was to prevent the continued outward spread of urban areas, and the fact that there was pressure for development did not constitute the exceptional circumstances which warranted altering the Green Belt. The importance of permanent Green Belt boundaries was reiterated in policies in the Herts Structure Plan reviews of 1991 and 1996 and in the Dacorum Local Plan in 1995:- The County Council Structure Plan review of 1991 (Para. 7.2.8) said that "in defining these (Green Belt) boundaries regard was generally had to the degree of long-term expansion of each built-up area in the context of the stated purpose of the Green Belt." In the Deposit version of the Structure Plan, approved in 1996, the Council visualised that there should be "no room for urban sprawl and other development on the edge of towns which take up green fields but do nothing to improve the town". 2. The planning mathematics that have lead to this loss of Green Belt is flawed and contrary both to public opinion and to Government policy. The majority of responders to Dacorum Council's planning consultation in November 2010 favoured the lower housing growth figure of "Option 1" . It is disappointing that less than a year later the Council chose Option 2 for the pre-Submission stage. If the

	<p>Council had gone for the lower option, 7000 houses would all have been built on brownfield sites. Under the higher option 1550 will be built on greenbelt land, leaving the remainder to be built on brownfield sites. Reportedly the Council leader did not believe that "Option 1 is something we could defend" - presumably from legal or procedural challenges which might argue that it was inconsistent with Government Policy. However this fear is unjustified and a lower growth figure would indeed be consistent with Government policies. Demand and need for housing was assessed through the London Commuter Belt (West) Strategic Housing Market Assessment (SHMA) 2010 (covering six Hertfordshire authorities, including Dacorum). This is unjustified, since the housing demand figures, based on the regional Strategic Housing Market Assessment (SHMA), are unsound. The Executive Summary of SHMA is prefaced with significant caveats including: iv. It is not yet clear what impact the economic downturn may have on international migration but the number and nature of migrants from overseas is an important factor in determining the overall requirement for housing across the LCB (West). If net international migration falls, the overall housing requirement is also likely to reduce. " The last sentence, coupled with the current Government's stated policy of capping non-EU net inward migration, is a clear indication that government policy should have resulted in a reduction and not an increase in the target figure, whereas in fact the lower growth options have been progressively withdrawn in the consultations that have taken place since 2009. The discrepancy in the planning period (SHMA to 2021, Core Strategy to 2031) also detracts from the soundness of the current 430 per annum figure. No irrevocable planning decisions, in particular any resulting in loss of Green Belt, should result from over-provision for international migration or any other factor.</p>
<p>Grand Investments</p>	<p>Union</p> <p>These representations support effective place-making and improving neighbourhoods, as established throughout the borough in various locations. In line with the NPPF (paragraph 17), securing high quality design and a good standard of amenity for all existing and future occupants of land and buildings is one of the underpinning principles of planning, and it is essential that all major residential schemes, such as West of Hemel Hempstead, achieve this. In order to ensure that any new development at West of Hemel Hempstead is sustainable, it is essential that it is well integrated in terms of access, shared services and facilities with the existing town. The Vision also identifies that West of Hemel Hempstead would be an inclusive community, designed to be safe and secure, and facilitate opportunities for meeting social</p>

and community development. This part of the vision is also in line with the NPPF (paragraphs 50 and 57). These representations wish to question the latter part of the Vision which states that "Development will be spacious and will allow views of the countryside across the valley. Open space will permeate the neighbourhood, providing links between Shrubhill Common, the town and the wider countryside ". Whilst the provision of open space is essential within a development (as will be discussed further in the response to Question 6), this part of the Vision highlights the highly visible nature of the proposed development from other parts of the Bulbourne Valley including Green Belt and Areas of Outstanding Natural Beauty (AONB). The visibility of development at West of Hemel Hempstead was discussed by the Inspector of the Local Plan Review in his 2002 Inspector's report. Concern was raised in respect of the landscape and visual impact, and the Inspector commented that " the development of all three phases would have a significant effect on the countryside and would clearly have a detrimental impact on local views. In terms of longer distance views, I consider that Phase III would have substantial visual impact" (paragraph 7.33.2). Similarly, the visibility of parts of the site is acknowledged within the Report on Landscape and Visual Matters (2012) prepared by David Williams Landscape Consultancy in support of the promotion of the site through the emerging Core Strategy process. Paragraphs 5.20 and 5.21 note that "Development within this part of the Study Area (parts of fields F4, F5 and F7) would be very visible from areas to the south west, south and south east and the Public Footpath across the Study Area... Development on the south facing slope immediately south of Public Footpath No.91 (within the Study Area) is not considered appropriate due to its visibility and this area should be retained in open space uses retaining some views southwards over the River Bulbourne valley" . Mr Williams' appraisal does not provide a detailed commentary regarding the visual effects on: Near and middle distance residential properties in Chaulden and Sheethanger Common; Passengers on the West Coast Mail Line and the A41 both of which are elevated at this point; and In terms of visual effects on adjacent rural areas, he concludes that existing high hedges will obscure inward views but these will only hide low level visual effects; any 2 storey structure is likely to be visible above hedge lines. The high levels of visibility into the site from the south can be seen on the Study Area Visual Appraisal Plan and the Wider Area Visual Assessment Plan which are Appendices to the Report on Landscape and Visual Matters (2012). It should also be noted, as can be seen on these plans that the proposed development would be highly visible from the Main

