



SWHERTS
Joint Strategic Plan

South West Hertfordshire 2050

Realising our Potential



Consultation Report

Part 2: What you said (Appendices)

August 2023

Final draft for approval

Appendices:

Appendix 1: Correlation between poll and online survey questions	3
Appendix 2: Summary tables for online survey questions	7
Appendix 3: Summary Report from poll questions	100
Appendix 4: Summary tables from email (<i>separate excel document</i>)	173
Appendix 5: Response by letter	174
Appendix 6: Summary from sixth form event at Kings Langley School	178
Appendix 7: List of promoted sites	189
Appendix 8: Recommended responses to Sustainability Appraisal Scoping	192
Appendix 9: Recommended changes to the R18 document	226

Correlation between poll and online survey questions

Survey question	Correlating poll question(s)
SW HERTS TODAY	
Our World is changing	
(1) <i>Are there any other national or global issues or trends that we should take account of when preparing the Joint Strategic Plan?</i> Y/N	N/A
SW Herts today (a) - Our environment	
(2) <i>Do you agree with our summary of the current issues relating to OUR ENVIRONMENT in SW Herts? Y/N</i>	What do you think is the biggest issue for the environment in SW Herts?* <ul style="list-style-type: none"> • Tackling climate change • Protect important landscapes • Access to green spaces • Preserving our heritage • Improving biodiversity
(3) <i>Are there any issues or opportunities (relating to OUR ENVIRONMENT in SW Herts) we have missed? Y/N</i>	<ul style="list-style-type: none"> • Other
SW Herts today (b) - Living	
(4) <i>Do you agree with our summary of the current issues relating to LIVING in SW Herts? Y/N</i>	What do you think is the biggest issue for those living in SW Herts?* <ul style="list-style-type: none"> • Access to healthcare • Rising house prices • Ageing population • Being close to key services • The need for new homes

<i>(5) Are there any issues or opportunities (relating to LIVING in SW Herts) we have missed? Y/N</i>	<ul style="list-style-type: none"> • Other
SW Herts today (c) - Working	
<i>(6) Do you agree with our summary of the current issues relating to WORKING in SW Herts? Y/N</i>	<p>What do you think is the biggest issue for those working in SW Herts?*</p> <ul style="list-style-type: none"> • Ensuring a skilled workforce • Keeping unemployment low • Support for agile working • Supporting creative industry • Supporting research
<i>(7) Are there any issues or opportunities (relating to WORKING in SW Herts) we have missed? Y/N</i>	<ul style="list-style-type: none"> • Other
SW Herts today (d) - Playing	
<i>(8) Do you agree with our summary of the current issues relating to PLAYING in SW Herts? Y/N</i>	<p>What do you think is the biggest issue for those playing in SW Herts?*</p> <ul style="list-style-type: none"> • Attractiveness of town centre • Poor walking / cycling links • Lack of visitor attractions • Low quality sports facilities • Lack of vibrant nightlife
<i>(9) Are there any issues or opportunities (relating to PLAYING in SW Herts) we have missed? Y/N</i>	<ul style="list-style-type: none"> • Other
SW Herts today (e) - Moving	
<i>(10) Do you agree with our summary of the current issues relating to MOVING in SW Herts? Y/N</i>	<p>What do you think is the biggest issue for those moving in SW Herts?*</p> <ul style="list-style-type: none"> • Poor public transport links • Congestion • Reliance on cars • Congested links to London

	<ul style="list-style-type: none"> • Poor cycle connections • Other
(11) <i>Are there any issues or opportunities (relating to MOVING in SW Herts) we have missed? Y/N</i>	
Planning for infrastructure	
(12) <i>Are there any long term infrastructure challenges or opportunities that you would like to make us aware of as we begin work on the plan? Y/N</i>	N/A
	What one change would you like to see happen?
VISION PILLARS AND OBJECTIVES	
The draft vision	
(13) <i>Does the draft vision statement summarise your aspirations for the future of South West Hertfordshire to 2050? Y/N</i>	Do you agree with this vision statement for the future of SW Herts?
(14) <i>Are there any changes you would like to see to the vision statement? Y/N</i>	N/A
Pillar: Living green in a healthy natural environment	
(15) <i>Do you support the draft objectives relating to LIVING GREEN IN A HEALTHY NATURAL ENVIRONMENT? Y/N</i>	N/A
Pillar: Growing opportunities to work locally	
(16) <i>Do you support the draft objectives relating to GROWING OPPORTUNITIES TO WORK LOCALLY? Y/N</i>	N/A
Pillar: Living in healthy, thriving local communities	
(17) <i>Do you support the draft objectives relating to LIVING IN HEALTHY, THRIVING LOCAL COMMUNITIES? Y/N</i>	N/A
Pillar: Moving easily in connected places	
(18) <i>Do you support the draft objectives relating to MOVING EASILY IN CONNECTED PLACES? Y/N</i>	N/A
Pillar: Building homes and places that people are proud of	
(19) <i>Do you support the draft objectives relating to BUILDING HOMES AND PLACES THAT PEOPLE ARE PROUD OF? Y/N</i>	N/A
Pillar: Delivering robust and sustainable infrastructure	
(20) <i>Do you support the draft objectives relating to DELIVERING ROBUST AND SUSTAINABLE INFRASTRUCTURE? Y/N</i>	N/A
Pillar priority	

<p>(21) Which of the six topics covered by the 'pillars' is of most importance to you?</p>	<p>What should be the highest priorities for SW Hertfordshire in the next 30 years?</p> <ul style="list-style-type: none"> • Natural and green living • Local employment opportunities • A healthy and thriving community • Well-connected living • Quality homes and places • Sustainable infrastructure
<p>SHAPING THE FUTURE</p>	
<p>Shaping the future</p>	
<p>(22) Which option or options do you think is the most appropriate way to shape future growth in SW Herts?</p> <p>(a) Growth within existing large settlements (b) Outwards growth of existing large settlements (c) New settlements (d) Growth of groups of settlements (e) Growth along key transport corridors (f) Growing the best connected places (g) Scattered growth</p>	<p>What do you think is the best way to achieve sustainable growth in SW Herts:</p> <p>(a) Expansion in large settlements (b) Outward growth of settlements (c) Establish new settlements (d) In settlement groups (e) Growth on transport corridors (f) In best connected settlements (g) Scattered settlement</p>
<p>(23) Are there any other growth types we have not mentioned that you think should be considered? Y/N</p>	<p>(h) Other</p>
<p>MAKING IT HAPPEN</p>	
<p>Making it happen</p>	
<p>(24) Are there any other 'good practice' examples you feel should be considered for SW Herts? Y/N</p>	<p>N/A</p>
<p>(25) Are there any further comments you would like to make on the SW Herts Joint Strategic Plan? Y/N</p>	

Summary tables for online survey questions

The following tables provide a summary of the comments received via the online survey. This includes responses received via the full survey and those via individual questions within the interactive document.

Please note that:

- It was not always easy to distinguish which category a respondent fell into, as only an email address and username was provided when completing survey responses.
- Any duplicate responses are excluded, as are any responses where no specific answer was given.
- Comments were sometimes received that were not specifically relevant to the question being asked or were not directly planning related issues. Where relevant, these comments have been considered in relation to other questions in the consultation document, whilst in other cases they have been noted but not directly responded to in the summaries below.
- Responses that included any inappropriate language have been excluded for the summary text, although responses to Yes / No questions have been included.

Our world is changing

Q1. Are there any other national or global issues or trends that we should take account of when preparing the Joint Strategic Plan?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (6)	2	4
General consultation bodies (7)	6	1
Residents / individuals (130)	106	24
Landowners / developers (5)	3	2
Total	117	31
	148	

The following specific consultation bodies responded to this question:

- Hertfordshire County Council
- Wigginton Parish Council
- Herts Police
- Redbourn Parish Council

- Croxley Green Parish Council
- Aldbury Parish Council

The following provides a summary of key points raised, both by people who agreed and disagreed with the question. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondees.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> • Should identify key comparative advantages that SW Herts has in terms of skills, infrastructure and location. • Need to improve our food and energy security by producing more in the UK and relying less on other countries. • The main points omit sustainability and decline in all species which will have consequences for human sustainability. The plan should address the fundamental challenges which will affect all communities as we attempt to live within renewable sources. 	<ul style="list-style-type: none"> • The vision document provides contextual information relating to SW Herts as well as presenting opportunities for the future. • The proposed objectives that sit below the draft vision include reference to green energy generation • The JSP is ambitious in putting the environment and sustainability at the heart of its vision, but it is deliberately high level. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. 	None.
General consultation bodies		
<ul style="list-style-type: none"> • There is a need for improved sports and leisure facilities • Climate change- JSP needs to embrace net zero carbon and set clear policies for dealing with climate change *** • Biodiversity Crisis • Herts housing figures are over inflated and should be revised. ** • All authorities should update their brownfield registers. • JSP needs to address and identify solutions to nature recovery. • Conservation sites such as Chilterns Beechwoods SAC should be protected. 	<ul style="list-style-type: none"> • The JSP is ambitious in putting the environment and sustainability at the heart of its vision but it is deliberately high level. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • The responsibility for updating brownfield registers is for individual local authorities and not the JSP. • Agree that water resources should be more explicitly referenced in the objectives. 	Amend the ' <i>Create sustainable buildings and infrastructure</i> ' objective under the 'Living green in a healthy natural environment' pillar to add the words ' <i>.... <u>and protect and enhance water resources</u></i> ' to the end of the explanatory text.

<ul style="list-style-type: none"> • New development should provide a biodiversity net gain of at least 10% with 20% in the Chilterns AONB. • Water usage, water quality and reducing the risk of flooding need to be fully addressed as a key priority in the JSP and should be a strategic approach to providing wastewater treatment facilities. • Sustainability should be an overarching aim of the whole plan. • Housing development should respect the Green Belt.** • Should recognise the impacts of HS2 and compensate for the impacts on biodiversity and landscape. • Protecting the environment, better transport links, business rates 	<ul style="list-style-type: none"> • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of housing– these will be drawn up as the plan progresses and be subject to further consultation. 	
Residents / individuals		
<ul style="list-style-type: none"> • Climate Change a major or the most important issue ***** • Enhancement and protection of biodiversity and nature given high priority. ***** • Stop building on Green Belt and make more use of brownfield land. ***** • Deliver truly affordable housing. ***** • Include issues of food security and supplies. ***** • Should plan for increased use of green energy production and energy efficient homes as well as the required infrastructure e.g. EV charging points. ***** • Importance of creating communities with high levels of social capital and social mobility. *** • Need to improve broadband connectivity. *** • Should recognise that environment is not just about climate change. ***** • Green spaces should be left alone to nature. ***** • Flood risk should be given greater emphasis** • Improvements to transport infrastructure should be proposed. *** 	<ul style="list-style-type: none"> • The JSP is ambitious in putting the environment and sustainability at the heart of its vision but it is deliberately high level. As it is a strategic plan. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • The ‘Building homes and places that people are proud of’ pillar already includes reference to the need for homes people can afford. • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of housing– these will be drawn up as the plan progresses and be subject to further consultation. • The JSP will allow for flexibility within individual districts’ Local Plans. • Agree that water resources should be more explicitly referenced in the objectives. More 	<p>Amend the ‘<i>Create sustainable buildings and infrastructure</i>’ objective under the ‘Living green in a healthy natural environment’ pillar to add the words ‘.... <u>and protect and enhance water resources</u>’ to the end of the explanatory text.</p>

<ul style="list-style-type: none"> • The plan should reflect traffic issues and the air pollution and congestion that comes with it as the area will always be through route. ** • Increase the capacity for health and education infrastructure (including when new housing is built so the infrastructure can cope). **** • Housing needs should be based on latest information in the Census and ONS data, they should also be worked out in a SW Herts specific way and not using the Governments standard method. • The Plan should be strategic and should allow for flexibility at a local authority level. • Self-efficiency /self-generation for energy should be encouraged (less reliance on other regions and from abroad including food production).***** • More on ensuring a durable water supply.** • Should plan for more homes for smaller families and single persons. • Any proposals should include input from children and young people. • Bridle paths need to be regulated. • Effect of Brexit / not being in the EU. **** • Challenging global and UK economy. *** • Energy costs and cost of living crisis. *** • Levelling up agenda/changes to planning strategies and local implications on people being priced out the area **. • Illegal immigration. ** • Effect of pandemic e.g. changing employment and work patterns. 	<p>detailed proposals to help tackle this issue will be considered as the plan progresses and be subject to further consultation.</p> <ul style="list-style-type: none"> • Consultation activities have specifically sought to target young people to ensure that they have input into the process and that their views have been taken into account. • It is accepted that changing work patterns has created a demand for different technologies across the whole area. The objectives incorporate a desire to enhance digital infrastructure across the area to ensure connectivity for everyone. • Acknowledge the changes to energy demands and costs since the consultation document was published. The vision incorporates an objective for green energy generation. The pillar ‘moving easily in connected places’ includes high level vision objectives relating to improving public transport connectivity and creating walkable neighbourhoods. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation • The JSP will take a strategic approach to infrastructure (including transport) across SW Herts. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • Many of the issues related to Brexit, the national economy and national policies on issues such as energy are matters that the JSP and wider planning system can reflect, but cannot control. 	
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Landowners / developers / consultants		
<ul style="list-style-type: none"> • There is a significant need to build more homes in SW Herts and the UK. • Housing delivery in SW Herts faces challenges making viability different to other areas- construction costs, supply chain issues, onerous planning regulations, delays in planning system, costs of financial contributions sought by County Council which are not being viability tested. • Plan should support growth of online retail and the need for warehouse and distribution floorspace in key locations. • Herts has an expanding sector of science, technology and research and development and links should be made to education. 	<ul style="list-style-type: none"> • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of housing or employment floorspace– these will be drawn up as the plan progresses and be subject to further consultation. • Matters such as development viability will be tested as the JSP progresses, and also through more detailed district-level Local Plans. 	None.

SW Herts today

Q2. Do you agree with our summary of the current issues relating to OUR ENVIRONMENT in SW Herts?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	2	2
General consultation bodies (8)	4	4
Residents / individuals (105)	65	40
Landowners / developers (3)	3	0
Total	74	46
	100	

The following specific consultation bodies responded to this question:

- Herts Police
- Redbourn Parish Council
- Croxley Green Parish Council
- Aldbury Parish Council

The following provides a summary of key points raised, both by people who agreed and disagreed with the question. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondents.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> Encourage more emphasis on how the environment can encourage and enable more physical activity. Suggest reference to 'access to green space' added to ensure that physical activity and health are considered. Networks of open space provide key opportunities for sport and physical activity. These networks provide opportunities for informal activity and children's play encouraging families to visit and engage with the environment. Not enough emphasis on protecting the Green Belt where it performs well against the purposes in the NPPF. Quality farmland should not be built on. 	<ul style="list-style-type: none"> The JSP vision is ambitious in putting the environment and sustainability at the heart of its vision but it is deliberately high level. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of housing – these will be drawn up as the plan progresses and be subject to further consultation. The pillar 'Living in healthy, thriving local communities' already references the objective, 'provision of healthy places for people to live that support physical and mental wellbeing'. The pillar 'Living green in a healthy natural environment' already includes an objective relating to 'Bring people closer to nature' which encompasses protecting the area's green spaces, integrating nature into all new development and improving existing links. 	None.
General consultation bodies		
<ul style="list-style-type: none"> Document omits discussion of demand and supply of green infrastructure. Refers to green assets in an outdated way and neglects to stress the importance of green infrastructure to offering functionality for people, wildlife and water. 2050 as a target date is too far away. 	<ul style="list-style-type: none"> The 2050 target date for Net Zero is a national target that is reflected in the SW Herts authorities' declaration of a climate emergency. The JSP vision is ambitious in putting the environment and sustainability at the heart of 	None.

	<p>its vision but it is deliberately high level. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation.</p> <ul style="list-style-type: none"> Improving green links, and connecting new and existing biodiversity and ecological networks are clearly referenced under the 'Living green in a healthy natural environment' pillar. 	
Residents / individuals		
<ul style="list-style-type: none"> Claim to protect wildlife and environment for future generations but no mention of it in the Plan. **** Destroying environment and green spaces increasing urban sprawl will ruin what makes living in the area special. There is no need for further growth ** No mention of protecting agricultural land to protect food supplies. **** Net zero by 2050 is not feasible and more specific actions needed to achieve it. *** Why are houses being built when there are not enough water supplies or enough space to serve them? There is a need for a new reservoir. *** Must protect the Green Belt, the housing crisis should not be used as an excuse to not protect green spaces and Green Belt land. ***** Build on brownfield before building on Green Belt Assessment should take account of different types, quality and use of land in Green Belt. Carefully considered, well designed development that is appropriate to its context is capable of enhancing the environment. No mention is made of Luton Airport's impact. Hemel Hempstead is falling behind St Albans and Berkhamsted and needs more effort to make it look better. 	<ul style="list-style-type: none"> The JSP vision is ambitious in putting the environment and sustainability at the heart of its vision but it is deliberately high level. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. The 2050 target date for Net Zero is a national target that is reflected in the SW Herts authorities' declaration of a climate emergency. The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of development – these will be drawn up as the plan progresses and be subject to further consultation. Luton airport is not located within the SW Herts area and so its future growth is not within the scope/ control of this Plan. The JSP is intended as an overarching strategic vision for SW Herts as a whole. Detailed policies relating to individual settlements will be within individual authority Local Plans. 	<p>Amend the 'Create sustainable buildings and infrastructure' objective under the 'Living green in a healthy natural environment' pillar to add the words '.... <u>and protect and enhance water resources</u>' to the end of the explanatory text.</p> <p>Amend the 'Create space to grow' objective under 'Growing opportunities to work locally' pillar to read 'Support the delivery of a wide range of quality workspaces, where new and existing businesses from different sectors, <u>in both urban and rural</u></p>

<ul style="list-style-type: none"> • Important to connect habitats and ecosystems to increase biodiversity and support species expansion. ** • Disingenuous to call Grand Union Canal an asset given issues of fly-tipping. • Cost of living remains high and economy challenges. ** • Climate and global changes are becoming more acute. • Lack of public transport to access landscapes. • Sewage is transported long distances to be treated. • Should be more ambitious. • The current natural environment is in poor state and is rapidly worsening. • Elstree & Borehamwood are a different proposition than most of Herts, they are really London with all the services. • Too much pollution caused by people. ** • Chilterns AONB under threat from applications. 	<ul style="list-style-type: none"> • Agree that water resources should be more explicitly referenced in the objectives. More detailed proposals to help tackle this issue will be considered as the plan progresses and be subject to further consultation. • The pillar ‘moving easily in connected places’ includes high level objectives relating to improving public transport connectivity and creating walkable neighbourhoods. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • Topic Paper 4 ‘Supporting Economic Growth’ notes the requirements of the NPPF which states that planning policies should support the rural economy. Whilst it is not considered appropriate to refer to specific economic sectors such as agriculture within the objectives, it is recommend that the wording of the ‘Create space to grow’ objective can be clarified to ensure it is clear that it applies to economic sectors in both urban and rural areas. • 	<p><i>areas. can grow and flourish.’</i></p>
<p>Landowners / developers / consultants</p>		
<ul style="list-style-type: none"> • No comment 		None.

Q3. Are there any issues or opportunities (relating to OUR ENVIRONMENT in SW Herts) we have missed?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	2	2
General consultation bodies (7)	6	1
Residents / individuals (109)	81	28
Landowners / developers (2)	0	2

Total	89	33
	122	

The following provides a summary of key points raised, both by people who agreed and disagreed with the question. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondees.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> • There is no mention of the importance of agriculture both to support the human population and to support the wider environmental objectives. The need to manage the land to be both productive and support bio-diversity. • Not enough emphasis on protecting the Green Belt where it performs well against the purposes in the NPPF. Quality farmland should not be built on. 	<ul style="list-style-type: none"> • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of housing– these will be drawn up as the plan progresses and be subject to further consultation. • Topic Paper 4 ‘Supporting Economic Growth’ notes the requirements of the NPPF which states that planning policies should support the rural economy. Whilst it is not considered appropriate to refer to specific economic sectors such as agriculture within the objectives, it is recommend that the wording of the ‘Create space to grow’ objective can be clarified to ensure it is clear that it applies to economic sectors in both urban and rural areas. 	Amend the ‘Create space to grow’ objective under ‘Growing opportunities to work locally’ pillar to read ‘ <i>Support the delivery of a wide range of quality workspaces, where new and existing businesses from different sectors, <u>in both urban and rural areas</u>, can grow and flourish.</i> ’
General consultation bodies		
<ul style="list-style-type: none"> • No mention of the importance of sport and leisure facilities. • Access to open space is important but so is environment within which people live - high rise flats do not provide the right environment • Not fully incorporated existing work within the Hertfordshire Strategic Green Infrastructure Plan. 	<ul style="list-style-type: none"> • The JSP vision is ambitious in putting the environment and sustainability at the heart of its vision but it is deliberately high level. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. 	None.

<ul style="list-style-type: none"> • Strategic Plan should be much more visionary and seek real long term change in attitudes towards the environment. • The JSP should establish links between nature recovery through biodiversity net gain and enhancements to farmland through the Environmental Land Management Scheme (ELMS). • JSP should include a positive vision for the Green Belt, opportunity to use Green Belt more positively to aid nature recovery and provide SANGs for local recreation. • Little attention shown towards carbon reducing assets such as trees / hedges. • The interpretation of environment is too narrow, should be about more than constructing buildings, with more attention to materials and pollution during construction and manufacturing process, also need more focus on emissions, noise, traffic, vibration during the construction process. 	<ul style="list-style-type: none"> • Specific needs for sports and leisure facilities will be determined in individual authorities Local Plans. However the pillar 'Living in healthy, thriving local communities' references the objective, 'provision of healthy places for people to live that support physical and mental wellbeing'. • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of development, or provision of SANGs. These proposals and policies will be drawn up as the plan progresses and be subject to further consultation. • The pillar 'Living green in a healthy natural environment' includes an objective relating to 'Green Construction' which encompasses materials, pollution and emissions during the construction process. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. 	
Residents / individuals		
<ul style="list-style-type: none"> • Specific expert advice required to ensure nature conservation is maximised on each site. • Should not allow Radlett airfield to be used for development and not protecting environment/wildlife. • Prioritise protection of Green Belt and green spaces needed. ***** • Accessibility for disabled residents leaves a lot to be desired. • Make more use of green spaces and think about how these spaces will be used by different groups. ** 	<ul style="list-style-type: none"> • The JSP is ambitious in putting the environment and sustainability at the heart of its vision but it is deliberately high level. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of 	<p>Add an air quality objective under Pillar: 'Living in healthy, thriving local communities,' with the new objective '<u>Improve air quality</u>' and the explanatory text '<u>Maximise opportunities to maintain and</u></p>

<ul style="list-style-type: none"> • Encouragement for sustainable transport - safe and segregated bike lanes, bike storage facilities, electric buses, solar panels.*** • Need a joined up, environment first approach to council decisions. • Impacts of rail freight. • Should be a mix of recreation and wild places within towns-hedgerows and road verges. • Preservation of Aldenham reservoir for public use should be supported. • The countryside should be divided into Protection Areas and Revival Areas. In the former, there should be protection for high grade agricultural land and woodlands. In the latter, the emphasis should be on landscape improvements and tackling urban fringe problems. • Coalescence and the potential for development to increase these issues. • Air pollution should be a priority in battle against climate change.***** • More attention to waste water management and water infrastructure and storage. ***** • No mention of renewable energy*** • The exclusion zone around Ashridge. • Assessment does not give sufficient weight to positive impacts that sensitive development can have on the Environment. • More street trees and increased tree planting overall ** • Focus on developing brownfield land rather than greenfield. ***** • Connecting ecosystems • No mention of protecting agricultural land for food production. ** • Hospital. 	<p>housing or other types of development – these will be drawn up as the plan progresses and be subject to further consultation.</p> <ul style="list-style-type: none"> • The pillar ‘Living in healthy thriving communities’ includes an objective to <i>‘ensure safe and inclusive places and spaces’</i>. • The need to reduce pressures on water use and quality is picked up under ‘create sustainable buildings and infrastructure’ under the ‘Living green in a healthy natural environment’ pillar. It is also picked up under the ‘Promote circular economies’ objective under the ‘Delivering robust and suitable infrastructure’ pillar. However it is agreed that water resources more generally should be picked up in the objectives. More detailed proposals to help tackle this issue will be considered as the plan progresses and be subject to further consultation. • The vision is intentionally high level and so does not include any site specific considerations at this stage. • The pillar ‘moving easily in connected places’ includes high level objectives relating to improving public transport connectivity and creating walkable neighbourhoods. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • The pillar ‘Delivering robust and sustainable infrastructure’ includes high level objectives relating to the delivery of key infrastructure required to support new and existing growth, 	<p><i><u>enhance air quality standards.</u></i></p> <p>Amend the ‘Create space to grow’ objective under ‘Growing opportunities to work locally’ pillar to read <i>‘Support the delivery of a wide range of quality workspaces, where new and existing businesses from different sectors, <u>in both urban and rural areas, can grow and flourish.</u></i></p> <p>Amend the ‘Create sustainable buildings and infrastructure’ objective under the ‘Living green in a healthy natural environment’ pillar to add the words <i>‘.... <u>and protect and enhance water resources</u>’</i> to the end of the explanatory text.</p>
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<ul style="list-style-type: none"> • Traffic and congestion issues due to badly designed road junctions – leading to air pollution *** • How the school run can be tamed and managed and how education is spread out so there is less traffic and pollution *** • Unsure of the benefits of using drones. • What support is need from those who live in the countryside presently - the thinking seems skewed to town dwellers. • Ensure environment for future generations ** • More focus on wildlife needed. • More focus on overall infrastructure and services • Community Forest: Watling Chase Community Forest should be added to the list of important landscapes. • Permitted erosion or degradation of existing environmental assets • All new build should maximise floorspace, including basements, grey water recycling, solar hot water tubes & rainwater harvesting & SUDS so as to minimise our use of the limited space available. • Protecting environment in general not just Green Belt. • No mention of horse riders. • Improved cycling and walking routes need to be properly managed to ensure they are safe to use for all users. 	<p>to meet local needs and adapt to the effects of climate change</p> <ul style="list-style-type: none"> • The pillar ‘Living green in a healthy natural environment’ includes high level objectives relating to sustainable buildings and infrastructure, using nature-based solutions that are resilient to the effects of climate change. • Agree that air quality is a significant issue in the area and should be explicitly referenced in the objectives. It is suggested that a new objective is added to the Pillar ‘Living in healthy thriving local communities. • Topic Paper 4 ‘Supporting Economic Growth’ notes the requirements of the NPPF which states that planning policies should support the rural economy. Whilst it is not considered appropriate to refer to specific economic sectors such as agriculture within the objectives, it is recommend that the wording of the ‘Create space to grow’ objective can be clarified to ensure it is clear that it applies to economic sectors in both urban and rural areas. 	
Landowners / developers / consultants		
<ul style="list-style-type: none"> • No comment 		None.

Q4. Do you agree with our summary of the current issues relating to LIVING in SW Herts?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	4	0
General consultation bodies (6)	3	3
Residents / individuals (97)	62	35
Landowners / developers (6)	4	2
Total	73	40

The following specific consultation bodies responded to this question:

- Herts Police
- Redbourn Parish Council
- Croxley Green Parish Council
- Aldbury Parish Council

The following provides a summary of key points raised, both by people who agreed and disagreed with the question. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondees.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> • Encourage to better understand the physical activity inequalities present within SW Herts in order to provide the infrastructure and opportunities to everyone. 	<ul style="list-style-type: none"> • A Health Impact Assessment (HIA) will be prepared alongside the Sustainability Appraisal for the JSP which will ensure that health-related issues are integrated into the plan-making process. 	None.
General consultation bodies		
<ul style="list-style-type: none"> • SW Herts is highly constrained with areas of Green Belt and AONB, there should be an opportunity to reduce housing numbers below national calculations. • New development should prioritise brownfield sites.** • Government imposed targets are based on out of data. • Green Belt must be preserved.** • Preserving environment and ecosystems must be the priority. 	<ul style="list-style-type: none"> • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of housing – these will be drawn up as the plan progresses and be subject to further consultation. • The JSP vision is ambitious in putting the environment and sustainability at the heart of its vision but it is deliberately high level. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. 	None.
Residents / individuals		

<ul style="list-style-type: none"> • Little to no mention of social housing, • Too much focus on house prices and not renting availability and costs. • Public transport needs to be improved - cycling unsafe and a lack of dedicated cycle lanes. • Too many age restricted homes in Dacorum at expense of affordable housing. • Lack of access to healthcare facilities in Hemel and St Albans. • Public transport is getting worse not better. • Need for better access means new Watford hospital should not be progressed. • Attempting to make area more affordable by building will make the area far less attractive. • Hertsmere is twice as dense as the national average. • Summary doesn't note the importance of good transport links in identifying sites for development. • The preservation of the Green Belt must be seen as one of a range of considerations to be balanced, and appropriate weight must be given to other considerations driving the need for development. • Need for housing could be met by smaller social housing units easier to build on brownfield sites instead of building to satisfy top down pressure from Government. • Demands for housing need to be balanced with environmental concerns.** • It's too expensive and overcrowded.** • St Albans also has areas of deprivation. • Insufficient doctors, dentists and services to support further development** • Green Belt and countryside needs protecting.*** • Population figures are outdated. • Main roads blocked at most times and cars parked on pavements. 	<ul style="list-style-type: none"> • The 'Building homes and places that people are proud of' pillar already includes reference to the need for homes people can afford. • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of housing– these will be drawn up as the plan progresses and be subject to further consultation. • The pillar 'moving easily in connected places' includes high level objectives relating to improving public transport connectivity and creating walkable neighbourhoods. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • The Plan will take a strategic approach to infrastructure (including health and education facilities) across SW Herts. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • The pillar 'Living in healthy, thriving local communities', recognise that there are areas of deprivation and includes high level objectives relating to the provision of healthy places to live, the provision of local facilities to support safe community and social interaction. 	<p>None.</p>
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<ul style="list-style-type: none"> • No acknowledgement of the enormous significance of the countryside for recreation, health and well-being as well as limited sustainable development. • Need for walking paths to get to green spaces including green corridors linking up wildlife areas 		
Landowners / developers / consultants		
<ul style="list-style-type: none"> • There are many Green Belt sites suitable for housing development including infill sites. Many of these adjoin existing settlements that are capable of accommodating more housing. ** • Sites of a range of sizes should be considered to meet housing needs not just those of a strategic scale. • The topic paper on housing does not fully reflect national policy / advice on older persons housing. 	<ul style="list-style-type: none"> • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of housing – these will be drawn up as the plan progresses and be subject to further consultation • The Topic Paper on Housing refers to Planning Practice Guidance in the round rather than to the individual housing-related PPG notes e.g. Housing for older and disabled people; Housing needs of different groups etc). As noted above detailed policy approaches will be developed further as the plan progresses. 	None.

Q5. Are there any issues or opportunities (relating to LIVING in SW Herts) we have missed?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	2	2
General consultation bodies (6)	4	2
Residents / individuals (95)	65	30
Landowners / developers (5)	4	1
Total	75	35
	110	

The following provides a summary of key points raised, both by people who agreed and disagreed with the question. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondees.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> Encourage inclusion of a section on physical inactivity inequalities to the current issues. Reports are available online to download and will be key information to determine if there are stubborn inequalities within the region around physical inactivity which can be used for helping to inform policy development. New development should be on brownfield sites, possibly building up not spreading out onto greenfield sites. Development should not be on Green Belt where it performs well against the purposes in the NPPF or is quality agricultural land. The analysis makes it clear that SW Hertfordshire is already overpopulated. Therefore an increase in population should be resisted. 	<ul style="list-style-type: none"> A Health Impact Assessment (HIA) will be prepared alongside the Sustainability Appraisal for the JSP which will ensure that health-related issues are integrated into the plan-making process. The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of new development – these will be drawn up as the plan progresses and be subject to further consultation 	None.
General consultation bodies		
<ul style="list-style-type: none"> Sustainable design of new and existing houses is essential and requires a programme of insulation and retrofitting. JSP 	<ul style="list-style-type: none"> The Plan will take a strategic approach to infrastructure (including health and education facilities) across SW Herts. More detailed 	None.

<p>provides an opportunity to co-ordinate this across a wider area.</p> <ul style="list-style-type: none"> • Green spaces are an essential part of living in SW Herts. • Need more medical facilities to cope with projected older population. • Need more starter homes to attract young people to area. • Should preserve what we have and not build more and new. • Use TPOs and plant trees around public buildings. 	<p>proposals will be drawn up as the plan progresses and be subject to further consultation.</p> <ul style="list-style-type: none"> • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of housing – these will be drawn up as the plan progresses and be subject to further consultation. • The 'Building homes and places that people are proud of' pillar already includes reference to the need for homes people can afford and that are flexible and adaptable to different lifestyles and work patterns. • The JSP vision is ambitious in putting the environment and sustainability at the heart of its vision but it is deliberately high level. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. 	
Residents / individuals		
<ul style="list-style-type: none"> • Affordable housing should be encouraged. *** • Encouraging more Council built and controlled social housing**** • Not building on the Green Belt. **** • There are opportunities for development on local high streets where shops have closed down. • No mention of social care. • Majority of new homes are flats, people are moving out of the area due to affordability but also for houses. • Housing growth exacerbating traffic issues without improvements to public transport. *** 	<ul style="list-style-type: none"> • The 'Building homes and places that people are proud of' pillar already includes reference to the need for homes people can afford and that are flexible and adaptable to different lifestyles and work patterns. • The Plan will take a strategic approach to infrastructure (including health and education facilities) across SW Herts. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • The vision is not intended to articulate either the detailed growth strategy or detailed policy 	None.

<ul style="list-style-type: none"> • New housing could be built anywhere with no regard to local infrastructure. • Housing should be more affordable for Herts residents not London commuters. • Population density in Watford is too high - all high rise and high density development that needs to stop. *** • Existing infrastructure and services would not support large population increases. ***** • Councils should be able to build houses at a rent suitable for local incomes. • Green Belt is used as an excuse to block most new housing. Not all Green Belt is valuable and should be built on to support affordable housing. ** • No joined up thinking on transport between individual boroughs. • Cultural diversity is not mentioned. ** • Does not place sufficient emphasis on proximity of the area to London. • Lifelong residents should have priority for housing. • Serious reconsideration of Green Belt boundaries to enable substantial housing/employment development to meet local need. • Housing should only be built using sustainable materials and that have sustainable utility systems. • Cannot keep building houses as urbanisation of land is far too high, should focus on flats. • footpaths and cycle paths and no mention of bridle paths • Apsley and surrounding road and amenities. • Need to review the support for (and encourage) country life. • Size and design of new housing should be adequate to people's needs not only to fund builder's profits including on-site parking. • In the list of major transport routes in the area, the M25 is not listed. In addition, there is the Grand Union canal which 	<p>approaches to be taken in the plan with regard to quantum, location or type of housing– these will be drawn up as the plan progresses and be subject to further consultation.</p> <ul style="list-style-type: none"> • The JSP vision is ambitious in putting the environment and sustainability at the heart of its vision but it is deliberately high level. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • Reference to social care is noted but this is not directly a planning issue. • Reference to cultural diversity is noted. The pillar 'Living in healthy thriving communities' includes an objective to 'ensure safe and inclusive places and spaces'. • The pillar 'Moving easily in connected places' includes high level vision objectives relating to improving public transport connectivity and creating walkable neighbourhoods. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. Section 3, SW Herts today, refers to the M25 and other major roads in commenting on the good north-south links serving the area. • The 'Building homes and places that people are proud of' pillar already includes reference to the need for homes people can afford and that are flexible and adaptable to different lifestyles and work patterns. • Police presence and staffing numbers is not a planning issue in itself, although the police 	
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<p>(with suitable improvements) could carry bulk cargo through the area. This could utilise up to date technology of electric automatic vehicles to carry loads day and night.</p> <ul style="list-style-type: none"> • No up to date population figures. • The levelling up agenda should see greater employment growth in more deprived parts of the country leading to a less demand for growth in SW Herts. • The gradual but on-going reduction in police numbers and police presences in the various communities. • Joined up transport is not available, cycling is not suitable for the elderly, where they would use a car to visit multiple destination to shop • Over-emphasis on the built environment rather than the natural environment.** 	<p>force is an important consultee in the plan-making process.</p> <ul style="list-style-type: none"> • Since the Vision consultation took place, the Office for National Statistics (ONS) has started to publish the results of the 2021 Census. These figures, which provide valuable, up-to-date information about the area's population, will be taken into account during the next stages of the plan-making process. 	
Landowners / developers / consultants		
<ul style="list-style-type: none"> • Opportunity to allow some parts of the Green Belt to be developed for housing. • Meeting the housing needs of younger people is important for sustaining local economy and social balance. • The housing pressures, accurately articulated, are a reason for the Green Belt requiring to be reviewed. This should be clearly stated at the outset. • It is important to ensure enough specialist housing to meet the needs of older people are delivered. 	<ul style="list-style-type: none"> • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of housing – these will be drawn up as the plan progresses and be subject to further consultation. 	None.

Q6. Do you agree with our summary of the current issues relating to WORKING in SW Herts?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	2	2
General consultation bodies (3)	1	2
Residents / individuals (80)	54	26
Landowners / developers (2)	2	0
Total	59	30
	89	

The following specific consultation bodies responded to this question:

- Herts Police
- Redbourn Parish Council
- Croxley Green Parish Council
- Aldbury Parish Council

The following provides a summary of key points raised, both by people who agreed and disagreed with the question. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondents.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> • Not enough information on how 8,000 jobs will be generated in the new enterprise zone. More detail required about high quality jobs creation and the mix of jobs in general. • There is no analysis of the extent to which people living in SW Hertfordshire commute to work elsewhere. Or of the extent to which those working within SW Hertfordshire commute into the area from elsewhere. 	<ul style="list-style-type: none"> • The South West Herts Economic Study Update (2019) is currently being updated and will inform the JSP as it progresses. Updating will need to take account of changing working patterns and demand for different kinds of floorspace arising from the impact of the Covid pandemic. • Since this consultation took place, the Office for National Statistics (ONS) has started to publish the results of the 2021 Census, which will be taken into account in progressing the JSP and will provide additional information about travel to work and commuting patterns. 	None.

General consultation bodies		
<ul style="list-style-type: none"> • JSP needs to be more visionary and consider different future scenarios for work patterns. • Should seek to create new jobs in the local area to reduce commuting. • Needs to be a focus on green jobs. • More connectivity between train lines is needed. • Safe cycle routes required. 	<ul style="list-style-type: none"> • The need to respond to different work patterns is noted. The pillar 'Growing opportunities to work locally' acknowledges that the area must embrace new and growing sectors and new models of working. • The pillar 'Moving easily in connected places' includes high level objectives relating to improving public transport connectivity and creating walkable neighbourhoods. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. 	None.
Residents / individuals		

<ul style="list-style-type: none"> • No mention of council homes to rent. • No acknowledgement of available corporate space being converted to residential. ** • Not many work opportunities for the over 50s. • Working in Herts is directly related to transport and this link should be emphasised. • Infrastructure will not take the level of expansion being proposed. • No provision for disabled employment. • Dacorum has no provision for young people. • JSP must not be used to push more Green Belt development. • We need to look at better land use, not increased use of land. • Lack of reference to education and lack of recognition of childcare. • Failed to make mention of threats to retail environments. • No mention of farming or agricultural businesses. • Need to provide affordable housing and key worker accommodation. • Local jobs for local people to save commuting costs and pressures • Area is losing its appeal as an area of natural beauty. • Need for better transport options. • The Levelling up agenda should lead to focusing employment growth in more deprived parts of the country. • Questions to what extent has the increased size of the local economy been a product of increased economic activity per capita vs an increase in the number of people. • Some building in unproductive Green Belt may need to happen. • Need for more local small light industrial units that people can work and live in the same community if they chose to do so. 	<ul style="list-style-type: none"> • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of employment or housing – these will be drawn up as the plan progresses and be subject to further consultation. • Office to residential conversions can occur under ‘permitted development rights’ and are therefore not something that can easily be controlled through planning policy. The district / borough councils are however exploring how Article 4 Directions can be used to limit the loss of the most valuable employment floorspace. • The pillar ‘Growing opportunities to work locally’ includes a high level objective relating to supporting town centres and high streets. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation • The Plan will take a strategic approach to infrastructure (including health and education facilities) across SW Herts. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • The pillar, ‘Moving easily in connected places’ includes high level objectives which aim to address issues of traffic congestion and to encourage fast, efficient and affordable public transport and helping people, businesses, visitors and goods to move around easily. 	<p>None.</p>
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<ul style="list-style-type: none"> Encourage big tech firms and finance to move here, that's where the big wages are, retail/hospitality won't pay for a mortgage here. Transport to work is a major cause of pollution. The plan needs to enable for local working opportunities that can be accessed via active routes. Need more analysis of the extent to which people living in SW Herts work within the area, or the extent to which they work within each of the 5 constituent authorities. 	<ul style="list-style-type: none"> Since this consultation took place, the Office for National Statistics (ONS) has started to publish the results of the 2021 Census, which will be taken into account in progressing the JSP and may provide additional information about travel to work and commuting patterns. 	
Landowners / developers / consultants		
<ul style="list-style-type: none"> No comment 	None.	None.

Q7. Are there any issues or opportunities (relating to WORKING in SW Herts) we have missed?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	2	2
General consultation bodies (3)	1	2
Residents / individuals (81)	53	28
Landowners / developers (2)	1	1
Total	57	33
	90	

The following provides a summary of key points raised, both by people who agreed and disagreed with the question. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondents.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> Not enough information on how 8000 jobs will be generated in the new enterprise zone. More detail required about high quality jobs creation and the mix of jobs in general. The rise in "home working" with people only required to travel to a base office occasionally (not every day) and be 	<ul style="list-style-type: none"> The need to respond to different work patterns is noted. The pillar 'Growing opportunities to work locally' acknowledges that the area must embrace new and growing sectors and new models of working. 	None.