	West Coast Railway Line into London, which runs to the south of the site. These representations acknowledge that not all parts of the West of Hemel Hempstead site are subject to levels of high visibility; however the areas that are, do potentially present a significant challenge to the overall design and residential capacity of the site and this matter will need to be addressed robustly.
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Question 2

Consultee/Organisation	Full Comment
Herts and Middlesex Wildlife Trust	We agree that there are no significant or overriding constraints to development at this site which would make development unacceptable, given that there are no Local Wildlife Sites or other nature conservation designations within the boundary. However, ecology is a constraint which should influence the layout and masterplanning of the development. It is positive to see existing woodland and hedgerows depicted on the landscape context plan. As components of the local ecological network, these should be retained wherever possible, and expanded or connected to other habitat patches through appropriate habitat creation and green infrastructure provision. Similarly, the context plan shows Wildlife Sites, open space and Shrubhill Common, which provide constraints and opportunities for new development of this area, in terms of protecting and enhancing habitats and improving ecological connectivity through the site and with the surrounding environment.
Grand Union Investments	These representations agree that the following headings, identified in the consultation document, do represent constraints to development at West Hemel Hempstead; however it is also considered that additional constraints could also potentially exist. The Gas Pipeline The presence of a high pressure gas main pipeline within the southern part of the site presents a significant constraint in terms of layout within the master plan. Accordingly, a buffer of up to 70m of any built development should be incorporated into the designs, and could have an impact on the capacity of the site. Surface Water Run-off and Drainage These representations do not wish to make any specific comments on this issue. The Existing Road Network It would appear that the existing road could adequately allow for the creation of two primary access points to the site from Long Chaulden and the Avenues, although the potential for other vehicular connections are potentially limited. While it would be possible to physically create connections to Chaulden Lane and Pouchen End Lane, these routes have a number of severe physical constraints making them inappropriate for general access (not least the potential to

create rat-runs via Winkwell to the nearby A41/A4251 junction). Walking and cycling connections to Chaulden Lane and Pouchen End Lane, as well as to surrounding residential streets should be actively encouraged as part of any master plan layout. Although site access could be accommodated on local streets, it is likely that significant development in this location would have particular impact on junctions closer to the centre of Hemel Hempstead and the A41, and capacity improvement works are likely to be required. Retaining Chiltern Way The Chiltern Way, a 220 mile national walking route created by the Chiltern Society, provides access around the Chilterns Area of Outstanding Natural Beauty and runs down the eastern boundary of West of Hemel Hempstead. Development on the site could potentially significantly affect both short and long views from Chiltern Way and the master plan needs to consider carefully visual impact mitigation to address this specific matter. Hedgerows and Wildlife Corridors: these representations do not wish to make any specific comments on these issues. Impact on Wider Landscape: further to the points regarding visibility of the site discussed in response to Question 1, these representations consider that the lack of a strong defensible Green Belt boundary and the issue of coalescence are potential constraints to the layout of the proposed development at West Hemel Hempstead. Unlike other Green Belt sites within the borough, including Land South of Berkhamsted, the proposed revision of the Green Belt boundary to accommodate development is not supported by a strong and permanent defensive boundary to future development. The eastern Green Belt boundary is likely to be revised to run along Pouchen End Lane which is a country lane, and does not provide significant separation to the existing Green Belt beyond. Further to the issue of boundaries, is the issue of coalescence. Development of up to 900 units at West of Hemel Hempstead might create a significant extension of the existing town towards the neighbouring settlement of Berkhamsted, thus reducing the gap between them by almost a fifth of the current separation distance. Landscape impact and mitigation against settlement coalescence needs to be robustly addressed. Other Constraints Archaeology An Archaeological Desk Based Assessment was prepared by CGMS Consulting in 2012 in support of the promotion of the site through the emerging Core Strategy. It concluded that there is "unlikely" to be an over-riding archaeological constraint to the allocation of the site for residential development, however the master plan document does not recognise the comment within the CGMS report that "the southern part of the study site can be shown to have a