<p>expected to provide adequate workspace at home (changing requirements for workspace within homes).</p>	<ul style="list-style-type: none"> It is accepted that changing work patterns have created a demand for different technologies across the area. The pillars that sit below the draft vision reference the need to enhance digital infrastructure to ensure connectivity for everyone and also reference new models of working. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. 	
<p>General consultation bodies</p>		
<ul style="list-style-type: none"> More specific courses and education for mature and older people required. 	<ul style="list-style-type: none"> This is noted but is not directly a planning issue. The pillar 'Growing opportunities to work locally' references the need for appropriate education and training. 	<p>None.</p>
<p>Residents / individuals</p>		
<ul style="list-style-type: none"> Bring corporate space into public ownership and convert into residential uses on brownfield sites. Train links to London are excellent but car parking costs at stations are excessive. *** Need to take into account area specialisms in employment e.g. Borehamwood and accept that what works in one area might not work in others. Need better and more frequent public transport routes between urban areas. ***** Concern about the level of support for non-service industries. Need for high speed broadband. **** Insufficient emphasis on agile working. *** Infrastructure would not support great increases in industry. Green Belt sites should not be developed to provide additional commercial sites. Employment trends should be monitored to assess sector vulnerability. 	<ul style="list-style-type: none"> The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of employment – these will be drawn up as the plan progresses and be subject to further consultation. The pillar 'Moving easily in connected places' includes high level vision objectives relating to improving public transport connectivity and creating walkable neighbourhoods. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. It is agreed that that changing work patterns have created a demand for different technologies across the whole area. The vision incorporates the need to enhance digital infrastructure to ensure connectivity 	<p>None.</p>

<ul style="list-style-type: none"> • Need clusters of small studios, workshops or light industrial units.** • Need to create opportunities to work locally and not rely on London. *** • Childcare is not mentioned in the education section. ** • Preserve and enhance quality of office workspace rather than converting to housing. • Provide safe means of active travel to employment. To encourage a reduction in car use. ** • Homes, including flats, should include space for working. *** • Residential development should not be built on employment allocations. • Need more small scale facilities. • Small businesses should not be subject to high business rates. • Encourage businesses catering for older people. • Build and support rail freight terminal. • Need to explain what Herts Innovation Quarter Enterprise Zone is. • Traffic issues. • Link schools and business closely. • A large part of the skilled workforce mentioned do not work in SW Herts but commute into Greater London. The role of the SW Herts as base for commuters needs to be considered. *** • Need summary of division of workforce between sectors. • Need ways to increase income e.g. attract big employers ** • Need for a new fit-for-purpose LHNA which measures the affordable housing needs of the most valuable members of our community (who, by definition, must live and work locally) and to create policies to meet those needs. 	<p>for everyone. The pillars that sit below the draft vision reference the need to enhance digital infrastructure to ensure connectivity for everyone and also reference new models of working. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation.</p> <ul style="list-style-type: none"> • The reference to childcare is noted although this is not directly a planning issue. • The corporate strategy for employment space, and the setting of business rates are a matter for each individual local authority and is not directly a planning issue. • Comments on car parking costs are noted but they are not directly a planning issue. • The Plan will take a strategic approach to infrastructure across SW Herts. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • The pillar, 'Growing opportunities to work locally' includes high level vision objectives relating to the retention of talent in the area which supports and promotes the provision of facilities, funding and links to business for education and training. • The need to consider key worker housing to support the local economy is noted. The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of housing– these will be drawn up as the plan progresses and be subject to further consultation. 	
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	<ul style="list-style-type: none"> The South West Herts Local Housing Needs Assessment is currently being updated and will inform the JSP as it progresses. 	
Landowners / developers / consultants		
<ul style="list-style-type: none"> Strategic employment proposals required in the JSP that clearly identifies suitable growth locations. Likely to need a Green Belt release and in a sustainable location for employment. SW Herts has several key transport corridors with links to education and employment, should identify key locations now. 	<ul style="list-style-type: none"> The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of employment – these will be drawn up as the plan progresses and be subject to further consultation. 	None.

Q8. Do you agree with our summary of the current issues relating to PLAYING in SW Herts?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	2	2
General consultation bodies (5)	2	3
Residents / individuals (89)	64	25
Landowners / developers (2)	2	0
Total	70	30
	100	

The following specific consultation bodies responded to this question:

- Herts Police
- Redbourn Parish Council
- Croxley Green Parish Council
- Aldbury Parish Council

The following provides a summary of key points raised, both by people who agreed and disagreed with the question. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondents.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		

<ul style="list-style-type: none"> • Need to acknowledge the inequalities when it comes to physical activity that may exist. • It is important to better understand the data behind specific groups and represent this in this section. These would include inequalities among: <ul style="list-style-type: none"> - Different ethnic groups - Gender gaps - Older adults access sport and physical activity - Children and young people. • The Nickey Line is not a high quality cycle route. • There is nothing about the two most important aspects of informal recreation: walking and children playing. 	<ul style="list-style-type: none"> • The pillar, 'Living in healthy, thriving local communities' notes that whilst the area's population is generally healthy, there are areas of deprivation. It is important to help both new and existing communities achieve the highest quality of life and support their physical and mental health and wellbeing. The high level objectives seek to support the timely delivery of facilities to support the local community and the creation of environments where individuals and communities feel safe and supported. • A Health Impact Assessment (HIA) will be prepared alongside the Sustainability Appraisal for the JSP which will ensure that health-related issues are integrated into the plan-making process. • Since the Vision consultation took place, the Office for National Statistics (ONS) has started to publish the results of the 2021 Census. These figures, which provide valuable, up-to-date information about the area's population, will be taken into account during the next stages of the plan-making process. • The quality and maintenance of existing cycle ways and bridleways is not a direct planning issue that can be dealt with through the JSP. 	None.
General consultation bodies		
<ul style="list-style-type: none"> • Omitted a full assessment of the recreational potential of green infrastructure as set out in Herts Strategic Green Infrastructure Plan. 	<ul style="list-style-type: none"> • The pillar 'moving easily in connected places' includes high level objectives relating to improving public transport connectivity and creating walkable neighbourhoods. More detailed proposals will be drawn up as the 	None.

<ul style="list-style-type: none"> • There are few safe cycle routes to exit towns (Radlett/Shenley). There needs to be more joined up cycling opportunities. • More support needed for arts and theatre 	<p>plan progresses and be subject to further consultation.</p> <ul style="list-style-type: none"> • The vision is not intended to articulate either the detailed strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of green infrastructure – these will be drawn up as the plan progresses and be subject to further consultation. • The request for more support for the arts and theatre is noted. The pillar, ‘Living in healthy, thriving local communities’ includes high level vision objectives relating to the location of facilities to support the local community including cultural, leisure and community facilities. 	
Residents / individuals		
<ul style="list-style-type: none"> • No cycle lanes in Shenley and poor bus services. • All proposals are for the young, should also take account of older residents needs for sport- multi use facilities are the answer.** • Cycle friendly and walking friendly routes required. ** • Disagree with inclusion of Grand Union Canal as a cycle way when it is a footpath. • Cycle networks are poorly maintained and badly marked. • Variety of shops is declining. • Not enough fitness centres. • Sports facilities predominantly focused on men rather than women. • Not enough leisure or swimming facilities. • Need to ensure that open spaces for sports and recreation are retained.** • Parts of the area are a rat run between the M1 and M25 so not appropriate for cycling. 	<ul style="list-style-type: none"> • The pillar ‘moving easily in connected places’ includes high level objectives relating to improving public transport connectivity and creating walkable neighbourhoods. Improvements to connections between towns and villages, will also support connections into the open countryside. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • The quality and maintenance of existing cycle ways and bridleways is not a direct planning issue that can be dealt with through the JSP. • Specific needs for sports and leisure facilities will be determined in individual authorities Local Plans. The pillar ‘Living in healthy, thriving local communities’ references the 	None.

<ul style="list-style-type: none"> • JSP only refers to football clubs. What about rugby, hockey, cricket, tennis, martial arts, dance, yoga, pilates. • Activities required for young, elderly and disabled. • Facilities catering for mental health issues - quiet and non-contact sport for people with autism. • Horse riding is a big sport and hobby and there is no mention of bridle paths, which should not be turned into cycle tracks but should be renovated according to the British Horse society recommendations. ** • To keep Hertsmere safe open spaces and Green Belt must be preserved. • In this section attracting younger people is a goal but this goal also creates even greater challenges with housing. • Need to recognise that a major asset for leisure activities for many people in the county is countryside with public access as well as nature reserves. • St Albans football ground is in the wrong place making it difficult for visitors, more space is needed, preferably out of town. • There isn't anything about walking for exercise and recreation, and there isn't anything about children playing out of doors. 	<p>vision objective, 'provision of healthy places for people to live that support physical and mental wellbeing'.</p> <ul style="list-style-type: none"> • There are no sports or age groups specifically included or excluded from the JSP - it provides a high level vision for the support of all leisure facilities. • The 'Our Environment' section of the consultation document refers to the important landscapes in the area and access to green space which support outdoor recreation, including walking and can have a positive impact on well-being. 	
Landowners / developers / consultants		
<ul style="list-style-type: none"> • No comment 	None.	None.

Q9. Are there any issues or opportunities (relating to PLAYING in SW Herts) we have missed?

The following provides a summary of key points raised, both by people who agreed and disagreed with the question. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondees.

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	2	2
General consultation bodies (6)	5	1

Residents / individuals (87)	47	40
Landowners / developers (2)	0	2
Total	54	45
		99

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> • Cycling networks should be separated and well-connected to services so they are accessible for all ages and abilities. • JSP needs to note where improvements could be made so that the network of cycle routes are well-connected and accessible. • Encourage the consideration of how 'Streets and Public Spaces' can provide excellent opportunities for physical activity and social connections. • Needs to be provision for walking and cycling routes to and from the town centre to encourage active modes of transportation • Consideration of scale, function and layout of regenerated town centres should be considered to attract the greatest number of mix of uses. With a greater number of mixed use within a town centre, the greater number of pedestrian traffic through an area encouraging physical activity. • More detail required on how improvements will be made, such as what exactly is the east-west rapid transport scheme. • The facilities must be protected and enhanced, particularly access to open spaces and open countryside as well as provision of free playgrounds and sports grounds. 	<ul style="list-style-type: none"> • The pillar 'moving easily in connected places' includes high level vision objectives relating to improving public transport connectivity and creating walkable neighbourhoods. Improvements to connections between towns and villages, will also support connections into the open countryside. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • As stated in the consultation document, the proposed east-west link (known as the HERT) is still in the planning stages. Further consultation on options will be carried out by Hertfordshire County Council in due course. • The quality and maintenance of existing cycle ways and bridleways is not a direct planning issue that can be directly dealt with through the JSP. 	None.
General consultation bodies		

<ul style="list-style-type: none"> • Strong evidence that Dacorum lacks high quality sports facilities unable to meet a growing need. • Omits a full assessment of the recreational potential of green infrastructure as set out in Herts Strategic Green Infrastructure Plan particularly rights of way and problem that severance of routes create for functionality of play- this needs to be dealt with at the strategic level. • More cycle paths needed and more pedestrian access to city centres and more public transport. • Park and ride schemes required. • More joined up cycle routes between towns to allow cycling to theatre, shops, leisure centres etc. 	<ul style="list-style-type: none"> • Specific needs for sports and leisure facilities will be determined in individual authorities Local Plans. The pillar 'Living in healthy, thriving local communities' references the objective, 'provision of healthy places for people to live that support physical and mental wellbeing'. • The vision is not intended to articulate either the detailed strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of green infrastructure – these will be drawn up as the plan progresses and be subject to further consultation. • The pillar 'moving easily in connected places' includes high level vision objectives relating to improving public transport connectivity and creating walkable neighbourhoods. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. 	None.
Residents / individuals		
<ul style="list-style-type: none"> • Better public transport. ** • Opportunities for fishing activities. • Opportunities to turn closed golf courses into accessible country parks and wildlife areas rather than housing developments. • Build more and better cycle routes. **** • Empty shops could be improved even if it meant changing their use. ** • Important to support markets. • Maintenance of existing cycle paths- Nickey Line. ** • Opportunities for swimming including open water. 	<ul style="list-style-type: none"> • The pillar 'Moving easily in connected places' includes high level objectives relating to improving public transport connectivity and creating walkable neighbourhoods. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • The quality and maintenance of existing cycle ways and bridleways is not a direct planning issue that can be dealt with through the JSP. • There are no sports or age groups specifically included or excluded from the 	None.

<ul style="list-style-type: none"> • No reference to range of countryside sport and recreation available. • Improve town centre environments - give priority to cycling and walking in town centres, planting and greenery. ** • Open space to connect with nature helps with physical and mental health. • Lack of co-ordinated cross boundary thinking with regards to bike schemes, park and ride, chains. • Increasing use of bike hire schemes and better signage to promote cycling. • Protect retail units from change of use to commercial offices or housing. • Importance of creating new green spaces in urban areas. ** • New development can improve quality of local resources and have positive benefits for the community. • Promote the importance of natural environment to developing tourist industry. • No reference to walking. *** • Protect existing playing fields and improve indoor sports facilities. • Prevent development on sports facilities within the Green Belt like golf courses. • Horse riding and bridle ways ****. • Improve cycle network in rural areas to make it safe. • No mention of active 60+. The statements are all about youth. • Rugby, football, cricket and golf facilities. *** • Improving "Green Corridor" public footpaths. *** • Need to work with landowners particularly in rural areas to facilitate access to the countryside** • Lack of comments on general sporting diversity, new sports etc. • Engagement of young people of all means. 	<p>JSP - it provides a high level vision for the support of all types of leisure facilities.</p> <ul style="list-style-type: none"> • The JSP vision is ambitious in putting the environment and sustainability at the heart of its vision but it is deliberately high level. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • The vision is not intended to articulate either the detailed strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of green infrastructure of growth – these will be drawn up as the plan progresses and be subject to further consultation. • The pillar 'Growing opportunities to work locally' includes a high level vision objective relating to supporting town centres and high streets. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation • The pillar, 'Living in healthy, thriving local communities' high level vision objectives seek to support the timely delivery of facilities to support the local community and the creation of environments where individuals and communities feel safe and supported. 	
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<ul style="list-style-type: none"> Safe places needed where younger people can "hang out" informally and safely, both indoors and out of doors. 		
Landowners / developers / consultants		
<ul style="list-style-type: none"> No comment 	None.	None.

Q10. Do you agree with our summary of the current issues relating to MOVING in SW Herts?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	4	0
General consultation bodies (2)	2	0
Residents / individuals (102)	65	37
Landowners / developers (2)	2	0
Total	73	37
	110	

The following specific consultation bodies responded to this question:

- Herts Police
- Redbourn Parish Council
- Croxley Green Parish Council
- Aldbury Parish Council

The following provides a summary of key points raised, both by people who agreed and disagreed with the question. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondents.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> None. 	None.	None.
General consultation bodies		
<ul style="list-style-type: none"> No comment 		None.
Residents / individuals		
<ul style="list-style-type: none"> Development on Green Belt land and new Sky Studios will increase congestion on existing roads. 	<ul style="list-style-type: none"> The pillar 'moving easily in connected places' includes high level objectives relating to 	None.

<ul style="list-style-type: none"> • Too much emphasis on cycling. The needs of motorists and motorcyclists need to be considered. • Reliance on private cars is high because of lack of alternatives like Zip cars. • Need a consistent cross boundary approach to bike schemes - Watford has one but Three Rivers doesn't. • Poor bus network. **** • Public transport too expensive. *** • Public transport sparse in rural areas, focused on London and large towns.** • No acknowledgment of vehicle emissions and any progress towards reducing them. • Cycling only a solution for part of the population.** • One mass transit cross route will not fix the problem unless it passes through all significant settlements (say above 15,000 population). • The bus routes in the area are in decline but this would be the fastest and lowest cost way to improve east west links. • The move to electrical vehicle is mentioned but the state of the infrastructure to recharge them is not. ** • How to cope with increased demands on commuting to London, infrastructure at railway stations. • Noise from aircraft is mentioned, but should also refer to helicopters. • Important to provide public transport to health facilities. • Revival of Croxley to Watford Junction should be a priority. • No mention of parking issues of various railway stations. • Walking and cycling would not be a solution for people wanting to access supermarkets and some workplaces.** • Need help from Central Government to address the issue of through traffic. Too much congestion and pollution *** • Shortage of public transport opportunities in Redbourn for older residents, 	<p>improving public transport connectivity and creating walkable neighbourhoods. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation.</p> <ul style="list-style-type: none"> • The comments on planning for vehicles as well as cycling and walking is noted, as are the comments that cycling and walking is not a realistic option for some sections of the community. • The comments relating to east west travel, particularly by bus are noted. As stated in the consultation document, the proposed east-west link (known as the HERT) is still in the planning stages. Further consultation on options will be carried out by Hertfordshire County Council in due course – this includes whether it is a bus-based solution and where it will connect to. • References to specific schemes, modes of transport and comments on specific towns and routes have been noted but any non-strategic issues will be dealt with in individual authority Local Plans. • The use of planning obligations (known as Section 106 agreements) and the community Infrastructure Levy (CIL) or its successor are used to capture some of the value arising from the granting of planning permission for new development. Those funds are then used to provide key items of infrastructure and facilities to support the new community and residents. 	
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<ul style="list-style-type: none"> Concerns about delays to promised A414 upgrade promised. Many poorly designed junction contributing to traffic. The cost of building new developments should include the appropriate development of infrastructure to cope. Already over populated for services and schools available Not enough TFL links. Until it is confirmed that there will be no impact on Green Belt, it is not possible to support the east-west mass rapid transport proposal. The plan needs to encourage and promote walking for short distances which would link in well with playing in SW Herts section. High speed electric scooters are very dangerous. We need more cycling lanes. Availability and safe storage of bikes is important. Need to reduce speed in built up areas, with speed control traps. 		
Landowners / developers / consultants		
<ul style="list-style-type: none"> No comment 	None.	None.

Q11. Are there any issues or opportunities (relating to MOVING in SW Herts) we have missed?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	2	2
General consultation bodies (21)	1	1
Residents / individuals (99)	67	32
Landowners / developers (2)	1	1
Total	71	36
	107	

The following provides a summary of key points raised, both by people who agreed and disagreed with the question. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondees.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> The plan is light on detail e.g. how will buses and rail access be improved. Car dependency is the crucial problem – current employment patterns, retail and service industries are predicated on private transport. With the rising cost of energy and the need to reduce carbon emissions much more substantial changes will be required. 	<ul style="list-style-type: none"> This is the first stage of preparation of the JSP. More detailed proposals and policies will be drawn up as the plan progresses and be subject to further consultation. The pillar ‘Moving easily in connected places’ includes high level objectives relating to the transformation of travel, encouraging a shift away from car travel by providing accessible, and affordable alternatives. Objectives also include improving public transport connectivity and creating walkable neighbourhoods. 	None.
General consultation bodies		
<ul style="list-style-type: none"> Roads are too dangerous for cyclists and pedestrians, infrastructure needed to reduce need for cars - cycle ways and public transport. 	<ul style="list-style-type: none"> Concerns noted The Plan will take a strategic approach to infrastructure (including transport) across SW Herts. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. 	None.
Residents / individuals		
<ul style="list-style-type: none"> Road surfaces are poor quality. ** Stop building on Green Belt and putting pressure on transport infrastructure.** Being able to use a car is still essential and need infrastructure for electric cars. Borehamwood needs a tube extension 	<ul style="list-style-type: none"> The pillar ‘moving easily in connected places’ includes high level objectives relating to the transformation of travel, encouraging a shift away from car travel by providing accessible, and affordable alternatives. Objectives also include improving public transport connectivity and creating walkable neighbourhoods. More detailed proposals will be drawn up as the 	None.

<ul style="list-style-type: none"> • Several towns like Potters Bar, Cuffley have major traffic issues - plans should include bypasses not just cars and buses but bikes, e-scooters and mobility scooters. • Impact of rail freight. • Cycling still unsafe until completely joined up network. *** • Need cycle lanes in the town centre. • Bypass around Radlett • Electric vehicle infrastructure and transport needed. **** • Cycling is not for everybody- unrealistic for ageing population and for shopping. ***** • Need much better and more frequent public transport to get out of cars ** • Not just about cars, spaces for them are becoming scarcer. • Reference to cycle way between St Albans and Luton is incorrect. Southern half is poorly designed and poorly maintained and is underused as a result. • Need for key junctions to be designed for cyclist and pedestrian priority as well as reducing speed of roads and reallocating road space. *** • Many people feel unsafe walking especially in the dark. • Issue of school run traffic and safe walking initiatives - need a strategy to deal with this. ** • The HERT should be extended beyond Hemel Hempstead. • Provision of a passing loop on Abbey line needed to allow more frequent trains. • Bus journeys need to be faster. • Thinking about rapid transport ignores fact that most journeys are short and made by an ageing population. • Need more bus routes. • No mention of ULEZ extension in London. • Consider cycling lanes between Borehamwood to Radlett and Shenley and to London Colney and St Albans. • Transport needs to be low cost and convenient. 	<p>plan progresses and be subject to further consultation.</p> <ul style="list-style-type: none"> • Quality of road surfaces is not directly a planning issue. • The Plan will take a strategic approach to infrastructure (including transport) across SW Herts. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • The comments on planning for vehicles as well as cycling and walking are noted, as are the comments on the value of bridleways and that cycling and walking opportunities are not realistic for some sections of the community. • References to specific schemes and comments on specific towns and routes have been noted, but any non-strategic issues will be dealt with in individual authority Local Plans. • The pillar, 'Living in healthy, thriving local communities' has high level objectives seeking to support the timely delivery of facilities to support the local community and the creation of environments where individuals and communities feel safe and supported which would help to make people feel safe when walking and making journeys. 	
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<ul style="list-style-type: none"> • Unlikely to be the funding available to address the issues identified. • Plan needs to make best possible use of existing transport links. • Travel options for disabled people need to be considered. • Need new and improved cycle ways.** • Use disused railways to make new cycle ways - Croxley Link. • Improving facilities for walkers is important. • No mention of Met line extension at Watford. • Electric trams on the old St Albans to Hatfield branch line would allow students to get to Uni of Herts and commuters to De Haviland Business Park. • Bakerloo line extension to Watford would be a huge improvement to Watford's connections to London. • Rural areas are as important as towns when developing cycling networks. By upgrading appropriate footpaths to bridleways you immediately increase the (safe, off-road) options a cyclist has with the potential to reduce car reliance. • North South rail congestion will ease when capacity released due to completion of HS2. • No mention of active 60+ ages – its all about youth. • Serious congestion on roads. • Using existing infrastructure must be a first step rather than developing which takes up important Green Belt. • Need more stopping points such as seats to rest if you want to encourage people to walk. • Need cheaper and more frequent bus services. • Existing roads are often too narrow for today's larger vehicles • Local investment decisions should favour public transport provision in line with other access obligations rather than large-scale and costly infrastructure projects. 		
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Landowners / developers / consultants		
<ul style="list-style-type: none"> Plan must recognise current transport links and not ignore ongoing need for employment growth in suitable locations. Distribution floorspace is needed at key transport nodes. 	<ul style="list-style-type: none"> The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of employment – these will be drawn up as the plan progresses and be subject to further consultation. 	None.

Planning for infrastructure

Q12. Are there any long term infrastructure challenges or opportunities that you would like to make us aware of as we begin work on the plan?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	4	0
General consultation bodies (5)	4	1
Residents / individuals (118)	94	24
Landowners / developers (4)	1	3
Total	102	28
	130	

The specific consultation body who replied were:

- Aldbury Parish Council
- Herts Police
- Redbourn Parish Council
- Croxley Green Parish Council

The following provides a summary of key infrastructure issues raised. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondees.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		

<ul style="list-style-type: none"> • Footpath and cycle way between Aldbury and Tring Station which would allow visitors who travel by train get to the Ashridge Estate. • Car parking provision in Aldbury Parish. • No specific reference made relating to emergency services. • Consider a new rail link/tram way/direct bus route from Hemel Hempstead to Harpenden and/or St Albans. • The Croxley Rail link (metropolitan line extension) should be resurrected and extended towards Amersham & Aylesbury via Rickmansworth and to St Albans crossing beneath the West Coast main line and then widening the track to St Albans. This would provide enhanced access to the West Herts hospital site in Watford. 	<ul style="list-style-type: none"> • Concerns noted but too detailed for inclusion in JSP. • As it progresses, the JSP will be supported by a longer term delivery plan which will set out the types of infrastructure that will be needed, where and when, and how they will be paid for. This will include provision for emergency services amongst others. • The Herts Essex Rapid Transit (HERT) will run from Hemel Hempstead, just south of St Albans and on to Harlow and Stansted Airport. • The reference to the resurrection of the Croxley Rail Link is noted. The Plan will take a strategic approach to infrastructure (including transport) across SW Herts. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. 	<p>None, although responses to be passed to consultants preparing a Strategic Infrastructure Baseline for the JSP.</p>
<p>General consultation bodies</p>		
<ul style="list-style-type: none"> • HS2 is a concern, especially the potential expansion to Luton and Heathrow airports, • Unclear if HERT route would use existing roads and therefore reduce encroachment on greenfield land. Also need clarity if it would be electric or hybrid. • Green infrastructure is key and it needs to be defined more broadly to include things like urban trees, hedgerows, garden, green walls and sustainable drainage systems. 	<ul style="list-style-type: none"> • Concerns re HS2 noted – although the current route does not pass through the SW Herts area and there are no known plans for any airport links at this stage. However the JSP team will keep an eye out for any consultants relating to potential extensions to HS2 which may affect the SW Herts area. • The precise nature and route of the HERT is currently being considered by Hertfordshire County Council, so no further details are available. There will be further consultation in due course. • The need to consider a wide interpretation of green infrastructure is agreed. However, due to the strategic nature of the JSP it will 	<p>None, although responses to be passed to consultants preparing a Strategic Infrastructure Baseline for the JSP and JSP team to keep an eye out for any consultations relating to potential extensions to HS2 which may affect the SW Herts area and respond accordingly.</p>

	<p>not consider detailed issues such as the provision of green walls and urban trees – these are matters better dealt with through more detailed Local Plan policies and supplementary planning document for development sites.</p>	
<p>Residents / individuals</p>		
<ul style="list-style-type: none"> • Safe, well maintained cycle and pedestrian routes with better links to rail station and services. **** • Spending money on public transport / the HERT that people won't use isn't a good use of public money – better to spend it on road improvements. ** • Safe, reliable, affordable public transport that connects with the right places and serves the rural area. ***** • Better mobile signal and more reliable broadband. ** • HERT seems a good idea but need more detail and to be sure it will connect with where people live. ***** • On-street electric charging points for area of terraced housing. • Prioritise buses, cyclists and pedestrians over cars. • On-street cycle storage. ** • There is inadequate infrastructure provision of all types in rural area. • Hospital – concerns about the proposed redevelopment of Watford hospital instead of provision of a new facility, due to poor accessibility to current site and poor location of car parks for those with mobility issues. ***** • Current state of the roads is very poor. • Sewerage and water infrastructure – including concerns about the impact of increased abstraction on local chalk streams. • Consider ways to get parents taking children to school off the road i.e. more school buses. 	<ul style="list-style-type: none"> • Many of the issues and challenges highlighted in the responses reflect those mentioned in the consultation document and the JSP will seek to address the more strategic of these as it progresses. • The precise nature and route of the HERT is currently being considered by Hertfordshire County Council, so no further details are available. There is however a proven need for improved east-west public transport links within the area. • The concerns re the local hospital are noted, but this is a matter for the Government and NHS to as the JSP will have no control over such decisions. • The need for new infrastructure to be delivered in a timely manner is recognised in the pillar 'Delivering robust and sustainable infrastructure.' • Many of the issues raised are local in nature and not something that the JSP can address, as its focus is at the strategic planning level. Issues such as the quality of local high streets and local transport schemes would be addressed by the relevant borough or district council. • Concerns about traffic congestion, the need for improvements to bus and train services 	<p>Amend the 'Create sustainable buildings and infrastructure' objective under the 'Living green in a healthy natural environment' pillar to add the words '.... <u>and protect and enhance water resources</u>' to the end of the explanatory text.</p> <p>Responses on infrastructure concerns to be passed to consultants preparing a Strategic Infrastructure Baseline for the JSP.</p>

<ul style="list-style-type: none"> • Need to improve local health facilities i.e. GPs and walk-in clinics. *** • Infrastructure needs improving before any more people live or work in the area. ** • Schools – these should be built near the demand. The lack of spaces means children have to travel long distances which worsens congestion. **** • No proven or likely requirement for major East-West route like the HERT in the area – buses could meet the need. • Worsening North-South rail congestion and access to London. • Better cultural and social facilities required and need to protect those that already exist. • Concern about the impact of planned Luton airport expansion. • Apsley High Street is a neglected run down and looks left behind, the road system cannot support the amount of people living in the area, • No bins for people to use for dogs. • Need to work with commercial undertakers to get an understanding of the quality and sustainability of water, electricity, gas and telephonic infrastructure. Power cuts are frequent *** • Insufficient drainage capacity. • Need to identify the roads that are inadequate for their purpose. • Problems when M1 or A5 is blocked in anyway when Redbourn is brought to a standstill. • Need more frequent bus services. • Any new development needs to be tied in with associated infrastructure including cycleways and pathways *** • Need to revisit Elstree Crossroads traffic light scheme • More people means accelerated adverse impact on the environment. 	<p>are noted. The Plan will take a strategic approach to infrastructure (including transport) across SW Herts. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation.</p> <ul style="list-style-type: none"> • Agree that water resources should be more explicitly referenced in the objectives. • As it progresses, the JSP will be supported by a longer term delivery plan which will set out the types of infrastructure that will be needed, where and when, and how they will be paid for. The need to address energy capture and digital infrastructure at a strategic level is noted. 	
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<ul style="list-style-type: none"> • No new infrastructure should impact Green Belt. *** • Consider the appetite for energy capture (the mass deployment of solar panels, more wind turbines) and energy storage (gas tanks, electrical power resiliency) • Consider Midland mainline upgrade and the introduction of high-speed trains. • Insufficient quality high schools, and general insufficient infrastructure for influx of additional residents living in high rise developments. • Should adopt a real pioneering digital mind-set, fibre everywhere, with digital skills hubs for every age group to learn about tech. • The Metropolitan line should be extended to Watford Junction. **** • The Watford to St Albans railway should be upgraded to allow more frequent trains but not converted to either a tram or bus lane. • The need to improve car traffic flow and reduce congestion through and around Watford. • New policy that could be cited when responding to planning applications that encouraged or mandated the provisions of contributions towards a SW Herts wide Greenway. 		
Landowners / developers / consultants		
<ul style="list-style-type: none"> • None. 	None.	None.

The draft vision

Q13. Does the draft vision statement summarise your aspirations for the future of South West Hertfordshire to 2050?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	2	2
General consultation bodies (3)	1	2
Residents / individuals (83)	39	44
Landowners / developers (5)	4	1
Total	46	47
	93	

The following specific consultation bodies responded to this question:

- Herts Police
- Redbourn Parish Council
- Croxley Green Parish Council
- Aldbury Parish Council

Q14. Are there any changes you would like to see to the vision statement?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	2	2
General consultation bodies (3)	2	1
Residents / individuals (80)	56	24
Landowners / developers (5)	4	1
Total	64	28
	92	

The following provides a summary of key points raised, both by people who agreed and disagreed with the draft vision. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondents.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		

<ul style="list-style-type: none"> Needs less emphasis on growth and more on improving the life of existing communities. It should be about quality not quantity. Can either have true sustainability, or can have growth, but we cannot have both. The rest of the vision is overly ambitious. The core of the vision should be sustainability, rather than growth. 	<ul style="list-style-type: none"> The Introduction to the consultation document recognises that the JSP provides an opportunity for the individual councils to work together to strengthen their ability to deliver and help pay for the essential local transport links, health services, educational facilities, homes and employment that local people need and want to see, as well as ensuring that this part of Hertfordshire is sustainable, cleaner, greener and healthier. By planning ahead, it will be possible to ensure that the delivery of infrastructure can go hand in hand with new development. It is agreed that the vision should be amended to make it clear it is about both people and the environment. 	<p>Recommend wording of vision is changed to '<i>...it will be a place where sustainable growth provides a better future for everyone <u>both people and the environment.</u></i>'</p>
<p>General consultation bodies</p>		
<ul style="list-style-type: none"> Need to give more attention to looking the environment as it currently is i.e. replant lost trees and hedges. Vision should be more closely linked to the 3 elements of sustainability - i.e. social, economic and environmental. Currently no reference to addressing climate or nature emergencies. Plan must make very clear that the Green Belt and green spaces won't be built on. ** 	<ul style="list-style-type: none"> The vision is intentionally high level, with more detailed pillars and objectives sitting below it. These embrace all three elements of sustainability. The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan – these will be drawn up as the plan progresses and be subject to further consultation. 	<p>None.</p>
<p>Residents / individuals</p>		
<ul style="list-style-type: none"> Hemel Hempstead doesn't seem like a community any longer. Need to refer to the need for respect for heritage and securing a lifestyle that is safe, supportive and enjoyable. Boundaries need changing – anything inside the M25 should be considered a part of Greater London and the vision doesn't apply to this area. 	<ul style="list-style-type: none"> The vision is intentionally high level, with more detailed pillars and objectives sitting below it which pick up many of the issues raised such as diversity of place, inclusivity, personal safety, the need for a wide range of workspaces and ensure the specific characteristics of SW Herts are reflected. 	<p>Amend the 'Create space to grow' objective under 'Growing opportunities to work locally' pillar to read '<i>Support the delivery of a wide range of quality</i></p>

<ul style="list-style-type: none"> • Long term vision is good but needs more short term fixes first. • Area is full up and services / infrastructure are at capacity already. ** • The plan for more open green spaces is compromised by building new homes on Green Belt and farmland. Need to state that SW Herts are committed to preserving GB ***** • Sceptical that the words will be implemented. • Words are too vague and generic and seems to be the aspirations of someone who doesn't live in the area. *** • Nothing wrong with the statement but the narrative has some gaps – namely the end for the authorities to work properly together, to make space available for small creative workshops and bring the narrow demographics doesn't limit opportunities for others. • Some of the words are good but they can mean different things to different people, so depends on how they are delivered. ** • Public transport won't work when it takes so much longer to get to work / services than it does by car, and walking / cycling not always practical. • Need more focus on genuinely affordable housing.*** • Infrastructure must be put in at same time as new homes. • Need to promote tall buildings to prevent urban sprawl. ** • Needs to include some reference to personal responsibility for protecting the area for the good of everyone. • Basic premise of significant future growth is inappropriate – the area's potential has already been reached.** • Vision needs to be more responsive to changing trends not past activities or deliver 'more of the same.' • Need to add reference to 'maintaining our cherished character.' • Abolish the five authorities and replace with a unitary, or county council plan for the area. 	<ul style="list-style-type: none"> • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan – these will be drawn up as the plan progresses and be subject to further consultation, • One of the reasons for preparing the JSP is to ensure there is collaborative panning across the five authorities that make up SW Herts. • It is accepted that the vision and associated pillars will contain some potentially conflicting objectives. It is the role of the more detailed policies within the plan to help seek an appropriate balance between these. • Boundary reviews and the structure of local government are not matters that a planning document such as the JSP can address. • Regarding concerns raised about infrastructure, the vision is supported by a pillar on 'Delivering robust and sustainable infrastructure.' This clearly seeks to <i>'Identify the infrastructure required to support new and existing growth, work with partners to deliver it in a timely manner and ensure it meets local needs.....'</i> • The six pillars of the Vision address many of the issue raised here including: <ul style="list-style-type: none"> – The delivery of new, high quality homes ('Building homes and places that people are proud of') – Delivering new job opportunities ('Growing opportunities to work locally') 	<p><i>workspaces, where new and existing businesses from different sectors, in both urban and rural areas, can grow and flourish.'</i></p> <p>Add a new objective under Pillar 'Building homes and places that people are proud of' to read <u>'Value the historic environment'</u> and the explanatory text to say <u>'Development to reflect and respect the historic environment.'</u></p>
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<ul style="list-style-type: none"> • Need to refer to farming and food security. • Focus on housing and work opportunities. • Reduce population in the area to more sustainable level.** • Address traffic problems in Redbourn • Greater focus on providing opportunities for cycling in rural areas • 'Local jobs for local people' to save on commuting. • More focus on ground level education. • Can either have true sustainability, or can have growth, but we cannot have both.** • Represent locals who are fed up of blocks of flats & trying to make using a car an impossibility. • Focus on tackling climate change, reduction in car traffic and modal shift to active travel. • Remove climate change references ** • There is no indication in this document of promoting future development which maintains and enhances high quality urban and rural environments. • The core of the vision should be about planning for truly sustainable future and developing sustainable communities. Investing in education and health, rather than simply planning to build without considering the eventual consequences. • Plan to meet the nationally and internationally agreed targets to protect our environment and reduce greenhouse gas emissions. 	<ul style="list-style-type: none"> - Addressing problems of congestion and poor connectivity ('moving easily in connected places') - Protecting and enhancing biodiversity, whilst bringing people closer to nature and acting to address the climate emergency ('Living green in a healthy environment') • Policies within the JSP will need to accord with all relevant Government targets and policies relating to climate change, environmental protection and greenhouse gas emissions etc. • Topic Paper 4 'Supporting Economic Growth' notes the requirements of the NPPF which states that planning policies should support the rural economy. Whilst it is not considered appropriate to refer to specific economic sectors such as agriculture within the objectives, it is recommend that the wording of the 'Create space to grow' objective can be clarified to ensure it is clear that it applies to economic sectors in both urban and rural areas. • It is agreed that character – especially historic character- should be explicitly referenced within the objectives. 	
Landowners / developers / consultants		
<ul style="list-style-type: none"> • Building homes will solve many of the issues raised. • Vision should be bold and innovative and make the area one to be proud of, that other areas seek to emulate. • Plan needs to make provision for sufficient open market and affordable homes. • New residential development must remain viable. 	<ul style="list-style-type: none"> • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan – these will be drawn up as the plan progresses and be subject to further consultation. 	None.

<ul style="list-style-type: none"> • Promotion of a site south west of Redbourn. • There should be a reference to the area 'housing its population' in the future. 		
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Q15. Do you support the draft objectives relating to LIVING GREEN IN A HEALTHY NATURAL ENVIRONMENT?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	4	0
General consultation bodies (4)**	3	1
Residents / individuals (90)	66	24
Landowners / developers (3)	3	0
Total	76	25
	101	

The following specific consultation bodies responded to this question:

- Herts Police
- Redbourn Parish Council
- Croxley Green Parish Council
- Aldbury Parish Council

The following provides a summary of key points raised. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondees.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> • The next stage of the plan needs to define specific targets. • Further thought should be given to how physical activity can be embedded throughout the three objectives or as an additional, standalone objective. Considerations include: <ul style="list-style-type: none"> – Create network of walking and cycling routes, networks of multi-functional open spaces, high quality streets and spaces for physical activity. – The co-location of facilities and services encourages people to choose active forms of transportation if the networks are safe and accessible to those services. – Infrastructure improvements to an area to encourage physical activity for different demographic groups including women, older adults and children and young people. 	<ul style="list-style-type: none"> • The Pillar, ‘Living in healthy, thriving local communities’ includes the three high level vision objectives, to provide healthy places to live; to locate facilities to encourage community interaction and to ensure safe and inclusive places and spaces. The promotion of physical activity for all parts of the communities is implied in these three objectives. • The Pillar ‘Moving easily in connected places’ also pick up on the issues raised, referring to the need to create walkable neighbourhoods 	None.
General consultation bodies		
<ul style="list-style-type: none"> • Need to be informed by the work on Living Landscapes by Herts and Middlesex Wildlife Trust and adopt the Building with Nature Standard. • Support the emphasis on addressing climate change but need further commitment to nature recovery and conserving and enhancing the Chilterns AONB. 	<ul style="list-style-type: none"> • These are intentionally strategic-level objectives, so it is not appropriate to refer to specific designations that affect only parts of the SW Herts area within them. The importance of the Chilterns AONB is however reflected elsewhere in the document and will continue to be an important consideration when progressing the JSP. • The concept of nature recovery is reflected within the ‘enrich native biodiversity and ecology’ objective. 	None, but add reference to the Living Landscapes work and the need to take account of flood risk and agricultural land quality to relevant Topic Paper(s) when these are updated.

Residents / individuals		
<ul style="list-style-type: none"> • All new planning applications must have heat exchange systems and solar panels fitted to garage roofs as a minimum.** • Stop building in the Green Belt and allowing private companies to build homes local residents cannot afford. • It is important that green spaces are protected local, especially as development gets denser. • Priorities don't go far enough – net zero needs to relate to all sectors including transport, agriculture, domestic heating etc, not just new development. • Net zero need to include methane gas emissions as well as carbon. • Need to subsidise micro energy generation and add solar panels to all housing association properties and developments. ** • Include cycle provision in all infrastructure planning. • Costs of improving carbon performance of existing housing is too high to be viable at present – need to be practical solutions and for them to be affordable. ** • There is tension between the environmental and commercial aspirations of the plan. ** • Support approach set out – pleased to see climate emergency is being taken seriously. ***** • Wellbeing is linked to issues of climate change and biodiversity. • Need to add reference to safeguarding water supplies and reduction in vehicle emissions and removing sewage discharge • Need to refer to flooding and water management i.e. a commitment not to build on sites at risk of flooding. • Help those on low incomes with insulating their homes. ** • Add reference to clean air and reducing pollution. 	<ul style="list-style-type: none"> • Whilst policies in both the JSP and Local Plans will need to strengthen the approach to renewable energy, it is not realistic to include a blanket requirement relating to specific modes of generation. For example, the efficiency of solar panels and wind turbines is determined by their location and orientation. They are not suitable in all situations. • The JSP needs to reflect established and externally agreed definitions of net zero. It also needs to be recognised that planning can only influence decisions on matters that come under planning control and can therefore only play a limited – albeit critical – role in meeting carbon reduction targets. The JSP cannot for example influence areas such as agricultural practices or require the retrofitting of energy efficiency measures to all existing buildings. However, the 'Commit to net zero carbon' objective does include reference to '<i>improving the carbon performance of our existing built environment.</i>' Wider approaches that fall outside of planning controls are also being considered by the SW Herts authorities through the Hertfordshire Climate Change and Sustainability Partnership. • Amend text under 'Commit to net zero carbon' objective to refer to 'carbon performance of <i>the</i> existing built environment' rather than '<i>....our</i> existing environment' to reflect the way other objectives are worded. • National planning guidance set out in the NPPF already covers the issue of flood risk at the strategic level. It says that "<i>Inappropriate development in areas at risk of flooding should be</i> 	<p>Add reference to the need to take account of flood risk and agricultural land quality to relevant Topic Paper(s) when these are updated and ensure these factors are fully reflected in technical work to inform potential spatial options.</p> <p>Amend the '<i>Create sustainable buildings and infrastructure</i>' objective under the 'Living green in a healthy natural environment' pillar to add the words '<i>.... and protect and enhance water resources</i>' to the end of the explanatory text.</p> <p>Amend the 'Create space to grow' objective under 'Growing opportunities to work locally' pillar to read</p>

<ul style="list-style-type: none"> • Concerned important green spaces and Green Belt will be lost due to housing pressures – protection of green spaces needs to be a key objective. ***** • Growth to be achieved through urban regeneration and development of brownfield sites • Need to recognise that Green Belt cannot be sacrosanct due to level of housing and employment need. • Need to be clear what sustainable growth means as sceptical any growth can be sustainable. • Need to take practical action to meet net zero i.e. oppose further expansion of Luton airport. • Need to protect bats and bat roosts. • All good intentions but future planning decisions will be motivated by money and profit. • Loss of agricultural land will put food supply under pressure. ** • Reference to carbon performance needs to be broadened to include the transport system. • Objectives aren't SW Herts specific. • More detail is needed to demonstrate how green and blue infrastructure will be restored and enhanced – at present the plan is too focussed on meeting human requirements. • Overbuilding is a problem. • Reducing population of the area should be an objective. • Prioritisation between the 6 pillars is key. Need to decide the weightings between them. • Living green in as much as net zero will be far too expensive for the country • The objectives aren't measurable, therefore concerned they are not achievable** • We are already losing too much green space • Safety and security is not mentioned. • Unclear where the green energy is coming from. 	<p><i>avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.”</i></p> <p>The councils have also all prepared Strategic Flood Risk Assessments and this information will be fed into future policies and be used to assess potential growth locations. Reducing flood risk is suitably covered under this pillar under the ‘create sustainable buildings and infrastructure’ objective – which supports nature based solutions that are resilient to the effects of climate change. However it is agreed that water resources generally should be more explicitly referenced in the objectives.</p> <ul style="list-style-type: none"> • Topic Paper 4 ‘Supporting Economic Growth’ notes the requirements of the NPPF which states that planning policies should support the rural economy. Whilst it is not considered appropriate to refer to specific economic sectors such as agriculture within the objectives, it is recommend that the wording of the ‘Create space to grow’ objective can be clarified to ensure it is clear that it applies to economic sectors in both urban and rural areas. • The issue of pollution is appropriately covered under the ‘<i>Living in healthy, thriving local communities</i>’ pillar, under the objective of ‘<i>Provide healthy places to live.</i>’ • The 6 pillars are not mutually exclusive, nor are they intended to be prioritised one against the other. All reflect the principles of sustainable development and like this concept require 	<p><i>‘Support the delivery of a wide range of quality workspaces, where new and existing businesses from different sectors, <u>in both urban and rural areas</u>, can grow and flourish.’</i></p> <p>Amend text under ‘Commit to net zero carbon’ objective to refer to ‘carbon performance of <i>the</i> existing built environment’ rather than ‘....<i>our</i> existing environment’</p>
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<ul style="list-style-type: none"> • The pillars do not relate directly to the five policy areas outlined in the introduction. • No mention of specific services for disabled/ageing people. 	<p>pressures to be managed and balanced in the most appropriate way.</p> <ul style="list-style-type: none"> • The concern regarding measurable objectives is noted. It is expected that the final version of the JSP will need to include a series of indicators which will be used to monitor the success of its objectives and policies over time. • The concern regarding safety and security is noted. The Pillar, 'Living in healthy, thriving local communities' includes the high level vision objective to ensure safe and inclusive places and spaces. 	
Landowners / developers / consultants		
<ul style="list-style-type: none"> • The countryside needs to be specifically mentioned. 	<ul style="list-style-type: none"> • The objectives intentionally refers more broadly to 'green spaces' rather than 'countryside' – as the former also covers parks, open spaces etc spaces within urban areas that are also of great importance when talking about biodiversity, ecology and bringing people close to nature. 	None.