	<p>moderate potential for the later prehistoric, Roman and early Medieval periods" (paragraph 6.3). On this basis, the master plan should acknowledge that further archaeological targeted evaluation should be agreed with Hertfordshire County Council Archaeology to inform the design evolution and further masterplanning of the site.</p>
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Question 3

Consultee/Organisation		Full Comment
Grand Investments	Union	<p>Residential Volume These representations do not wish to challenge the principle of residential development at West of Hemel Hempstead due to its draft Local Allocation for residential development within the emerging Dacorum Borough Council Core Strategy, however given the constraints affecting the layout, visibility and openness of the site (as discussed above), these representations consider that the site may not be capable of achieving the higher end of the " up to 900 " unit allocation, as specified within the emerging Core Strategy. It should also be noted that the consultation document refers to "about 900 homes " rather than the emerging Core Strategy text of " up to 900 ". The text within the master plan should be amended accordingly.</p> <p>Affordable Housing These representations acknowledge that the proposed provision of 40% affordable housing is appropriate in terms of DBC's Planning Obligations SPD (2011) and emerging Core Strategy Policy CS19, which both seek affordable housing on sites of this size at a rate of 35%, subject to viability.</p> <p>Housing Mix The NPPF (paragraph 50) states that a wide choice of high quality homes should be delivered, and accordingly these representations consider that the master plan should identify that the mix should take account of national and local guidance. Emerging local policy seeks development to provide " a range of housing types, sizes and tenure" (emerging Core Strategy Policy CS18)and decisions on the appropriate mix should be guided at the time of application, based on the most up to date strategic housing market assessments and housing needs surveys as well as housing market intelligence and site-specific considerations.</p>

Question 4

Consultee/Organisation		Full Comment
Grand Investments	Union	<p>Given that the master plan is at an early stage and the type of provision and location has not been discussed in any depth within</p>

	<p>the consultation document, these representations do not wish to comment further at this stage. 'Community Square' Similar to the comments above, relating to the provision of public space, the 'community square' will help to provide facilities for existing nearby residents and as well as future residents of the proposed development. However, without further information on the quantum of floorspace suggested and the number of residential dwellings proposed, it is difficult for these representations to comment further at this stage. School Provision Development of this size would be expected to contribute towards the provision of education facilities, and the consultation document for West of Hemel Hempstead suggests the inclusion of a new (two form entry) primary school, located at the centre of the development. The principle of education provision is not challenged; however these representations consider that the size, type and location of the school should be agreed in consultation with Hertfordshire County Council (as the education authority), Dacorum Borough Council (as the planning authority) and local schools, in order to ensure that it meets the needs and requirements of the local community. Other Comments Need and Demand Notwithstanding other comments within these representations, it should be noted that the provision of all future facilities as part of the proposed development should be based on local needs and demand based on current and forecasted evidence. These representations are aware that some such work was undertaken as part of the Community Workshop, held on 15th May 2013, however it is considered that further work, particularly in consultation with the relevant statutory consultees and stakeholder groups, is required to take place in order to develop the master plan further. Provision of Jobs In addition to comments on need and demand for local facilities, the current master plan does not appear to provide justification on the level of employment generating uses to meet both local and borough needs, given Hemel Hempstead is a focus for economic regeneration in the CS plan. In order for the development to fully address issues relating to promoting sustainable communities and economic regeneration, this is an issue that should be addressed.</p>
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Question 5

Consultee/Organisation	Full Comment
Environment Agency	Contaminated Land The design principles should ensure that groundwater is protected from pollution. This is in line with your Draft Core Strategy policies CS31 and CS32. The Statement of Common Ground (SoCG) between the Council and the developers prepared for the Core Strategy Examination references a Geo-

Environmental Assessment which concluded that there are 'no identified potential sources of contamination within this area'. The SoCG also sets out the land's historic and current use for agriculture. I contacted Laura Badham by email on 19 July requesting sight of the Geo-Environmental Assessment, to which I did not receive a response [Council's Response: the Council's email system was down on this day, however, this information has now been supplied to the Environment Agency - 14.08.13].