Q16. Do you support the draft objectives relating to GROWING OPPORTUNITIES TO WORK LOCALLY?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	4	0
General consultation bodies (2)	2	0
Residents / individuals (68)	51	17
Landowners / developers (5)	4	1
Total	61	18
	79	

The following specific consultation bodies responded to this question:

- Herts Police

- Redbourn Parish Council
- Croxley Green Parish Council
- Aldbury Parish Council

The following provides a summary of key points raised. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondees.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> • More of a mix of jobs needed. • These are rather vague aspirations. Creating space to grow implies switching land use from agriculture and the environment to buildings. The statement: “We must embrace new and growing sectors, new models of working, and new ways of shopping and accessing services. There must be opportunities for everyone” does not seem to be reflected in the objectives that follow. 	<ul style="list-style-type: none"> • Each pillar is accompanied by some explanatory text which helps to provide context for the more detailed objectives that follow. Creating space to grow aims to support the creation of a wide range of workspaces which will help new and existing businesses across a range of different sectors to grow and flourish, which in turn will increase job opportunities for all. • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of employment– these will be drawn up as the plan progresses and be subject to further consultation. 	None.
• General consultation bodies		
<ul style="list-style-type: none"> • More training opportunities in crafts - masonry, furniture making etc - where expertise is needed. There are several stately homes in the area which could promote such skills. 	<ul style="list-style-type: none"> • Training, in itself, is not a planning matter. The JSP will however help support the delivery of necessary strategic infrastructure, which will include education and training facilities. • The pillar ‘Growing opportunities to work locally’ already includes objectives which support the creation of a wide range of workspaces, which could support sectors including crafts and restoration and also supports and promotes the provision of facilities to support re-skilling. 	None.

Residents / individuals		
<ul style="list-style-type: none"> • Concern about increasing visitor numbers as area is already busy. • Need to create and retain skills for local employers. • Concerns infrastructure will not support a large increase in commercial uses. • Important Green Belt should not be used. • Need to reference social and cultural activities as well as commercial ones. • Towns should all contain what they need to serve their residents' main needs. • Issue is where does new talent you bring in live and how do they travel around? • Need to take more account of rapid changes in working practices i.e. remote working away from where notionally employed. • Visitor economy could be further developed. • Area is already a place where investors, innovators etc choose to come together. • Agree need to transform town centres and support high streets. • Objectives not really specific to SW Herts area. • Need to make better use of skills held by older residents and encourage volunteering and sharing of experience. • Less car travel less emissions • Agree with the objectives but concerned that current planning permissions are sending town centres the opposite way. • Environmental issues are just words not enacted on. • Only if it involves development of existing brown field sites and no Green Belt or Countryside at all. • No mention of farming, agriculture or rural based activities and their contribution to the area's economic base. 	<ul style="list-style-type: none"> • The objectives already reference the importance of town centres and high streets, and their importance for cultural as well as commercial activities. • There is already a suggested objective regarding strengthening the visitor economy – but accept how this is done needs to be carefully considered. • Agree there are important linkages to other pillars i.e. regarding housing and sustainable travel. The pillar 'moving easily in connected places' includes high level objectives relating to the transformation of travel, encouraging a shift away from car travel by providing accessible, and affordable alternatives. Objectives also seek to improve public transport connectivity and create walkable neighbourhoods. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • Topic Paper 4 'Supporting Economic Growth' notes the requirements of the NPPF which states that planning policies should support the rural economy. Whilst it is not considered appropriate to refer to specific economic sectors such as agriculture within the objectives, it is recommend that the wording of the 'Create space to grow' objective can be clarified to ensure it is clear that it applies to economic sectors in both urban and rural areas. • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard 	<p>Amend the 'Create space to grow' objective under 'Growing opportunities to work locally' pillar to read <i>'Support the delivery of a wide range of quality workspaces, where new and existing businesses from different sectors, <u>in both urban and rural areas</u>, can grow and flourish.'</i></p>

<ul style="list-style-type: none"> • Getting to work by non-motorised routes would further improve this section. • Too vague to be meaningful. Unclear how this can this be achieved in practice. ** • Need to bring corporate space back into public ownership and use for affordable homes, rather than use the Green Belt. • Greater emphasis needs to be given to quality early years and school education, apprenticeships and childcare, as well as higher education, to ensure people have the right skills. • Over-expanding businesses could lead to a poorer environment due to increased traffic and pollution. • Need to introduce concept of circular economy, by ensuring everyone has access to basic needs by protecting the ecosystem. • Area is currently far too crowded. • The objectives are not measurable in relation to an acceptable impact on the environment. • Objectives are not bold / ambitious enough. ** • Levelling up policies are likely to lead to employment growth in other parts of the country leading to less demand in SW Herts. Indications are that demand for workspace will decline over coming years with changes in work patterns. There is already a significant amount of empty office space in the area. • SW Herts will always be an area providing a labour force working in London - it is a commuter area. • Objectives imply taking land from agriculture, forestry and "green space" and building on it. • Unclear how will the plan provide either affordable homes for those in low wage employment or sufficient remuneration for those people to afford the local cost of 	<p>to quantum, location or type of employment– these will be drawn up as the plan progresses and be subject to further consultation.</p> <ul style="list-style-type: none"> • Education, apprenticeships and re-skilling for all is already covered by the draft objectives. • Concept of ‘Circular Economy’ supported, but not explicitly referenced due to consultation document trying to avoid terminology that is not understood by all. • Accepted that economic growth needs to be carefully managed in terms of both scale and location. • The concern regarding measurable objectives is noted. It is expected that the JSP will include a series of indicators which will be used to monitor the success of its objectives and policies over time. • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of housing – these will be drawn up as the plan progresses and be subject to further consultation. 	
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living i.e. where will the health service workers, school teachers and local government employees live?		
Landowners / developers / consultants		
<ul style="list-style-type: none"> • Suggests inclusion of reference to ‘green jobs.’ • Agree need to transform town centres and support high streets. • Need to encourage small businesses and start-ups – not just big companies. • Need to recognise emerging trends and sectors i.e. online retailing needs to be supported by distribution floorspace. • Need employment sites near learning centres of excellence. 	<ul style="list-style-type: none"> • Concept of ‘green jobs’ supported by objectives relating to net zero carbon and creating sustainable buildings and infrastructure, and green construction under the ‘Living green in a healthy natural environment’ pillar. • Document already recognises the move to new models of working, shopping and accessing services and the need to support a wide range of quality workspaces. 	None.

Q17. Do you support the draft objectives relating to LIVING IN HEALTHY, THRIVING LOCAL COMMUNITIES?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	4	0
General consultation bodies (2)	2	0
Residents / individuals (72)	60	12
Landowners / developers (2)	1	1
Total	68	13
	80	

The following specific consultation bodies responded to this question:

- Herts Police
- Redbourn Parish Council
- Croxley Green Parish Council
- Aldbury Parish Council

The following provides a summary of the issues raised by those who agreed and disagreed with the question. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondees.

Summary of key issues raised	Response	Recommended change(s)
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Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> • These are all aspirations, not objectives. • There is very little emphasis on building the social networks that create truly sustainable communities. This is all about spatial planning and has nothing about how communities actually develop. 	<ul style="list-style-type: none"> • The concern about the need to build social networks in order to create and support sustainable communities is noted. This pillar seeks the delivery of places and infrastructure where communities can come together and feel safe and supported. The provision of funding for community mobiliser/ community development workers and resources would be a matter for the individual district and borough councils when planning for growth allocations and when negotiating S106 agreements for major new developments. • The concern regarding measurable objectives is noted. It is anticipated that the JSP will include a series of indicators which will be used to monitor the success of its objectives and policies over time. 	None.
General consultation bodies		
<ul style="list-style-type: none"> • None. 	N/A	None.
Residents / individuals		
<ul style="list-style-type: none"> • Worried that they are nice sounding words, but offers no real plan or solution. • Very broad ambitions, which are good - there is nothing to dislike ** • Objectives are not specific enough to SW Herts. • Objectives seem achievable but would like to see more reference to accessibility, especially for those with disabilities. • Considers there to be a fundamental shortcoming in the objectives as healthy thriving communities are dependent on good access to a range of services and facilities. • Last objective would bet better if the word 'feel' was changed to 'are.' 	<ul style="list-style-type: none"> • It is considered that the objectives below this pillar are pitched at the correct level of detail for a strategic-scale plan. The pillar / objectives themselves will provide the framework for the plan itself – which will include a range of planning policies covering key matters. It is through the implementation of these policies that the plan will primarily be delivered, supported by the next iteration of Local Plans for each council area. • Careful consideration has been given to the suggestion that the final objectives is amended from '<i>Create and protect environments where individuals and</i> 	Add a new objective under Pillar 'Building homes and places that people are proud of' to read ' <u><i>Value the historic environment</i></u> ' and the explanatory text to say ' <u><i>Development to reflect and respect the historic environment.</i></u> '

<ul style="list-style-type: none"> • There needs to be more focus on street cleaning and patrols to discourage anti-social behaviour. • Well-kept parks, open spaces and woodlands encourage better wellbeing. ** • Need to create places where people feel proud of their environment and so will look after it. • Proposed Hemel Garden Communities development will destroy Redbourn and should not be allowed as local communities need to be preserved. • Supports the upgrading of existing housing stock to make it more sustainable. • Health services need to be assessed in a more forward thinking way. • In Hertsmere, there need to be more community facilities outside of Borehamwood. • More outdoor exercise equipment needed in parks. • Bovingdon is being swamped by traffic and new development and nothing is being done to help the village. • Need to take account of issues like noise pollution from Luton airport. • Bovingdon and Hemel Hempstead already have good access to green spaces. • Not ambitious enough. **** • Banbury, as an example, kept historic shop fronts whilst providing modern buildings behind - this should be replicated in St Albans. • Need proper medical facilities and access to achieve this – current facilities are terribly over stretched. • Needs to be explicitly stated that this will be achieved through urban regeneration and development of brownfield sites and not through use of valuable Green Belt land. Without explicit commitment to protecting the Green Belt it is not possible to support these objectives. 	<p><i>communities feel safe and supported’ to ‘Create and protect environments where individuals and communities are safe and supported.’ On balance the reference to ‘feel’ is considered appropriate – as it is how people perceive their areas that is of greatest importance. They may be well managed and policed, but if people don’t feel safe then that affects feelings of personal safety. The intention of the objectives explanatory text is made clear by the objective’s title, which is to ‘Ensure safe and inclusive places and spaces.’</i></p> <ul style="list-style-type: none"> • A number of the comments express valid concerns and suggestions, but these are more relevant for consideration through the district / borough Local Plans rather than the strategic plan such as this. Others are matters that are not controlled / delivered through planning strategies i.e. street cleaning regimes. • The Plan will take a strategic approach to infrastructure (including health and education facilities) across SW Herts. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of housing– these will be drawn up as the plan progresses and be subject to further consultation. 	
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<ul style="list-style-type: none"> • Might need to consider side aspects such as the balance between enabling people to stay in their own homes longer if capable versus anticipating provision of affordable, residential care facilities. • Future development of Potters Bar golf course must be given careful consideration and not used just for housing • This pillar is all about land use planning and has very little about how communities actually develop. • For healthy places to live there should be more emphasis on green spaces and trees, within and near the development and developers should provide this. 	<ul style="list-style-type: none"> • The concern about the need to build social networks in order to develop and support sustainable communities is noted. This pillar seeks the delivery of places and infrastructure where communities can come together and feel safe and supported. The provision of funding for community mobiliser/ community development workers and resources would be a matter for the individual district and borough councils when planning for growth allocations and when negotiating S106 agreements for major new developments. • It is agreed that character – especially historic character- should be explicitly referenced within the objectives. 	
Landowners / developers / consultants		
<ul style="list-style-type: none"> • Supports the focus on local communities. 	Noted.	None.

Q18. Do you support the draft objectives relating to MOVING EASILY IN CONNECTED PLACES?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	4	0
General consultation bodies (4)	3	1
Residents / individuals (76)	49	27
Landowners / developers (3)	3	0
Total	59	28
	87	

The following specific consultation bodies responded to this question:

- Herts Police
- Redbourn Parish Council
- Croxley Green Parish Council

- Aldbury Parish Council

The following provides a summary of key points raised, both by people who agreed and disagreed with the question. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondees. Compared to other questions, relatively few respondees provided an explanation for their answer.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> Welcome this objective and encourage consideration around how each of these objectives enable and encourage physical activity through moving around the more connected communities. Noted that cycling or walking to work is not an option for many, so a good public transport system is needed Consider these to be worthy aspirations, but lack the targets to be called objectives. 	<ul style="list-style-type: none"> The pillar 'Moving easily in connected places' includes high level objectives relating to improving public transport connectivity and creating walkable neighbourhoods. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. The comments on planning for vehicles as well as cycling and walking is noted, as are the comments that cycling and walking are not realistic options for some sections of the community. The concern regarding measurable objectives is noted. It is anticipated that the JSP will include a series of indicators which will be used to monitor the success of its objectives and policies over time. 	None.
General consultation bodies		
<ul style="list-style-type: none"> Add reference the 'Reconnect' project in the Hertfordshire Strategic Green Infrastructure Plan, which seeks to reconnect strategic public rights of way. Use existing trains -but improve links-a bus between Abbey and St Albans stations and one between Watford Junction and Watford hospital as parking is so difficult at Watford Hospital 	<ul style="list-style-type: none"> Noted re the Hertfordshire Strategic GI Plan. This is too detailed for the strategic objectives but should be referenced in the relevant Topic Paper(s). The public transport point is covered by the 'Connect Towns and Villages objectives which seeks to <i>'Make travel between new and existing communities easier by strengthening public</i> 	None, but add reference to the Hertfordshire Strategic GI Plan to relevant Topic Paper(s) when these are updated.

	<i>transport, cycle and walking networks and promoting on-demand services.'</i>	
Residents / individuals		

<ul style="list-style-type: none"> • Do not support new development on greenspace / Green Belt sites. • Need improved public transport before reliance on cars can be reduced. ** • Over-reliance on cars will not change until car ownership becomes unaffordable – idea of getting cars off roads isn't realistic. • There must be a commitment to both cars and car use – other options are not feasible for the majority of places, especially rural areas. ** • Blocking off access to create low traffic area just shifts vehicles to other areas and causes greater overall congestion and pollution. • Encouragement and the provision of attractive alternatives are the only successful ways to effect change – it cannot be forced on a population which does not find it a practical fit with their lives. • Need to consider wider initiatives such as car clubs, increased supermarket deliveries, impact of mail order and working from home. • Objectives not specific to SW Herts. • Does not cater fully for those living in rural areas. ** • Need for more frequent and cheap buses. **** • Cannot see how these objectives will have measurable target achievements or how this helps the environment. • Not ambitious enough. ** • It needs to be explicitly stated that this will be achieved through urban regeneration and development of brownfield sites and not through use of valuable Green Belt land - without explicit commitment to protecting the Green Belt it is not possible to support these objectives. • East to West connections need to be improved. • The need to reduce congestion for cars and vans in Watford should be prioritised. 	<ul style="list-style-type: none"> • The 'Transform Travel' objective accepts that to encourage a shift away from car travel there need to be <i>'accessible, efficient, safe and affordable alternatives.'</i> • With regard to wider initiatives, the objectives already support moves towards more sustainable delivery networks and the creation of neighbourhoods where people can access all of their daily needs. Shared travel options such as car clubs are specifically mentioned in the 'Moving' section of the consultation document. • The 'Connect Towns and Villages objective which seeks to <i>'Make travel between new and existing communities easier by strengthening public transport, cycle and walking networks and promoting on-demand services'</i> would help to cater for those living in rural areas. • The plan will take a strategic approach to infrastructure (including transport) across SW Herts. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. 	<p>When reviewing this section it was noted that the 'Create walkable neighbourhoods' objective refers to <i>'Create a neighbourhood full of activity...'</i> This sentence should read in the plural rather than singular i.e. <i>'Create neighbourhoods full of activity....'</i></p>
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<ul style="list-style-type: none"> No mention is made of Greenway connectivity as demonstrated in Hertsmere under the Greenways Steering Group. Buses are slow and journeys long. ** No achievable without significant funding and substantial changes in road space allocation. 		
Landowners / developers / consultants		
<ul style="list-style-type: none"> No reasons given 	N/A	None.

Q19. Do you support the draft objectives relating to BUILDING HOMES AND PLACES THAT PEOPLE ARE PROUD OF?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	4	0
General consultation bodies (2)	2	0
Residents / individuals (82)	48	34
Landowners / developers (4)	3	1
Total	57	35
	92	

The following specific consultation bodies responded to this question:

- Herts Police
- Redbourn Parish Council
- Croxley Green Parish Council
- Aldbury Parish Council

The following provides a summary of key points raised, both by people who agreed and disagreed with the question. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondents.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> Safe and vibrant communities needed. Not sink estates full of social problems. 	<ul style="list-style-type: none"> This pillar includes the objective to Design Attractive Places where people are proud to live. This, together with the objectives in the pillar, 	None.

<ul style="list-style-type: none"> • These are worthy aspirations, but lack the targets to be called objectives. 	<p>‘Living in healthy, thriving communities’, convey the aspirations to deliver places that contribute to a high quality of life, and to people’s physical and mental health and wellbeing.</p> <ul style="list-style-type: none"> • The concern regarding measurable objectives is noted. It is anticipated that the JSP will include a series of indicators which will be used to monitor the success of its objectives and policies over time. 	
<p>General consultation bodies</p>		
<ul style="list-style-type: none"> • This section could be improved if the authorities were to adopt the Building with Nature Standard where there is to be new development: https://www.buildingwithnature.org.uk/ • Only if on brownfield sites or replacing empty offices. 	<ul style="list-style-type: none"> • Reference to the Building with Nature Standard is too specific a requirement to be set out within high level plan objectives. It is more suitable for consideration as part of relevant policy wording or supporting text, either within the JSP or associated Local Plans. • The vision and objectives are not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of home – these will be drawn up as the plan progresses and be subject to further consultation. 	<p>Amend the ‘Create space to grow’ objective under ‘Growing opportunities to work locally’ pillar to read <i>‘Support the delivery of a wide range of quality workspaces, where new and existing businesses from different sectors, <u>in both urban and rural areas</u>, can grow and flourish.’</i></p>
<p>Residents / individuals</p>		
<ul style="list-style-type: none"> • Need to minimise impact on Green Belt and greenspaces. ***** • More affordable housing is needed – especially via social housing and housing associations. ***** • New development dominates the landscape and erodes local character. • Both old and new housing stock needs to be more sustainable and reflect challenges of climate change. **** 	<ul style="list-style-type: none"> • Most matters raised are already covered either under the objectives of this pillar or one of the other suggested pillars. For example: <ul style="list-style-type: none"> – Housing affordability and the need for adaptable homes is covered under this pillar. – The need for the timely delivery of new infrastructure is covered under this pillar, 	<p>Amend the ‘Create space to grow’ objective under ‘Growing opportunities to work locally’ pillar to read <i>‘Support the delivery of a wide range of</i></p>

<ul style="list-style-type: none"> • Need to consider scale / location of new development to reflect local infrastructure capacity. *** • Do not support more houses – should make better use of existing space. ***** • Key issue is where new homes will be built – overwhelming response to Hertsmere Local Plan consultation was that it should not be in existing settlement and the JSP seems to go against this. • Issue is that too many development proposals are opposed by local NIMBY groups. • Due to scarcity of land, any that is built on needs to be of highest possible quality and make a positive contribution to the area • Objectives don't seem specific to SW Herts. • High rise development provide more homes but don't fit in with the local environment. ** • Agree need to provide more affordable housing opportunities, but need to be careful on location to ensure infrastructure can cope. • Concerned by assumption that growth must happen – the concept of sustainable growth needs to be meaningful and not a greenwash. • Homes need to be built in places where people feel safe and secure, with infrastructure that allows residents to walk to facilities. • Need to restrict second homes or properties just bought by investors and left empty – there needs to be more rental accommodation that is affordable. • Building more homes is a threat to current high quality of life that SW Herts enjoys. • Need to provide homes for younger people and downsizing opportunities for older people, including care facilities and flexible housing. ***** • Houses need to be big so people have enough space. 	<p>with further principles under the 'Delivering robust and suitable infrastructure' pillar.</p> <ul style="list-style-type: none"> - The need to ensure buildings are sustainable is picked up under the 'Living green in a healthy natural environment' pillar, under the objectives of 'create sustainable buildings and infrastructure' and 'green construction.' - The need to protect green spaces is also picked up under the 'Living green in a healthy natural environment' pillar. - The 'Moving easily in connected places' pillar covers the issue of walkable neighbourhoods. - The need to design attractive places, with high quality buildings and public spaces. <ul style="list-style-type: none"> • The Plan will take a strategic approach to infrastructure (including transport) across SW Herts. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • Since this consultation took place, the Office for National Statistics (ONS) has started to publish the results of the 2021 Census, which will be taken into account when progressing the JSP. • Topic Paper 4 'Supporting Economic Growth' notes the requirements of the NPPF which states that planning policies should support the rural economy. Whilst it is not considered appropriate to refer to specific economic sectors such as agriculture within the objectives, it is recommend that the wording of the 'Create space to grow' objective can be clarified to ensure it is clear that 	<p><i>quality workspaces, where new and existing businesses from different sectors, <u>in both urban and rural areas</u>, can grow and flourish.'</i></p> <p>Amend the 'Create sustainable buildings and infrastructure' objective under the 'Living green in a healthy natural environment' pillar to add the words '... <u>and protect and enhance water resources</u>' to the end of the explanatory text.</p>
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<ul style="list-style-type: none"> • There aren't enough local jobs. • Something should be added here about distinctive environments.** • Need to stop building flats. • Housing needs to be well designed and take into consideration the need for open space for recreation and leisure and most importantly of all infrastructure, such as adequate road access that does not cause bottlenecks and congestion. Properly structured cycles lanes would be helpful. • This section is silent on farming and agriculture. • Insufficient focus on water resources including the need to address the high number of sewerage overflows and the need to protect our rare chalk streams. • Not ambitious enough. • All new homes should have at car parking for at least one car. • Using out of date data on population and real housing need. • There needs to be massive investment in infrastructure and facilities to support the current housing stock, even before more homes are built. ** 	<p>it applies to economic sectors in both urban and rural areas.</p> <ul style="list-style-type: none"> • Agree that water resources should be more explicitly referenced in the objectives. 	
Landowners / developers / consultants		
<ul style="list-style-type: none"> • There is a significant need to build more homes (including affordable homes) in the SW Herts area and these should be of a high quality. • Reference to design and quality should refer to sustainable housing - carbon neutral. • Distribution of homes across the area should reflect the challenges that have emerged following the issues affecting the Chiltern Beechwoods SAC. • Housing the area's future population from the youth, families and the elderly is critical. 	<ul style="list-style-type: none"> • The impact that the Chilterns Beechwood SAC could have on the JSP will be considered through the Habitats Regulations Assessment work which will be carried out for the next stages of plan preparation. • This pillar recognises the need to deliver flexible and adaptable homes that can accommodate current and future residents with varying needs. 	None.