Without seeing this document, we are concerned that there is potential for the land to have become contaminated from previous agricultural methods employed. We would request that a Preliminary Risk Assessment (PRA) is undertaken to assess the potential for land contamination to be present at the site so that pollution protection measures can be put in place if necessary. The results of the PRA may impact upon the intended design principles. Any piling methods proposed in construction can create pathways to groundwater which need to be avoided in contaminated land. Similarly the use of infiltration drainage techniques through contaminated land can mobilise contaminants and result in pollution of groundwater. The development is situated within a Drinking Water Protected Area and within Source Protection Zone 3, which means that the Mid Chilterns Chalk groundwater body below the site feeds public drinking water supplies. The Thames River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery. The Mid Chilterns Chalk groundwater body is currently classified as being of 'poor' status, and is required to achieve 'good' status by 2027. Any pollution to groundwater from this proposal could prevent the recovery of and/or cause further deterioration. Sustainable Drainage Systems We would like to see a commitment to a variety of SuDS to be incorporated into the design. Green roofs and green walls could be used throughout the site, as could basins and ponds. These would not only attenuate surface water run-off, but also provide landscape and wildlife benefits, and could provide educational benefits for the proposed primary school. Hardstanding areas such as residential driveways and pathways could be constructed from porous paving or gravel to help water infiltrate rather than run-off, and would help ensure that the required Greenfield run off rate is secured sustainably. This is in line with your Draft Core Strategy policy CS31. Water Efficiency A commitment to water efficiency should be included in the design principles with the aim to achieve code levels 3 / 4 of the Code for Sustainable Homes. We are located in an area of serious water stress and a residential development of this size

	would put an additional demand on resources. This is in line with your Draft Core Strategy policy CS29. Techniques such as low flow / aerated taps, dual flush toilets, rainwater harvesting and efficient appliances should be used to help reach this goal. Drought tolerant and native planting schemes can also help make the landscape less reliant on watering. Reducing the water consumption of the homes could also help to address the sewerage issue (see Question 11) by reducing the volume of waste water produced.
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Questions 8-10

Consultee/Organisation		Full Comment
Grand Investments	Union	These representations acknowledge that Long Chaulden and The Avenues are the most appropriate points for creating principal vehicle accesses to the site and that development of this scale is likely to require off-site junction improvements at a number of locations. It will be important to ensure that off-site walking and cycling routes to / from the site and proposed new primary school are improved as part of any package of infrastructure improvements agreed with HCC and DBC. These representations do not have any particular concerns with connecting new streets to existing cul-de-sacs in Chaulden, although if done, these connections should be designed in a way to discourage use by general vehicular traffic to / from the development. Cul-de-sacs should be connected to allow walking and cycling permeability wherever possible. Vehicular access could be created onto Chaulden Lane, although if this is to create a principal access or route through the site, it is likely to require significant physical improvements to Chaulden Lane and possibly some access restrictions to Pouchen End Lane, to prevent use as a rat-run towards the nearby A41 / A4251 junction. It would be more appropriate to have residential units along this edge of the site front onto Chaulden Lane and have direct access to it, but not to allow for vehicular traffic through to the rest of the development at this particular location.

Question 11

Consultee/Organisation		Full Comment
Environment Agency		We agree with the need to ensure that sufficient sewerage infrastructure is provided by Thames Water. Your Water Cycle Study (WCS) Scoping Study April 2010 confirms the sewer network as a major constraint to growth in Hemel Hempstead

	<p>and highlights the increased risk of sewer flooding that is likely to occur if growth takes place without adequate upgrades. The consultation documents set out that Thames Water will be upgrading the sewerage infrastructure serving the development. It is also noted in the SoCG that if these upgrades are not completed in time then a temporary on-site packaged water treatment works could be installed in the interim. We would have serious concerns about the quantity and quality of effluent that would be discharged from a water treatment works into the River Bulbourne. The Thames River Basin Management Plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery. The River Bulbourne is currently classified as being of 'moderate' ecological potential, and is required to achieve 'good' ecological potential by 2027. This proposal could prevent the recovery of and/or cause further deterioration of the River Bulbourne. Connection to the main sewer network would be our preferred option for this site. If the water treatment works option is taken forward this would require an Environmental Permit from us. You would need to provide the following information for us to review in the first instance for us to assess the associated risks: modelled data on the quantity and quality of the effluent; detailed foul and surface water drainage plan; an assessment of the environmental impact of the treatment works; an ongoing management and maintenance plan for the treatment works. It may be difficult to demonstrate that this water treatment works would not have a detrimental impact on the River Bulbourne. If we are unable to grant an Environment Permit, the main sewer upgrades must be complete prior to occupation of the development. You may wish to undertake a WCS Outline Study as recommended by the Scoping Study, which would allow you to consider alternative growth options whilst the sewerage infrastructure upgrades take place.</p>
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Questions 12-13

Consultee/Organisation	Full Comment
<p>New Conservation Society</p>	<p>Maintain the full amenity value of Public Footpaths HH20, HH21 (from Fields End Estate to Pouchen End Lane) and HH91 (Pouchen End Lane to Rowcroft), i.e. minimal diversion of route, maintenance of rural footpath character (i.e. pedestrian-only use, no tarmac, garage forecourts, urban pavements, playing field equipment or pitches), since these two paths currently provide a valuable circular walking route with a rural character for residents of Warners End and Chaulden. Consider extra tree lines to protect, and means of preventing motorcycle access. Since HH91 approximately coincides with the gas pipeline "cordon sanitaire",</p>

	<p>this would be an example of the stated aim under the "open space" policy to "Use open space to define different parts of the neighbourhood and help distinguish it from Chaulden" by making it part of a preserved strip of open space. However, road access across the cordon sanitaire/HH19 to houses to the south of the cordon would be to the detriment of this aim. This could be avoided, without creating a rat-run, if road access for the "south of cordon" houses, in addition to emergency vehicles, were allowed via a cul-de-sac. Q. 13. Since there is no proposed road access to Pouchen End Lane from LA3, closure of the lane should be unnecessary. However, if a traveller site is to be located away from existing housing as stated, it is likely to be near enough to Pouchen End Lane to provide a temptation for illegal road access and general despoilation of the Lane by dumping and hedge destruction such as has been observed over the years at Three Cherry Trees Lane in Hemel Hempstead, and at Dyes Lane to the west of the A1(M) near Stevenage. Substantial barricading would be necessary, for instance by high mounds with tree planting.</p>
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Question 14

Consultee/Organisation	Full Comment
Canal and River Trust	<p>Thank you for consultation on Local Allocation LA3 - West Hemel Hempstead British Waterways has transferred to the charitable sector on 2nd July 2012 and is now known as the Canal & River Trust. The Trust is the new charity set up to care for England and Wales' wonderful legacy of 200-year-old waterways, holding them in trust for the nation forever. The Trust has responsibility for 2,000 miles of canals, rivers, docks and reservoirs, along with museums, archives and the country's third largest collection of protected historic buildings. The Trust has a range of charitable objectives including: To hold in trust or own and to operate and manage inland waterways for public benefit, use and enjoyment; To protect and conserve objects and buildings of heritage interest; To further the conservation, protection and improvement of the natural environment of inland waterways; and To promote sustainable development in the vicinity of any inland waterways for the benefit of the public. The main sources of the Trust's funding are from a 15-year contract with government and income from boating, property and utilities. This funding is important for keeping our precious 200-year old waterways running, but it is not enough to fully support our canals and rivers as valuable resources for people and nature, particularly when under increased pressure and intensified use from expanding development. Our canals and rivers are today used by more people and for a wider variety of</p>

purposes than ever before, with over 35,000 boats and 13 million towpath visitors using them as an escape from the pressures of modern life. Once Britain's most important transport system, our waterways are now a focus for economic renewal in the towns and cities they helped to create. The Trust works extensively with private, public and voluntary partners to conserve, enhance and improve the waterways of England and Wales. Our expertise and responsibility for water space, combined with their ownership of docks, canals and waterside properties, puts us in a unique position to facilitate redevelopment for both economic and environmental gain. The canals in particular have historically experienced a prolonged period of decline. In recent years, the canals and river navigations have experienced significant development pressures from commercial, residential and tourism/recreation developments. Attractive waterside environments have stimulated this interest and been at the heart of some of the most significant regeneration schemes. We hope that the Council will continue to view the Trust a key Delivery Partner. The Canal & River Trust have two concerns regarding the proposed site. Both relate to additional usage and therefore degradation of our assets. Winkwell Swing Bridge Winkwell Swing Bridge (Bridge 147, Grand Union Canal) is located immediately south of the railway line and is an obvious rat run into the new development. The bridge already has a 3 tonne weight limit on it but The Trust has noted many instances when this has been abused. We have previously approached the Highway Authority regarding physical measures to prevent the abuse of the weight limit and subsequent damage to our bridge but they have been reluctant to implement such measures. The proposal will undoubtedly increase vehicle movements over the bridge and therefore we suggest some physical measures should be installed to both enforce the current weight limit and discourage additional use before further damage occurs to our bridge. This could take the form of physical width or height restrictions and CCTV cameras w could be installed to record evidence of damage. We would welcome the opportunity to discuss this further both with the Local Authority and Highway planners. It should also be noted that boat movements take priority over traffic crossing the bridge and although the bridge is mechanised additional traffic wanting to cross will result in further delays and queues when the bridge is in operation. Sustainable transport route The Grand Union Canal Towpath provides easy and traffic free access from the southernmost end of the development site to Hemel Hempstead railway station, which is only a mile or so to the east of Winkwell swing-bridge. In order to provide future residents with a suitable