Q20. Do you support the draft objectives relating to DELIVERING ROBUST AND SUSTAINABLE INFRASTRUCTURE?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	3	1
General consultation bodies (2)	2	0
Residents / individuals (81)	64	17
Landowners / developers (3)	3	0
Total	72	18
	90	

The following specific consultation bodies responded to this question:

- Herts Police
- Redbourn Parish Council
- Croxley Green Parish Council
- Aldbury Parish Council

The following provides a summary of key points raised, both by people who agreed and disagreed with the question. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondees.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> • Better public transport links and better community facilities and open spaces required. • Robust and sustainable infrastructure is required to support the current pattern of development and should not simply be about “growth”. 	<ul style="list-style-type: none"> • This pillar recognises the increasing demand on resources and the need for investment in new infrastructure. The high level objective ‘Deliver key infrastructure’ recognises the need to identify the infrastructure required to support both new and existing growth. • The Plan will take a strategic approach to infrastructure (including public transport, education and community facilities) across SW Herts. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. 	None.

General consultation bodies		
<ul style="list-style-type: none"> • Support commitment to the circular economy, but should be applied across all development, not just infrastructure. • Links need to be made with the Minerals and Waste Local Plan to maximise opportunities to reuse and recycle materials 	<ul style="list-style-type: none"> • It is agreed that the principle of the circular economy needs to apply across all development – not just related to infrastructure. This principle could be moved to sit under another pillar, but is considered to fit best in this location. • It is agreed that there is a need to acknowledge the link between the JSP and the Minerals and Waste Plans prepared by Hertfordshire County Council. This is currently missing from the graphic entitled ‘How the Joint Strategic Plan links to other key document’ within the appendix of the consultation document. 	<p>None, but amend the ‘How the Joint Strategic Plan links to other key document’ graphic if this is used in further iterations of the JSP to include reference to Minerals and Waste Plans alongside Local Plans.</p>
Residents / individuals		
<ul style="list-style-type: none"> • No definition provided of what infrastructure is or where it would be built, • Shouldn’t be building in places that only the rich can afford. • Issue is the national governments failure to force developers to provide sufficient funding for the timely provision of needs – this is why so many people oppose new development.** • Need to encourage renewable energy generation – including small scale schemes. ** • The Councils could set an example by installing solar panels on council properties and ensuring all planning applications meet vigorous standards. • Without infrastructure all the other ideas start to stall. • Would like to see some examples to illustrate the detail. • Carbon impact of whole life of projects must be considered. • Need more electric vehicle charging points. 	<ul style="list-style-type: none"> • There is a section within the consultation document titled ‘What do we mean by infrastructure?’ which explains what the term covers. What isn’t set out is precisely what types of infrastructure will be provided where, as this is not yet known. It will depend upon both the scale and location of growth ultimately proposed, combined with the future strategies of key infrastructure providers regarding how they plan to provide their services in the future. The consultation document however states that the aim will be to plan new infrastructure so that it brings benefits to existing as well as new residents and employers. However, in many cases new infrastructure cannot be provided without growth to support and fund it. • Some examples of current and proposed large-scale infrastructure projects are included within the consultation document - namely the 	<p>None.</p>

<ul style="list-style-type: none"> • Need to actually deliver the infrastructure as well as identify it. ** • They are broad objectives, so little to object to. • Digital infrastructure should include fibre internet and education. • Local government infrastructure will prevent progress being made on infrastructure delivery. • Scale and costs of needs are so high they are unlikely to be deliverable without a new settlement. • Consider the burning of plastic to generate energy. • Objectives not sufficiently specific to SW Herts. • All transport should be electric. • New housing should be truly affordable and existing buildings re-used and retrofitted. • Suggests second objective is redrafted to exclusively promote local energy generation through renewable sources. • First objective shouldn't tie infrastructure to growth – infrastructure should be improved for existing residents. • Providing advanced digital infrastructure is essential in the modern world. • Not aspirational enough ** • Not enough infrastructure. • It needs to be explicitly stated that this will be achieved through urban regeneration and development of Brownfield sites and not through use of valuable Green Belt land. Without explicit commitment to protecting the Green Belt it is not possible to support these objectives • The phrase 'sustainable infrastructure' is ambiguous. Installing a mass transit system, for instance, might seem sustainable because it reduces car use, but it might equally seem unsustainable if it still produces some emissions or involves emissions in its construction which 	<p>improvements planned to local hospitals by the West Herts Hospital NHS Trust and the Hertfordshire Essex Rapid Transit (HERT) proposal. The document makes clear that these indicate the type and scale of infrastructure investment that will be required to support long term sustainable growth in the area.</p> <ul style="list-style-type: none"> • The document acknowledges that Councils will not be able to deliver all future infrastructure needs and aspirations, as they are not responsible for the direct delivery of many key elements i.e. health facilities. However, they have an important role to play in working with the relevant providers to ensure these services and facilities are provided at the right time and in the right place. Councils also have a key role in supporting the funding of such projects, be this via money collected through the Community Infrastructure Levy (CIL), S106 agreements with developers, or by supporting funding bids to Government. • The councils within the JSP partnership are already exploring how best they can support the climate change / sustainability/ renewable energy agenda through proactive action. In addition to updating planning policies in the Local Plans and considering what the policy approach in the JSP should be, action is also being taken through the Hertfordshire Climate Change and Sustainability Partnership (HCCSP). Recent actions include supporting a scheme to encourage small scale renewable energy production and seeking ways to ensure the councils themselves are as 'climate friendly' as possible. 	
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<p>are not counter-balanced by those which it causes not to occur in the course of its working life.</p> <ul style="list-style-type: none"> • Supported with the proviso that it does not remove productive farming. • Need to mandate new buildings to be energy efficient and for example come with energy generation (solar panels or mini wind turbines or other such technology) to be delivered as standard. • The problem is going to be finding the money to pay for it. Relying on inward investment and growth simply will not work to provide a sustainable future. There has to be a concerted effort to fund the investment based on the current economy, not simply try to "grow" our way out of the problem. 	<p>https://www.hccsp.org.uk/hertfordshire-climate-change-and-sustainability-partnership.aspx</p> <ul style="list-style-type: none"> • Further consideration has been given to the wording of the second objective under this pillar – <i>‘Promote local energy production with an increased focus on renewable sources.’</i> Whilst renewable sources are likely to be the main focus, the objective should not be so tightly worded so that it would preclude other energy generation where this may be considered appropriate. For example, if managed carefully, energy from waste may have a role to play in preventing material going to landfill. 	
Landowners / developers / consultants		
<ul style="list-style-type: none"> • Infrastructure delivery is key to the JSP – too many plans and strategies have failed in the past because they haven't been coupled with a realistic and deliverable infrastructure programme. 	<ul style="list-style-type: none"> • Noted. 	None.

Q 21. Which of the six topics covered by the 'pillars' is of most importance to you?

Source of response	<i>PILLAR: Living green in a healthy natural environment</i>	<i>PILLAR: Growing opportunities to work locally</i>	<i>PILLAR: Living in healthy, thriving local communities</i>	<i>PILLAR: Moving easily in well connected places</i>	<i>PILLAR: Building homes and places that people are proud of</i>	<i>PIULAR: Delivering robust and sustainable infrastructure</i>
Specific consultation bodies / DtC bodies	1	0	2	0	0	1
General consultation bodies	2	0	0	0	0	0
Residents / individuals	41	2	14	7	6	9
Landowners / developers	0	1	0	0	1	0
Total*	44	3	15	7	7	10
87						

*Note: one respondent considered all pillars to be of equal importance.

The following specific consultation bodies responded to this question:

- Herts Police
- Redbourn Parish Council
- Croxley Green Parish Council
- Aldbury Parish Council

Not all those answering the question explained their response, but the following provides a summary of key points raised. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondents.

Summary of key issues raised	Response	Recommended change(s)
<i>PILLAR: Living green in a healthy natural environment</i>		
Specific consultation bodies / DtC bodies		
• None.	N/A	None.

General consultation bodies		
• None.	N/A	None.
Residents / individuals		
<ul style="list-style-type: none"> • Seem to have understood needs of the area well. • Having declared a Climate Emergency, it is important to do something about it. • Objectives are good and cover all key areas.** • Influential groups seem to want to block all development and live in the past. 	• Noted.	None.
Landowners / developers / consultants		
• The objectives must be clearly linked to the overall aim of sustainable development – the most important elements are the circular economy and green energy.	• Noted.	None.
PILLAR: Growing opportunities to work locally		
Specific consultation bodies / DtC bodies		
• None.	N/A	None.
General consultation bodies		
• None.		None.
Residents / individuals		
• Successful local businesses ensure employment and self-worth for the population.	• Noted	None.
Landowners / developers / consultants		
• None.	N/A	None.
PILLAR: Living in healthy, thriving local communities		
Specific consultation bodies / DtC bodies		
• None.	N/A	None.
General consultation bodies		
• N/A		None.
Residents / individuals		

<ul style="list-style-type: none"> Maximise facilities for existing housing stock should be a priority, to avoid over-stretching infrastructure and losing Green Belt and local character. 	<ul style="list-style-type: none"> Noted 	None.
Landowners / developers / consultants		
<ul style="list-style-type: none"> None. 		None.
<i>PILLAR: Moving easily in well connected places</i>		
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> None. 	N/A	None.
General consultation bodies		
<ul style="list-style-type: none"> None. 	N/A	None.
Residents / individuals		
<ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> None. 	None.
Landowners / developers / consultants		
<ul style="list-style-type: none"> None. 	N/A	None.
<i>PILLAR: Building homes and places that people are proud of</i>		
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> None. 	N/A	None.
General consultation bodies		
<ul style="list-style-type: none"> None. 	N/A	None.
Residents / individuals		
<ul style="list-style-type: none"> Makes sense for people to live in places that provide for all their needs. Attractive homes in the right places are the fundamental building blocks for any community – the other facilities and amenities will follow once people have somewhere to live. This is the green solution. 	<ul style="list-style-type: none"> Noted. 	None.
Landowners / developers / consultants		
<ul style="list-style-type: none"> None. 	N/A	None.
<i>PILLAR: Delivering robust and sustainable infrastructure</i>		

Specific consultation bodies / DtC bodies		
• None.	N/A	None.
General consultation bodies		
• None.	N/A	None.
Residents / individuals		
• None.	N/A	None.
Landowners / developers / consultants		
• None.	N/A	None.

One respondent stated that all of the pillars were of equal importance and all needed to be interwoven, as the success of one depend on the success of the others.

Shaping the future

Q22. Which option or options do you think is the most appropriate way to shape future growth in SW Herts?

- (a) Growth within existing large settlements*
- (b) Outwards growth of existing large settlements*
- (c) New settlements*
- (d) Growth of groups of settlements*
- (e) Growth along key transport corridors*
- (f) Growing the best connected places*
- (g) Scattered growth*

Source of response	Number of responses
Specific consultation bodies / DtC bodies	4
General consultation bodies	3
Residents / individuals	95
Landowners / developers	9
Total	111

The following specific consultation bodies responded to this question:

- Herts Police
- Redbourn Parish Council
- Croxley Green Parish Council
- Aldbury Parish Council

The detailed figures for which growth types gained most support are as follows. Respondees could tick as many options as they wanted.

Source of response	(a) Growth within existing large settlements	(b) Outwards growth of existing large settlements	(c) New settlements	(d) Growth of groups of settlements	(e) Growth along key transport corridors	(f) Growing the best connected places	(g) Scattered growth
Specific consultation bodies / DtC bodies	2	1	0	0	1	2	0
General consultation bodies	3	0	1	0	0	0	1
Residents / individuals	50	6	10	5	24	23	13
Landowners / developers	6	7	1	3	3	1	1
Total	61	14	11	8	28	26	15

The following provides a summary of the issues raised by those leaving free text. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondents.

Summary of key issues raised	Response	Recommended change(s)
(a) Growth within existing large settlements		
Specific consultation bodies / DtC bodies <ul style="list-style-type: none"> • Green Belt and quality agricultural land should be protected 	<ul style="list-style-type: none"> • The document acknowledges that it is a Government requirement to maximise the use of land that has 	No direct changes required. However, feedback will be
General consultation bodies		

<ul style="list-style-type: none"> • The emphasis needs to be on brownfield first, making best use of PDL within existing settlements. • May be opportunities to increase densities to avoid pressure on surrounding Green Belt. • All existing large settlement have some capacity to grow internally, especially with more remote working and online shopping reducing demand for office and retail space. • Otherwise towns will all merge and we will lose the lungs of our countryside 		
<p>Residents / individuals</p> <ul style="list-style-type: none"> • Supported by conclusions of Sustainability Appraisal Scoping report. • Need to protect the Green Belt and use brownfield sites.***** • Need to focus on 20 minute neighbourhood concept within existing settlements. • High destiny development in existing settlement sis very hard to achieve sustainably and risks creating slums of the future. • Can cause issues regarding density. • In most cases large settlement have acceptable levels of infrastructure and services and more brownfield sites available.***** • This is the ideal scenario, but it will not be possible to accommodate all new growth. • Needs to be in-keeping with existing areas. • Cramming existing settlements with more housing will make them less attractive places to live and work. • Supporting and nurturing what we have and can sustain. • All current settlements need to grow to support people's desire to live in these places. • Area needs a larger economic centre of gravity, especially with the relative of waning of London since 2016. Investing in key towns (Watford/St Albans/etc) seems like it would provide higher return on investment. Also these denser areas tend to have the larger pockets of deprivation as mentioned, and so addressing this makes sense. 	<p>been previously built on ('brownfield' sites), before considering using any undeveloped land ('greenfield' sites).</p> <ul style="list-style-type: none"> • The consultation document also refers to the fact that the JSP will address cross boundary issues and set out high level policies covering matters including '<i>reflecting important designations such as the Green Belt...</i>' • The vision is intentionally high level, with more detailed pillars and objectives sitting below it. These embrace all three elements of sustainability. The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan – these will be drawn up as the plan progresses and be subject to further consultation. 	<p>discussed with consultants carrying out Strategic Growth Locations Study and Multi Modal Study to ensure pros and cons of each growth option are fully considered.</p>

<ul style="list-style-type: none"> Initial investment in greener technologies (e.g. electric vehicle infrastructure) will require high ROI to justify ongoing investment. Larger towns are ideal for this. Keeping green spaces and improve outdated buildings and modernise areas. The climate and environmental crises are so severe that need attach far more value than in the past to protecting green spaces and other sites which are environmentally valuable. The proposed Joint Plan assumes that there should be a very high level of growth in the local area over the next 30 years. Considers this is inappropriate and contrary to the government's levelling up strategy to redirect growth away from over-heated areas like Hertfordshire. 		
<p>Landowners / developers / consultants</p> <ul style="list-style-type: none"> Existing settlement have facilities, infrastructure and services and are sustainable locations. Support development of brownfield sites. ** Much of SW Herts is Green Belt, which is not mentioned in the document, so priority for growth must be in existing settlements where there is capacity. Limited scope and will require greater building height which impacts on heritage assets. 		
<p>(b) Outwards growth of existing large settlements</p>		
<p>Specific consultation bodies / DtC bodies</p> <ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Comments noted. 	<p>No direct changes required. However, feedback will be discussed with consultants carrying out Strategic Growth Locations Study and Multi Modal Study to ensure pros and cons of each</p>
<p>General consultation bodies</p> <ul style="list-style-type: none"> Not a good option as it removes or degrades established green infrastructure. 		
<p>Residents / individuals</p> <ul style="list-style-type: none"> Don't support any urban expansion that will reduce the gap between areas and subsume villages into towns. Putting housing on the edge of settlement would generate traffic and increase isolation. 		

<ul style="list-style-type: none"> • Most settlements are surrounded by Green Belt, which outward growth would destroy. • An attractive option if done sensitively. • Would destroy the nature of the surrounding areas, which is what often attracted people to the area initially. ** • Contrary to Pillar – Living green in a healthy natural environment. • Would result in loss of green space. • New land urgently needs to be identified and allocated to meet local housing needs, including affordable housing. This will inevitably involve release of green field sites given the lack of sufficient previously developed land in SW Herts. Such land, on the edges of larger villages, towns and other urban settlements, is able to tap into and help to enhance/underpin existing local facilities and infrastructure. • It meets the objectives of using building to improve environment and infrastructure which are most in need of improvement, and which will enable growth as they are likely to be well connected. 		<p>growth option are fully considered.</p>
<p>Landowners / developers / consultants</p> <ul style="list-style-type: none"> • Numerous Green Belt sites on the edge of existing settlements are available that are suitable for housing. • Support use of brownfield sites in the Green Belt i.e. land South East of Redbourn. • This is next suitable option after growth within settlements. ** 		
<p>(c) New settlements</p>		
<p>Specific consultation bodies / DtC bodies</p> <ul style="list-style-type: none"> • None. 	<ul style="list-style-type: none"> • Comments noted. 	<p>No direct changes required. However, feedback will be discussed with consultants carrying out Strategic Growth Locations Study and Multi Modal Study to ensure pros and cons of each</p>
<p>General consultation bodies</p> <ul style="list-style-type: none"> • None. 		
<p>Residents / individuals</p> <ul style="list-style-type: none"> • Would involve the loss of greenfield / Green Belt land but has potential to avoid more sporadic development in the countryside. • Would need to have a critical mass to support a full range of required facilities. 		

<ul style="list-style-type: none"> • New settlement built with Government money – like Milton Keynes – would provide one answer, but would require countryside to be sacrificed. • Not supported as countryside and agricultural land would be lost. • Any new settlement should be located in less densely populated parts of the country. • Would increase car use. • This as the preferred approach that emerged from Hertsmeire’s Local Plan consultation as it was least controversial. • Doesn’t take advantage of existing infrastructure. • They are a way to deliver in volume as they will enable infrastructure to be fully and properly funded. • Modern ‘new towns’ are an opportunity to take advantage of up to date sustainability approaches, including sustainable transport. • Becoming harder to introduce new infrastructure to existing settlement due to their age - looking at new settlements will relieve pressure and create new corridors of opportunity and enable more environmentally friendly buildings. • No more in-filling in towns - need new developments out of town even if on Green Belt. • New settlements look like a good idea, but will be hard to find anywhere where it is seen as acceptable in the area. 		<p>growth option are fully considered.</p>
<p>Landowners / developers / consultants</p> <ul style="list-style-type: none"> • None. 		
<p>(d) Growth of groups of settlements</p>		
<p>Specific consultation bodies / DtC bodies</p> <ul style="list-style-type: none"> • None. 	<ul style="list-style-type: none"> • Comments noted. 	<p>No direct changes required. However, feedback will be discussed with consultants carrying out Strategic Growth Locations Study and Multi Modal Study to ensure</p>
<p>General consultation bodies</p> <ul style="list-style-type: none"> • None. 		
<p>Residents / individuals</p> <ul style="list-style-type: none"> • Only supported if all existing communities support such development. • Would increase car use. 		