	<p>sustainable transport route from the site to the town centre /station we request that the towing path is upgraded between bridge 147 and 148 Old Fisheries Lane. This is a distance of 1.3km. However 250m of this length, between Bridge 148 and Lock 62 is used for vehicle access to the lock cottage and for operational use, so will need to be to a higher specification than the remainder. We believe this request is in line with the aims of the Councils' Green infrastructure Strategy which seeks to enhance the Grand Union Canal and the Councils sustainable development aims as set out in the emerging core Strategy in that it will provide an improved link between housing and facilities. The Canal & River Trust are already working in partnership with the Council to seek improvements to the towpath in the area, to the east of Old Fisheries Lane, therefore the above request works well to enhance the towpath for the new residents towards the town centre also. We have also sought to raise awareness of the benefits of the Grand Union Canal as a sustainable transport route not only into the town centre but between settlements through the Hertfordshire County Council Active Transport a plan and inter urban route study. This allocation presents is a prime opportunity to ensure that the towpath is upgraded to ensure it meets the future needs of not only the residents of the new residential area but also remains a valued GI asset for the town. The trust would be happy to work with the council in the future to establish what improvements are required and to establish costings for the mitigation works required as a result of this proposed allocation.</p>
<p>Chilterns Society</p>	<p>The Chiltern Society strongly objects to LA3 but as the Council is clearly determined to progress this site for a considerable amount of development, despite the reservations of a Planning Inspector on its suitability and the numerous objections to the loss of green belt, any comments are confined to attempting to mitigate the severe damage that any development will have.</p> <p>The sustainability of this location is questionable, due to its prominent location in the landscape and the poor accessibility to facilities. It is poorly located in respect of public transport, employment areas, the town centre and local facilities. Whilst it is accepted that the Council has to find land for housing, the proposed amount of development is completely excessive. There is a total lack of adequate infrastructure in the area (roads, schools - secondary schools as well as primary, public transport, health facilities and no A&E hospital in Hemel Hempstead). No details have been given as to how these will be improved. The roads in the area cannot take more traffic (especially Pouchen End Lane) and there is little consideration for areas further afield such as Potten End, which takes the majority of traffic from the Warners End area and from Hemel Hempstead in general, through to</p>

	<p>Berkhamsted. This will be vastly increased with virtually all traffic utilising The Avenue and Boxted Road and no account has been taken of the damage the extra traffic will cause. No mitigating measures have been proposed for this. Buses do not adequately serve the area at present due to the layout of the road network. To provide a sustainable development public transport must be adequately provided although any variation of routes will add to journey times which maybe resisted. The site is visually very attractive and makes a major contribution to the character and appearance of the area, with views to and from the Chilterns Area of Outstanding Natural Beauty. The views from the southern slopes of the valley have been ignored and it would appear impossible to provide the amount of development proposed without covering virtually the whole area in building mass. In the view of the Chiltern Society, if this site is to be progressed, the amount of development should be considerably reduced in order to provide the required infrastructure and landscaping sufficient enough to mitigate the damaging effect of development in the green belt.</p>
<p>Grand Investment Union</p>	<p>Purposes of the Green Belt: the NPPF (paragraph 80) identifies the five purposes of the Green Belt. They are as follows: 1. To check the unrestricted sprawl of large built-up areas; 2. To prevent neighbouring towns merging into one another; 3. To assist in safeguarding the countryside from encroachment; 4. To preserve the setting and special character of historic towns; and 5. To assist in urban regeneration, by encouraging the recycling of derelict and other urban land. Given the constraints and other comments made within these representations, the proposed development of up to 900 units at West of Hemel Hempstead, and the according revisions to the Green Belt boundaries, potentially do not help to safeguard the future of the Green Belt and ensure that its five purposes can be effective in the future, for the following reasons: West of Hemel Hempstead proposes a "soft edge" and non-distinguishable boundary to the remaining Green Belt land to the west. This does not serve to 1) prevent unrestricted sprawl or 3) assist in safeguarding the countryside from future encroachment; and development of up to 900 units on the site could significantly reduce the existing gap between Hemel Hempstead and the historic market town of Berkhamsted, thus failing purposes 2 and 4 above. In conclusion, the above constraints are likely to affect the eventual residential capacities on the site possibly well below the figure of 900 units. A robust GB Function Assessment and comprehensive Visual Impact Assessment will need to support the emerging plans and ensure that development is sustainable at this location and fully in accordance with GB guidance contained in the adopted NPPF.</p>