<ul style="list-style-type: none"> • Sprawl is not a good idea. Communities thrive with centres and satellite hubs reducing need for travel for essentials. 		pros and cons of each growth option are fully considered.
Landowners / developers / consultants <ul style="list-style-type: none"> • None. 		
(e) Growth along key transport corridors		
Specific consultation bodies / DtC bodies <ul style="list-style-type: none"> • None. 	<ul style="list-style-type: none"> • Comments noted. 	No direct changes required. However, feedback will be discussed with consultants carrying out Strategic Growth Locations Study and Multi Modal Study to ensure pros and cons of each growth option are fully considered.
General consultation bodies <ul style="list-style-type: none"> • None. 		
Residents / individuals <ul style="list-style-type: none"> • Supported by the Sustainability Appraisal Scoping report. • Least impactful – build vertically not horizontally. • Important to have some public transport links to areas of countryside. • New transport links should not be an excuse for development that impinges on the countryside. • Connectivity along already established infrastructure is the preferable option. *** • Some potential north / south with good connections to London – no anticipated interest in east / west movement. • The plan will address the need for both more efficient transport links and more of them, growth should also be based along these key areas. 		
Landowners / developers / consultants <ul style="list-style-type: none"> • Unlikely to remove reliance on car altogether, so growth should take advantage of existing transport hubs and facilities. • An option if HERT is delivered. 		
(f) Growing the best connected places		
Specific consultation bodies / DtC bodies <ul style="list-style-type: none"> • There is not the capacity for further growth within South West Hertfordshire without continuing to exceed the carrying capacity of the land. If growth is unavoidable, then it should be focussed on the “best connected” places, however defined. 	<ul style="list-style-type: none"> • Comments noted. 	No direct changes required. However, feedback will be discussed with consultants carrying out Strategic Growth
General consultation bodies		

<ul style="list-style-type: none"> • None. 		
<p>Residents / individuals</p> <ul style="list-style-type: none"> • Acceptable if limited in scale. • Could make better use of existing transport, walking and cycling opportunities without so much need for car infrastructure.** • Would not have such of an impact or exacerbate areas with limited infrastructure and amenities. • Supported by the consultation of the Sustainability Appraisal Scoping Report. • Have a very limited supply of land in the area; the part of it that is "green" needs to stay so as far as possible and thus growth should be channelled towards brown and grey land. • New growth and new infrastructure go together. • These have to be best connected by low energy transport and travel, to help reduce greenhouse gas emissions.** 		<p>Locations Study and Multi Modal Study to ensure pros and cons of each growth option are fully considered.</p>
<p>Landowners / developers / consultants</p> <ul style="list-style-type: none"> • None. 		
<p>(g) Scattered growth</p>		
<p>Specific consultation bodies / DtC bodies</p> <ul style="list-style-type: none"> • None. 	<ul style="list-style-type: none"> • The choice of growth locations must be based on a clear and robust planning strategy and assessment of the suitability of sites – it cannot be based on a mathematical calculation to distribute growth based on existing settlement size. • The consultation document makes it clear that the scale of growth required over the JSP period is not yet known. Rather the consultation marked the first stage of beginning discussions about the future of the area. 	<p>No direct changes required. However, feedback will be discussed with consultants carrying out Strategic Growth Locations Study and Multi Modal Study to ensure pros and cons of each growth option are fully considered.</p>
<p>General consultation bodies</p> <ul style="list-style-type: none"> • N/A 		
<p>Residents / individuals</p> <ul style="list-style-type: none"> • Would increase car use as would be hard to link together.** • Acceptable if limited in scale and doesn't affect the countryside. • Growth should be based on yearly increase in village size so it is organic and integrated. • This is the least bad option – but less emphasis should be placed on development as a necessity and some recognition placed on when an area has reached its limited, when the focus should turn to improving the quality (not size) of existing communities. • Potential to make everywhere 'built up.' • Doesn't take advantage of existing infrastructure. 		

<ul style="list-style-type: none"> • Ensure that places don't become overcrowded by allowing growth of all settlements, with the level to be proportionate to the amount of people who desire to move to settlements, and those moving to these places already. • Important not to focus on cramming everything into existing large settlements - additional burdens should be shared to avoid creating over-dense ghettos • A mix of the ideas is most likely to work. Infill works. But not just growing settlements at the edges as then the opportunities for planning in parks, shops, health centres and schools within walking distance is lots. • Some scattered growth must be possible, but against a strategic plan and making use of identified brown field or suitable land. 	<ul style="list-style-type: none"> • The document acknowledges that it is a Government requirement to maximise the use of land that has been previously built on ('brownfield' sites), before considering using any undeveloped land ('greenfield' sites). • The document also acknowledges that <i>'The pattern of sustainable growth eventually chosen for the Joint Strategic Plan is unlikely to be based on just one of the growth types outlined....Rather it will include a mix of types of growth that are best suited to the SW Herts area and reflect local constraints, opportunities and ambitions.'</i> 			
Landowners / developers / consultants				
<ul style="list-style-type: none"> • None. 				
General comments				
Specific consultation bodies / DtC bodies				
<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • The consultation document also states in its introductory section that the JSP will address cross boundary issues and set out high level policies covering matters including 'reflecting important designations such as the Green Belt and Chilterns Area of Outstanding Natural Beauty.' • The consultation document makes it clear that the scale of growth required over the JSP period is not yet known. Rather the consultation marked the first stage 	No direct changes required. However, feedback will be discussed with consultants carrying out Strategic Growth Locations Study and Multi Modal Study to ensure pros and cons of each growth option are fully considered.		
General consultation bodies				
<ul style="list-style-type: none"> • N/A 				
Residents / individuals				
<ul style="list-style-type: none"> • There shouldn't be growth at any price – need discussion with Government regarding numbers, as the area is already over-developed and is impacting quality of life for existing residents. **. • Need to take account of Green Belt and AONB.*** • Need to avoid SW Herts becoming a suburb of north London. • Cramming existing settlement with more houses will make them less attractive places to live. • Important to protect undeveloped sites – growth should be located where there is already development. 				

<ul style="list-style-type: none"> • Expanding the built footprint is the least sustainable way to grow – all evidence shows growth is most sustainably achieved by better use of resources. • There is no need for either population or economic growth – all options threaten human life on the planet and plans to shrink the economy and population would be more acceptable. • Growth is good, but not on the scale envisaged in this plan. • Tower blocks or flats are not suitable places for children to grow up and are not good for the environment. ** • No one will use public transport or cycle schemes. • One of the positives in SW Herts is the amount of green space – this will be lost if there are larger conurbations. • There is no ‘one size fits all’ solution – need a considered and balanced mix of approaches.** • Major centres are all overcrowded – so need to consider ‘quieter’ areas for growth. • Hopes the unified approach being taken by the local authorities will lead to a fairer distribution of development. • Approach chosen should help level up property values and allow lower paid and younger people to get on the property ladder. ** • Need to ensure a definite gap between town and countryside. • Whatever development is planned needs to meet the sustainability targets set out in the Sustainability Appraisal Scoping Report. • Councils are required by Government to take a ‘brownfield first’ approach and maximise the use of the sites before considering any greenfield sites. *** • There should not be a presumption of growth. The presumption should be a reduction of population and development. ** 	<p>of beginning discussions about the future of the area.</p> <ul style="list-style-type: none"> • The document acknowledges that it is a Government requirement to maximise the use of land that has been previously built on (‘brownfield’ sites), before considering using any undeveloped land (‘greenfield’ sites). • The document also acknowledges that <i>‘The pattern of sustainable growth eventually chosen for the Joint Strategic Plan is unlikely to be based on just one of the growth types outlined....Rather it will include a mix of types of growth that are best suited to the SW Herts area and reflect local constraints, opportunities and ambitions.’</i> 	
<p>Landowners / developers / consultants</p> <ul style="list-style-type: none"> • Need to consider sites of a range of sizes, not just those of a more strategic scale. • Need to look at a range of growth types/options in order to house the population** 		

<ul style="list-style-type: none"> Important that areas such as Kings Langley can benefit from growth – the allocation of new homes can bring infrastructure benefits to existing residents. 		
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Q23. Are there any other growth types we have not mentioned that you think should be considered?

Slightly fewer respondents answered this follow-up question.

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	2	2
General consultation bodies (3)	1	2
Residents / individuals (77)	25	52
Landowners / developers (6)	1	5
Total	29	61
	90	

The following specific consultation bodies responded to this question:

- Herts Police
- Redbourn Parish Council
- Croxley Green Parish Council
- Aldbury Parish Council

Alternative growth options suggested are summarised below. Once again, some respondents suggested more than one option.

Suggested alternative(s)	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> Better quality industry, not just warehouses Zero growth – make the best use of the existing development and preserving as much as possible of the natural environment. 	<ul style="list-style-type: none"> None of the suggestions put forward are considered to be practical alternative growth types. 'No growth' was intentionally not included as an option within the consultation, because even 	None.
General consultation bodies		

<ul style="list-style-type: none"> • Encourage schemes that incentive people to downsize from houses larger than they need. 	<p>without the JSP or other development plans, there will always be growth and change within the area over time. This could be as a result of developing small-scale infill plots and larger vacant or underused sites, or speculative applications being approved for greenfield sites. It is better to plan ahead for this growth as far as possible, rather than let it occur ad-hoc without any supporting infrastructure.</p> <ul style="list-style-type: none"> • It is accepted that many of the growth types suggested overlap to a greater or lesser degree. For example, you could have growth along a sustainable transport corridor (Option E) that is also within an existing settlement (Option B). • All growth strategies will involve provision for homes, jobs and supporting services and infrastructure as required. • Section 6 of the consultation document makes it very clear that it is a Government requirement to ensure that maximum use is made of land that has been previously built on ('brownfield' site), before considering any undeveloped land ('greenfield' sites). • The issues of density and affordable housing provision and appropriate tenures will be important considerations for all growth types. • It is not the intention of the JSP to define the location of all future development sites. It will only focus on strategic growth locations, with the Local Plan prepared by each districts adding further smaller sites (if required) to meet more local needs. 	
<p>Residents / individuals</p>		
<ul style="list-style-type: none"> • No growth – reuse the land already available. **** • There appears to be mention of housing and work, but no social infrastructure such as health services. • Need to move to denser, more vertical building (5-6 storeys) to maintain greenspace and benefits a 20 minute neighbourhood. ** • Build council homes for rent. • Building any future housing next to homes of council members. • Need to make some reference to / provision for canal and river dwellers. • Build on brownfield sites first. • Location of new sites should not be left to developers to decide as they will always choose the most profitable. • No growth on existing Green Belt areas, i.e. Sky Studios and vast fields near Rowley Farm. • Retired people are not mentioned at all in a serious way within this document. • There should be no growth in the Green Belt. • Evolution as the populations move through natural lifespans and needs. • In addition to brownfield sites, urban redevelopment opportunities should be explored. *** • Due to the growth of London, the boundaries need a major correction. • Some people will promote strategies of 'no growth' or 'very limited growth' - please make it clear that NIMBYISM has no part to play in truly sustainable communities. • Minimal growth - making the best use of existing development whilst preserving as much as possible of the 		

natural environment and minimising the consumption of scarce resources.	<ul style="list-style-type: none"> • The matter of meeting needs for river / canal boat dwellers is not a strategic matter and will therefore be one that Local Plans will address as appropriate. • The pillar 'Building homes and places that people are proud of' recognises the need for homes that can be flexible and adaptable to meet different lifestyles and needs, such as those for elderly people. 	
Landowners / developers		
<ul style="list-style-type: none"> • A successful growth strategy needs to be both top up and bottom down, with a selection of suitable sites. • Consider that whilst the substantive basis for the strategy should be on existing settlement (Options A and B), individual Local Plans should include an element of other options. • Not all options are necessary alternatives – many overlap. 		

MAKING IT HAPPEN

Q24. Are there any other 'good practice' examples you feel should be considered for SW Herts?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	1	3
General consultation bodies (6)	3	3
Residents / individuals (60)	28	32
Landowners / developers (5)	0	5
Total	32	43
	75	

**Figure excludes 3 duplicate responses and one response where no answers were given.*

The following specific consultation bodies responded to this question:

- Herts Police
- Redbourn Parish Council
- Croxley Green Parish Council
- Aldbury Parish Council

The following provides a summary of key points raised by those who chosen to explain their response. Those points raised more than once are shown by asterisks to denote the number of times an issue was mentioned by different respondees.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies		
<ul style="list-style-type: none"> The 10 principles of Sport England's Active Design Guidance can be embedded throughout the SW Herts Joint Strategic Plan. Essex Design Guide: Building activity into new development. Alconbury Weald: Delivering Active Design in New Communities. Evidence for decision making should be of the best quality. 	<ul style="list-style-type: none"> Suggestions noted. The JSP will take a strategic approach to the delivery of growth and infrastructure. The incorporation of Active Design guidance is likely to be most effective at the Local Plan scale and when developing masterplans or design codes for major new development. 	None.
General consultation bodies		
<ul style="list-style-type: none"> Expected to see more examples showing how green infrastructure investment could improve quality of life, biodiversity and better water management. Good practice examples include Scotney [Green] Bridge: https://www.gov.uk/government/news/green-bridges-safer-travel-for-wildlife 	<ul style="list-style-type: none"> Suggestions noted 	None.
Residents / individuals		
<ul style="list-style-type: none"> Stop building on the Green Belt** BedZED eco-village should be used as examples of successful building. Reduce parking restrictions and charges Improve public transport links like TFL Encourage people to start businesses in empty shop-example of Hinckley following 2008 financial crash. Nuneaton have built homes on the Green Belt and taken a view of being a commuter town for nearby cities- warning for areas like St Albans. There is a list of which councils have the most useful climate approaches on the Climate Scorecard website - see https://councilclimatescorecards.uk/scoring/district/ Copying large scale schemes unlikely to be successful but small scale initiatives may have transferable elements. 	<ul style="list-style-type: none"> Parking charges are not a direct planning issue. Car parking standards will be set in individual authority Local Plans and not in the JSP. The case studies provided are noted and welcomed. The pillar 'moving easily in connected places' includes high level vision objectives relating to improving public transport connectivity and creating walkable neighbourhoods. More detailed proposals for strategic transport will be drawn up as the plan progresses and be subject to further consultation. Non-strategic transport issues will be dealt with through individual authority Local Plans. 	None.

<ul style="list-style-type: none"> • Rennes in France has a great metro service with free parking- scheme like this could reduce reliance on cars. Public transport needs to be cheaper. • Car clubs should be trialled that are sensibly affordable, in France they have 'co-voiturage' a free car share scheme with designated parking spaces. • Shared space model for highways as in Netherlands. • Make streets wide enough within large developments. • Hertsmere as it is now. • Approaches taken in Australian cities. • Look abroad and see what other countries are doing • More infrastructure. • The concept of Watling Chase Community Forest is an excellent model for future vision with increased tree planting and Green Belt protection throughout the area. • Fordham Research (amongst others) produced a Housing Needs Assessment which measured the housing needs of particular groups, including Key Workers - the SW Herts districts need to commission a new LHNA which measures the affordable housing needs of our essential local workers, too. • See Essex CC. • Those mentioned in the plan regarding cafes etc. and the need to meet the requirements that come with an aging population. • Any town with a decent high street such as Olney, Berkhamsted etc. • Scotland is opening new local rail lines and upgrading others. • Look at Hertsmere's Greenways Strategy for provision of routes between and around settlements. • Look at the British Horse Society's Ride UK plan for 'community circuits' and the 'national network.' 	<ul style="list-style-type: none"> • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of housing or employment floorspace– these will be drawn up as the plan progresses and be subject to further consultation. • The pillar, 'Living green in a healthy natural environment' includes the high level objectives to bring people closer to nature by protecting green spaces, integrating nature into all development and improving links to green space. It also aims to protect, enhance and improve connections to biodiversity and ecological networks. • A new Local Housing Needs Assessment for SW Herts has been commissioned as of May 2023. 	
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<ul style="list-style-type: none"> Consider the Countryside Agency's design notes (2005) for shared non-motorised routes (as their studies found that there is no conflict between different user types as long as simple pitfalls were avoided, which was easily done). 		
Landowners / developers / consultants		
<ul style="list-style-type: none"> None. 	N/A	None.

Q25. Are there any further comments you would like to make on the SW Herts Joint Strategic Plan?

Source of response	YES	NO
Specific consultation bodies / DtC bodies (4)	2	2
General consultation bodies (5)	3	2
Residents / individuals (72)	27	45
Landowners / developers (5)	3	2
Total	35	51
	86	

The following specific consultation bodies responded to this question:

- Herts Police
- Redbourn Parish Council
- Croxley Green Parish Council
- Aldbury Parish Council

The following provides a summary of key points raised by those who chosen to explain their response.

Summary of key issues raised	Response	Recommended change(s)
Specific consultation bodies / DtC bodies <ul style="list-style-type: none"> Quality food production land should not be developed on as the UK needs to be less reliant on importing food. New communities need to be small scale, not massive estates. Green Belt should not be built on if it performs well against NPPF purposes 	<ul style="list-style-type: none"> Topic Paper 4 'Supporting Economic Growth' notes the requirements of the NPPF which states that planning policies should support the rural economy. Whilst it is not considered appropriate to refer to specific economic sectors such as agriculture within the 	Amend the 'Create space to grow' objective under 'Growing opportunities to work locally' pillar to read 'Support the delivery of

<ul style="list-style-type: none"> • This whole approach is based on a false premise - ‘sustainable growth’ is an oxymoron. There are limits to growth and the current situation is unsustainable. • SW Herts is not self-sufficient in food, employment, nor in energy, other natural resources (raw materials) and future growth is likely to be limited by water resources. • The administrative area considered is not a separate geographic or economic area - there are three main poles (Hemel Hempstead, St Albans & Watford) and a number of smaller places (Borehamwood, Potters Bar, Harpenden, Berkhamsted, Rickmansworth, etc) and economic activity spills across the boundaries of these into the wider context. • Any longer term strategic plan should be set in the wider context of the Greater London conurbation and the rest of the south and east of England. What is the purpose of development, and the sustainable economic future, for SW Herts in that context? • The strategic goals should be survival (first) and then prosperity in the general sense of health and well-being, and not simply ‘economic growth.’ • The key issue in SW Herts is overpopulation within the existing geographic boundaries. • Need to plan for an age of scarcity, which means reducing consumption, and rationing scarce resources to reduce inequity. 	<p>objectives, it is recommend that the wording of the ‘Create space to grow’ objective can be clarified to ensure it is clear that it applies to economic sectors in both urban and rural areas.</p> <ul style="list-style-type: none"> • Government requires plans such as the JSP to ensure that it maximises the use of land that has been previously built on (‘brownfield’ sites), before considering using any undeveloped land (‘greenfield’ sites). • No growth’ was intentionally not included as an option within the consultation, because even without the JSP or other development plans, there will always be growth and change within the area over time. This could be as a result of developing small-scale infill plots and larger vacant or underused sites, or speculative applications being approved for greenfield sites. It is better to plan ahead for this growth as far as possible, rather than let it occur ad-hoc without any supporting infrastructure. • SW Herts has been independently assessed by specialist consultants (through the SW Herts Economic Study) to be a ‘Functional Economic Market Area’ (FEMA). However, this does not mean that there are not economic linkages with areas beyond. 	<p><i>a wide range of quality workspaces, where new and existing businesses from different sectors, <u>in both urban and rural areas</u>, can grow and flourish.’</i></p>
<p>General consultation bodies</p>		
<ul style="list-style-type: none"> • There should be more support for existing strategic projects such as Watling Chase Community Forest, The Chilterns 	<ul style="list-style-type: none"> • The JSP vision is ambitious in putting the environment and sustainability at the heart of 	<p>None.</p>

<p>AONB, Colne Valley Regional Park and proposed initiatives such as the Woodland Arc (in the Green Arc/Hertfordshire Strategic GI Plan).</p> <ul style="list-style-type: none"> • Need a new strategic GI initiative to populate SW Herts urban areas with Green Infrastructure • Insufficient joining up with London plans, cannot pretend that SW Herts can be planned in isolation from London and many associated GI links. 	<p>its vision, but it is deliberately high level. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation.</p> <ul style="list-style-type: none"> • The comment on the JSPs relationship with plans in neighbouring London boroughs is noted. It will be critical that the JSP is developed with cross boundary co-operation between neighbouring authorities including those in London. 	
<p>Residents / individuals</p>		
<ul style="list-style-type: none"> • Should stop building in the Green Belt. **** • 2050 is a long way off and need to see progress quicker than that. • Growth should be less of a priority, make what is already available more affordable instead. • Consider older people's needs more. • Public transport is unreliable, expensive and disjointed. • Stop trying to stop car use and car parking. • Living in the area is expensive. • Assuming the standard method will be dropped, housing needs should be calculated based on latest demographic information. • JSP should take an objective and strategic view of land use across the area, should not do a call for sites, alternative scenarios should be presented for consultation. • Should be a strategic review of the Green Belt but it should be high level and not examine individual sites. • Plan promotes growth over everything else, what about protecting agriculture. • Plan should encourage innovation and new initiatives. • Needs to recognise that the quality of growth is most important, encouraging neighbourhood plans and community involvement. 	<ul style="list-style-type: none"> • The 2050 target date for Net Zero is a national target that is reflected in the SW Herts authorities' declaration of a climate emergency. • The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of housing or other types of development—these will be drawn up as the plan progresses and be subject to further consultation. • The JSP vision is ambitious in putting the environment and sustainability at the heart of its vision but it is deliberately high level. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • Topic Paper 4 'Supporting Economic Growth' notes the requirements of the NPPF which states that planning policies should support the rural economy. Whilst it is not considered appropriate to refer to specific economic sectors such as agriculture within the 	<p>Amend the 'Create space to grow' objective under 'Growing opportunities to work locally' pillar to read <i>'Support the delivery of a wide range of quality workspaces, where new and existing businesses from different sectors, <u>in both urban and rural areas, can grow and flourish.</u>'</i></p>

<ul style="list-style-type: none"> • Biodiversity and connecting green spaces and habitats should be highest priority. *** • Only build on brownfield land. • Plan should support cycle super highways to connect major settlements and London. • Ensure that there are regular and well publicised updates for this work. • Provide more schools. • Try and build a community of old and young, look at designs in Shenley Neighbourhood Plan. • Should not be planning for growth, and Herts should not be targeted for huge amounts of additional greenfield housing.***** • Unclear how the proposals will be put into practice. • Some of the items are in Herts County Council plans but used here as new ideas. HERT is a waste of money even just to plan it, just improve existing bus links. • There is potential but it is not being utilised - plan needs more detail of targets. • The objectives are all very laudable but are also very generic. • This issue is all about the numbers and how they impact the wider environment. It is a detailed problem and needs to be data driven. • Would like to know the cost of preparing the plan. • There is far too little recognition of the potential conflicts and trade-offs between the different aims. • Too conservative and does not meet the immediate and important challenges faced today. ** • Need to support Key Workers. • Climate change is unproven. • The plan is all about built environment rather than the natural environment. • SW Herts is already 'unsustainable' as an entity. 	<p>objectives, it is recommend that the wording of the 'Create space to grow' objective can be clarified to ensure it is clear that it applies to economic sectors in both urban and rural areas.</p> <ul style="list-style-type: none"> • The comment on providing regular and well publicised updates on the plan's development is noted. A 'Latest News on the JSP' page has been created on the JSP webpage for this purpose. • A Strategic Green Belt Baseline study is currently underway (as of May 2023). • The Plan will take a strategic approach to infrastructure (including health and education facilities) across SW Herts. More detailed proposals will be drawn up as the plan progresses and be subject to further consultation. • The next stage of the JSP process is scheduled to be another Regulation 18 consultation on a series of potential growth options. • It is agreed that it will be critical to prepare the JSP with cross boundary co-operation between neighbouring authorities including those in London. 	
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<ul style="list-style-type: none"> Any longer term strategic plan should be set in the context of Greater London and the adjoining areas of south and east England. 		
Landowners / developers / consultants		
<ul style="list-style-type: none"> There is an opportunity to allow some parts of the Green Belt to be developed for housing. Should be a strategy of identifying exceptional circumstances that would allow Green Belt boundaries to be moved to allow growth. Site promoted for net zero dwellings in Potters Bar. Site promoted at Roehyde, Hatfield as a strategic employment site. 	<ul style="list-style-type: none"> The vision is not intended to articulate either the detailed growth strategy or detailed policy approaches to be taken in the plan with regard to quantum, location or type of housing or other types of development– these will be drawn up as the plan progresses and be subject to further consultation. This is a high level strategic vision and it is not therefore considering specific sites for development at this stage. 	None.