HCC - Health and Community Services (Adult Care Services)

HCC Service Response to proposal of 900 new dwellings West of Hemel 9th August 2013

Health and Community Services (Adult Care Services)

The NHS and Community Care Act 1990 places a legal responsibility on Hertfordshire County Council Health and Community Services, Hertfordshire Partnership NHS Foundation Trust and Serco, through its delegated social care duty, to assess the needs of individuals who require care and support in the community. People will have their needs and circumstances assessed and provided for based on their individual needs, requirements and circumstances. It is up to the local authority to determine the level of the assessment. The results of the assessment determine whether or not care or support services will be provided to ensure that people receive effective responses to their health and social care needs. There is a greater emphasis on independence, wellbeing and choice for individuals and their carers, as required by the government agenda for the personalisation of social care services.

Services are provided in a variety of ways and by a range of providers. These may be run privately, by voluntary organisations, including charities, as non-profit making businesses. They can also be run by local authorities, or by the NHS.

Residential – Health and Community Services

The District demographic trends indicate the following changes to current levels of provision:

Future Needs - Growth from Current Level of Provision		2010 to 2015
Older People Residential - HCC Funded Places		-101
Older People Nursing - HCC Funded Places		42
Older People - Flexicare (NB These figures assume schemes for high needs only)		139
Learning Disability Residential + Nursing		-43
Learning Disability Supported Living		56
Physical Disability Residential + Nursing		20

Extract from HCC district profile data, previously provided in full for the Pre Submission Core Strategy Consultation Response (projections beyond 2015 projections are based purely on projected demographic change).

Whilst this does not identify a need for further residential care until 2020, it does identify the need for additional nursing care places, and Flexicare. The latter, predominantly but not exclusively for older people. The Flexicare model is beneficial to some clients with a learning disability, mental health and other disabilities. Health and Community Services (HCS) would support mixed tenure

	<p>of a Flexicare model. HCS would again hope to have nomination rights towards occupation of such affordable units, which might for example include supported living units, since this remains an identified need as less people are admitted into residential homes. Currently there are ongoing discussions with HCC & DBC on the potential to provide some new Flexicare in Dacorum but no firm proposals as yet. Therefore HCC would welcome the opportunity for any additional proposals to contribute to district need.</p> <p>Day Care – Health and Community Services HCS run day services for older people, people with learning or physical disabilities, mental health problems or sensory needs, who have been referred by their local social work team. We want to help people who come to our day services to enjoy fulfilling lives. We run a range of activities, give people the chance to use their interests and skills and help them to learn new ones.</p> <p>There would be a requirement for local day service provision arising from 900 new dwellings West of Hemel. As for other areas of Hemel Hempstead this need can be met from shared use of the local community centre.</p> <p>Requirements are as follows:</p> <ul style="list-style-type: none"> - 1 to 2 large multi purpose rooms for 15 to 20 people - Monday to Friday, 8.30am to 3.45pm - 52 weeks a year (not bank holidays) - Access to kitchenette and fridge - Secure storage - Lie down change facility - Accessible bathroom facilities - Overhead hoist - Large minibus pick up/drop off space - Car Parking
<p>Herts & Middlesex Wildlife Trust</p>	<p>A healthy, functioning and resilient ecological network is important in sustaining and supporting growing communities. The council should take an integrated and holistic approach to masterplanning new development, reflecting the ecosystems approach promoted within the government's Natural Environment White Paper. Development on greenfield sites in particular should be sensitively planned and designed to protect and enhance existing ecological assets, restore degraded habitat, and create new habitat areas and habitat linkages, aiming to restore and maintain ecological functioning and resilience. New development must effectively meet the needs of existing communities and future residents in terms of green infrastructure and ecosystem service provision. The NPPF clearly states that local planning authorities must plan for biodiversity at a landscape-scale, identify and map components of the local ecological network and set out a strategic approach to biodiversity and Green Infrastructure,</p>

	<p>planning positively for the creation, protection, enhancement and management of networks of biodiversity and Green Infrastructure. Moreover, planning policies and decisions should be based on up-to-date information about the natural environment and other characteristics of the area, including an assessment of existing and potential components of ecological networks. The master plan for development should adhere to the following principles: Protect and enhance existing habitats and habitat features, including mature hedgerows, tree belts, and mature trees; Improve ecological connectivity through the site, including through creating new habitats and restoring degraded habitats and habitat links; Integrate biodiversity into new development and the master plan, seeking to deliver a net biodiversity gain as part of the development; Ensure that new habitats and landscaping of the site is ecologically appropriate to the local ecological context, and is based upon the opportunities presented by the site and the surrounding landscape. Ensure masterplanning and later detailed planning stages are informed by comprehensive, robust and up-to-date ecological surveys; Plan and design the development in an holistic, integrated way, seeking to deliver multiple benefits for the community through well-planned green infrastructure, and recognising the economic, social and environmental benefits of healthy, resilient ecosystems and biodiversity networks; Establish mechanisms to ensure ongoing management of habitats and open spaces within the site to protect and maintain their ecological, social and community function and quality. Ecological evidence base A project to compile a habitat inventory for the county and map potential ecological networks, undertaken by HMWT with funding from the County Council is nearing completion. This could provide useful guidance on ecologically appropriate habitat restoration and creation opportunities for new developments. If you would like more information on the project, please contact Herts & Middlesex Wildlife Trust.</p>
<p>Thames Water Property Services</p>	<p>Sewage Treatment We use Local Authority housing and employment growth figures and census data to help us project likely increases in sewage flows to our works. We also take into consideration a range of other factors, including data on wastewater flows entering the sewage works. Using this information we seek to ensure that our sewage works have sufficient capacity to cater for the growth being proposed. Where capacity constraints at our sewage works are predicted, we will invest in our sewage works at the appropriate time to ensure our treatment consents continue to be met. Sewerage Network The key wastewater network issue will be to ensure that there is sufficient hydraulic capacity of the network to cater for the growth</p>

	<p>being proposed. This should be determined through drainage strategies and detailed discussions with the developer, where the point of connection to the existing network is appraised against the scale of development and its potential phasing. Thames Water have concerns about the ability of the existing infrastructure to serve a development at this location and of this scale as identified on page 12 of the consultation document. Further investigation of the sewerage infrastructure requirements is required and the developer should contact Thames Water as soon as possible to understand any upgrade requirements which would be informed by a detailed impact study. Such a study may be undertaken by Thames Water: however it will require funding from the developer. The developer needs to work with Thames Water to identify any sewerage infrastructure requirements and to identify how these will be delivered ahead of the occupation of development. This is required in order to comply with the requirements of the emerging Core Strategy in which Policy CS29 sets out that: "New development will comply with the highest standards of sustainable design and construction possible. The following principles should normally be satisfied: (d) Provide an adequate means of water supply, surface water and foul drainage;". Such action is required to ensure that development does not lead to adverse impacts such as sewer flooding or pollution of watercourses.</p>
<p>West Hemel Action Group</p>	<p>On behalf of the residents of West Hemel, the West Hemel Action Group is absolutely against any development at LA3. Any development will have a highly unrecoverable negative impact on West Hemel and scar this part of Hemel now and for future generations to come. The negative impacts on local amenities, infrastructure, facilities and greenbelt countryside will leave existing residents who have chosen to locate and bring up their own families, in many cases, with an area that is very different from the positive and sought after community that we have today, with the best balance of local town facilities and direct access visually and physically, to the countryside. These benefits will be lost forever as a result of any development at LA3. This ill conceived plan for development must be reconsidered and the threat of urban sprawl to the west of Hemel, stopped for good. It is also worth adding that despite Dacorum Borough Councils assertion that they have followed due process in terms of communications of the LA3 development it is apparent and clear from the work that the West Hemel Action Group has undertaken with local residents, that most residents were unaware of any planned development until alerted by the Action Group over the past few weeks or so. This can only lead to the conclusion that</p>

	<p>whatever communications Dacorum Borough Council have or believe they have undertaken in respect to LA3, it was clearly not effective and therefore this Questionnaire is the first opportunity that most residents will have had to make formal comment on the development at LA3. With that in mind, the structure of the questions in this questionnaire are poorly structured to allow true resident feedback in that context</p>
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