Summary Report from poll questions



Phase summary



Phase 2: SW Hertfordshire



Voters
3,122



Votes
24,734



Emails
1,007



Qualitative answers
5,198

Segmentation

Dacorum **1,062**

Watford **941**

St Albans **867**

Three Rivers **481**

Hertsmere **398**

I don't live/work here **83**



Mobile
89%



Tablet
7%

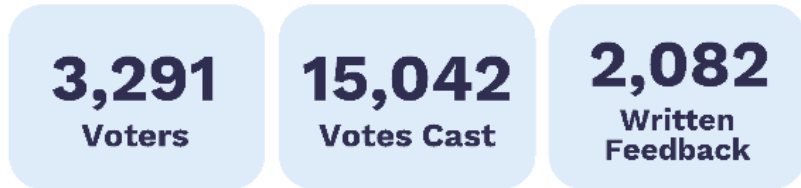


Desktop
4%

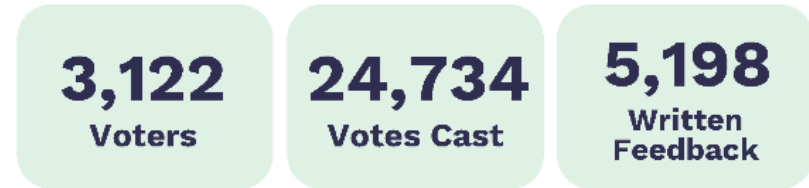
Engagement Comparison



Consultation Phase 1



Consultation Phase 2



Voter overview



Age of respondents

Based on the demographic section of the survey

A high majority of respondents did not provide an age bracket in the demographic section, but of the ones that did you can see ages 65-74 responded most.

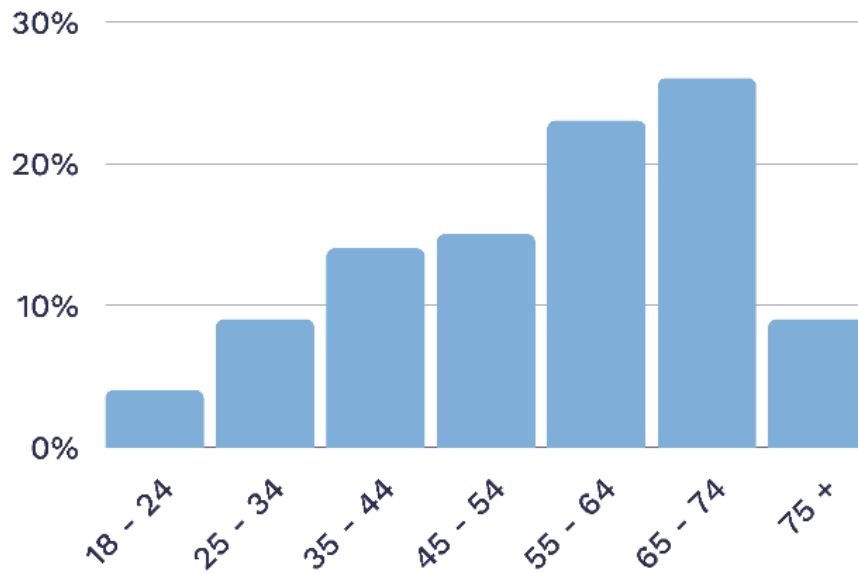
Google Analytics shows us slightly different age figures, higher in the younger brackets and lower in the older: this indicates to us that there is more youth answering the survey than the demographic section tells us.

The youth are less inclined to reach the end or they're not answering the additional demo questions.

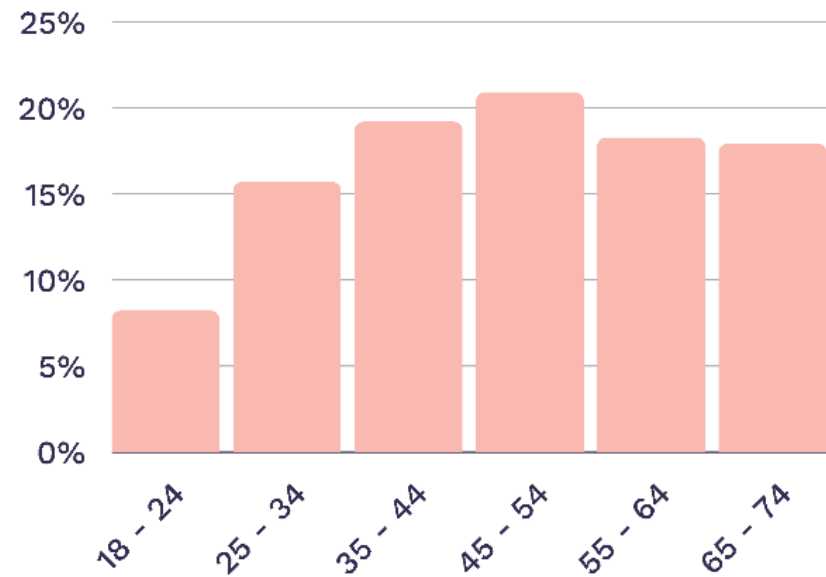
Area	18 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75+	Not given	Prefer not to say
Dacorum	26	48	46	74	128	146	55	409	15
Hertsmere	3	15	22	30	56	74	29	128	4
I don't live/work here	2	3	4	4	2	10	1	37	
St Albans	12	43	73	59	91	85	32	379	9
Three Rivers	8	19	26	35	62	73	27	178	2
Watford	26	46	89	65	81	84	20	401	15
Age overview	67	156	242	248	382	441	147	1397	42

Age of respondents

Based on the demographic section of the survey

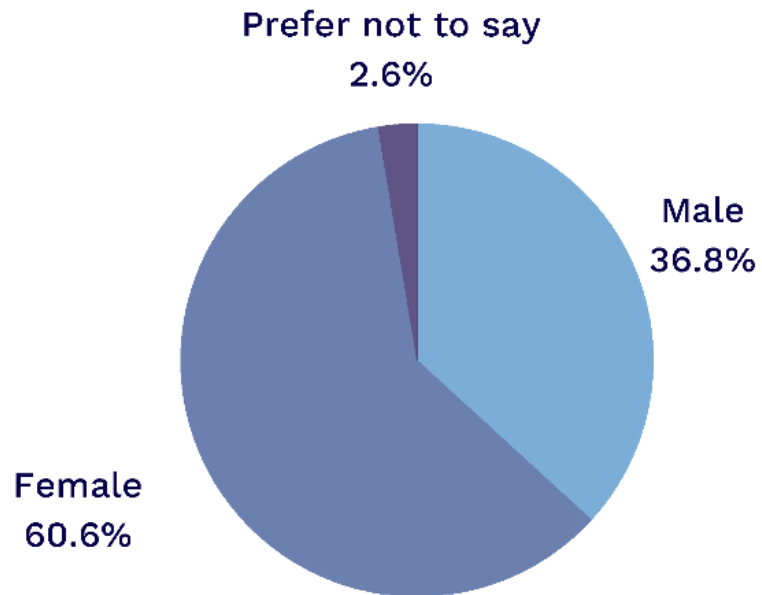


Based on the Google Analytics

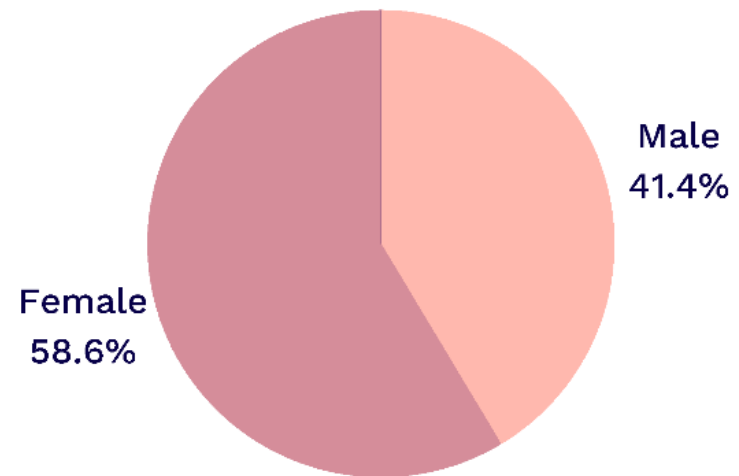


Gender of respondents

Based on the demographic section of the survey



Based on the Google Analytics



Survey results Quant & qual



"What should be the **highest priorities** for SW Hertfordshire in the next 30 yrs?"

Whole community response



✓ 3099 answered — Could have chosen up to 3 choices ⏪ 53 skipped ⓘ 👁 3510 viewed

"What should be the highest priorities for SW Hertfordshire in the next 30 yrs?"

Breakdown by area

This grid shows % of votes for each option based on the area the respondent selected they were from. The colour coding is based on the area i.e. pink represents the lowest % of votes for the area, the GMV green represents the highest.



Number of votes per area

Dacorum	2,236
Hertsmere	918
I don't live/work here	136
St Albans	1854
Three Rivers	1,013
Watford	1931

Area	Natural & green living	Local employment opportunities	A healthy & thriving community	Well-connected living	Quality homes & places	Sustainable infrastructure
Dacorum	23%	12%	17%	10%	12%	25%
Hertsmere	28%	10%	17%	12%	10%	24%
I don't live/work here	23%	13%	15%	9%	19%	21%
St Albans	24%	12%	17%	10%	12%	24%
Three Rivers	26%	14%	17%	10%	12%	22%
Watford	22%	15%	15%	11%	15%	22%

These results showcase to us that the majority of areas in SW Herts consider Natural & green living the highest priority for SW Herts.

Following closely as the second highest priority is Sustainable infrastructure. This indicates to us that there is a general want/need for environmentally-conscious living in SW Herts.

Equally, the majority of areas agree that Well-connected living should be last priority over the next 30 years. Hertsmere considers Local employment opportunities and Quality homes & places to be of lesser priority.

Do you agree with this vision statement for the future of SW Herts?

Whole community response

The Vision Statement
"SW Herts will realise its full potential of being globally recognised and locally cherished. Known for its creative spirit, collaborative working and willingness to accelerate positive change. It will be a place where sustainable growth provides a better future for everyone."



50%

63% voted neutral to positively about this

✓ 2843 answered ▶▶ 90 skipped ⓘ 👁 3110 viewed

Do you agree with this vision statement for the future of SW Herts?

Breakdown by area

This grid shows % of votes for each option based on the area the respondent selected they were from & the age they stated they were in the demographic section. The colour coding is based on the average slider value for that group i.e. pink represents values in the 20s, orange in the 30s, yellow in the 40s, green in the 50s and GMV green in the 60s

Number of votes per area

Dacorum	866
Hertsmere	338
I don't live/work here	53
St Albans	709
Three Rivers	390
Watford	753

The age group that voted with the highest value was actually the youngest in the 18-24 range, those the least agreeable were aged between 55-74 aside from those who did not give their age.

Three Rivers voted with the lowest slider values, Hertsmere and St Albans voted the highest. Overall those aged over 75 from Hertsmere agreed most and those between 65-74 who did not live or work in the area agreed the least.



Area	18 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75+	Not given	Prefer not to say	
Dacorum	61	44	51	52	48	47	53	48	29	48
Hertsmere	65	56	50	47	50	49	68	53	48	52
I don't live/work here	56	60	67	50	49	27	52	56		51
St Albans	56	56	50	48	48	50	52	55	41	52
Three Rivers	47	54	49	50	41	43	48	48	37	46
Watford	56	54	50	48	47	47	62	53	40	51
	58	52	50	48	47	47	55	51	36	50

Qualitative Results

What one change would you most like to see happen in SW Herts by 2050?"

2,256

Written Feedback

50

N/A*



Strong themes and winners have emerged from the comments. Here are the three most common

*Includes blank spaces, symbols, jibberish, 'No Comment' and 'N/A'

Health facilities and services - 509 Comments

Need for new health facilities, including large scale hospital



A brand new hospital built on a site convenient for people of Hemel Hempstead, St. Albans and Watford. NOT to keep trying to resurrect Watford general hospital

A thriving town centre full of shops not just places to eat. A hospital with A&E. an industrial estate not a housing estate.

Transport & Traffic - 465 Comments

Requests for improved access throughout the area, public and roadways



Affordable travel from South to North Herts. Protected green spaces. Better air quality

Free, sustainable, comprehensive public transport both within towns and cities and linking them.

Reduction in construction & high rise - 251 Comments

Varies views of limiting certain development across the region



Less high rise buildings

No more building of flats or estates - far too over-crowded with no supportive infrastructure. More attention to strengthening of medical facilities, schools, and local businesses. NO MORE FLATS.

"What one change would you most like to see happen in SW Herts by 2050?"

Dacorum

"A big improvement in the healthcare system with a new, all encompassing accessible hospital, fully staffed, with A&E facilities, plenty of free/ low cost parking and no waiting times for appointments/consultations/treatments and surgery."

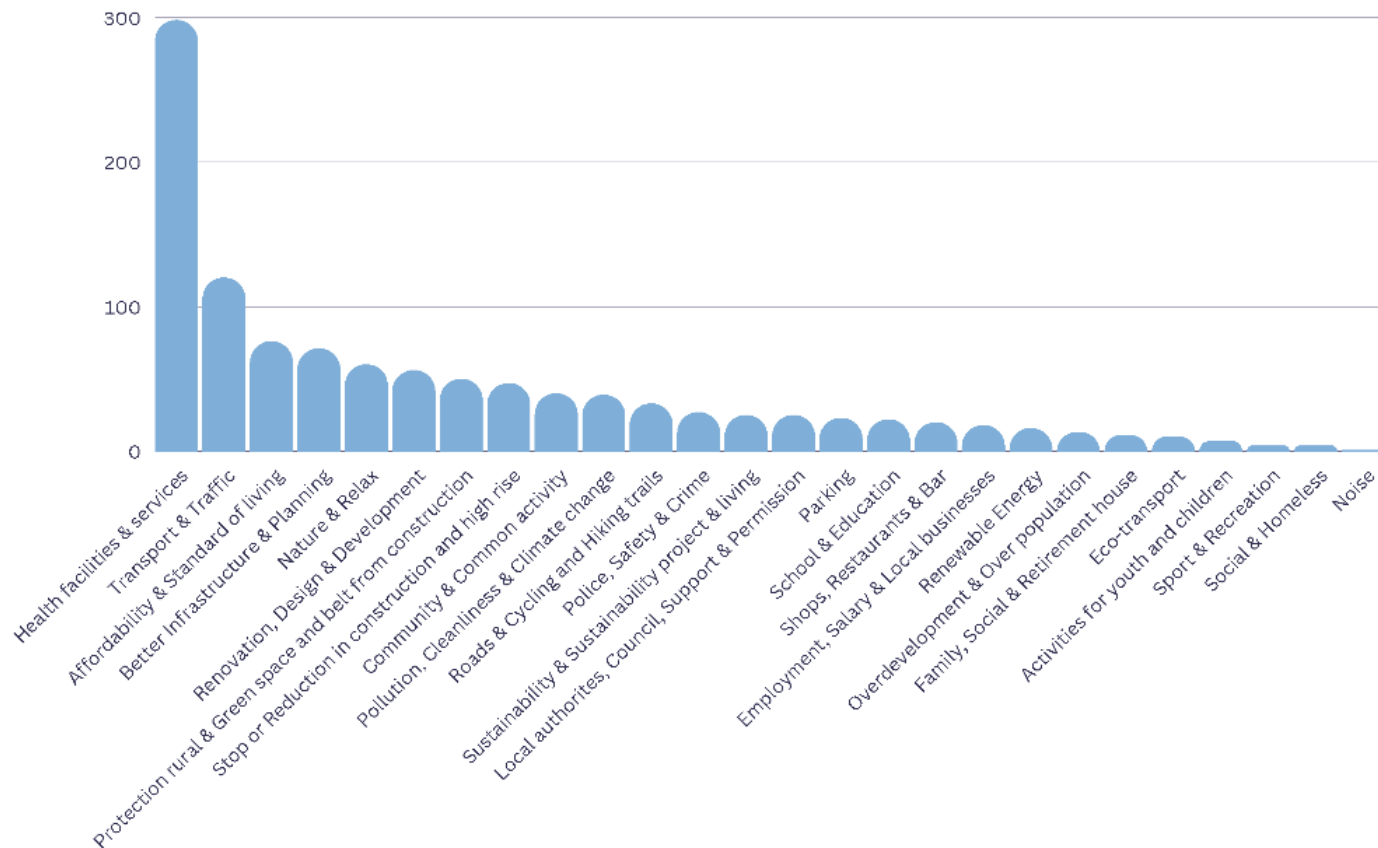
"A decent A&E hospital in Hemel Hempstead"

"A new hospital where services can be accessed by all . Not on the old Watford hospital site"

"Better cheaper transport infrastructure"

"better roads and reduced speeding in residential areas"

"More affordable housing for first time buyers"



"What one change would you most like to see happen in SW Herts by 2050?"

Hertsmere

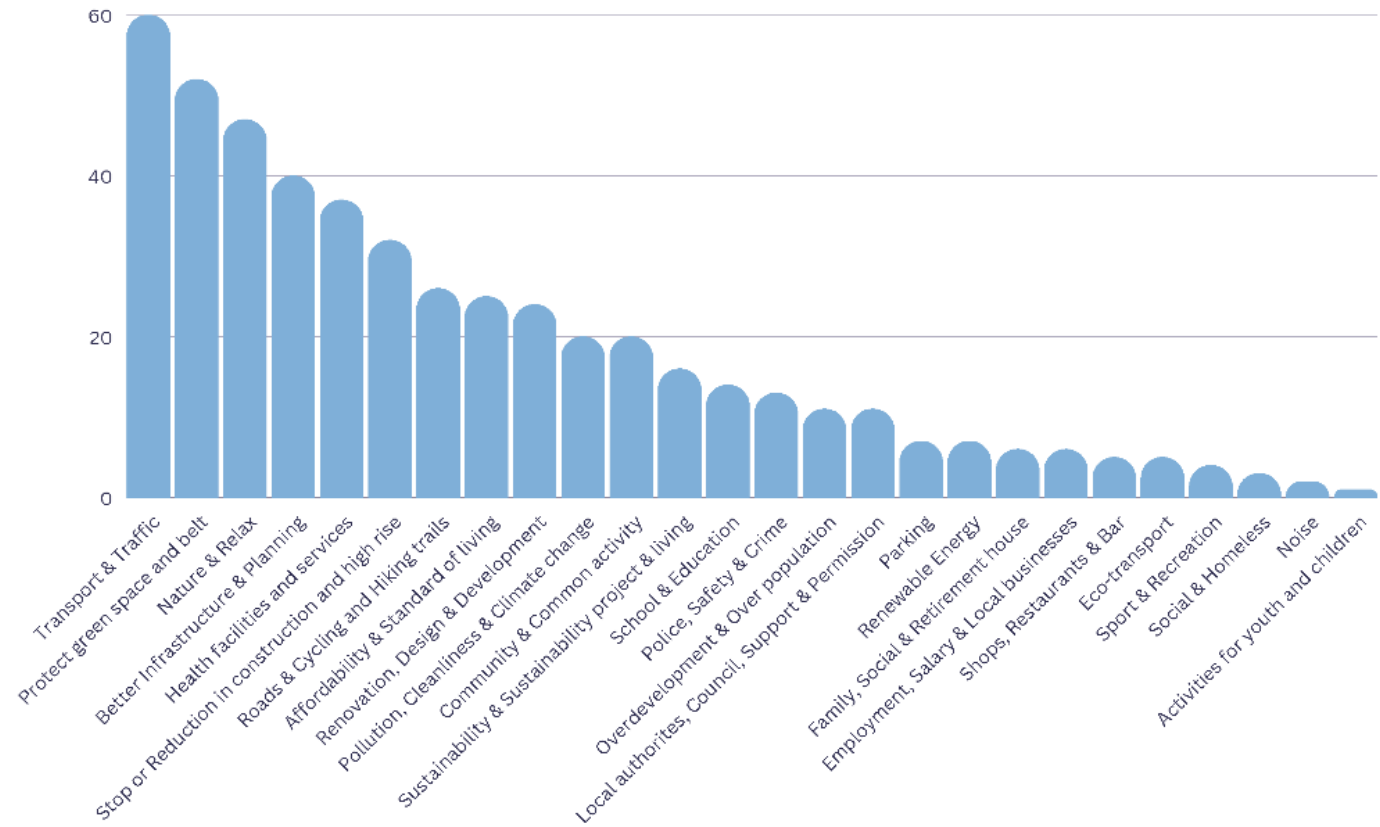
"A dramatic reduction in car and van ownership and use, in favour of sustainable and carbon-neutral modes of travel - walking, cycling and scooting for short distances, plus electric bus for medium and rail for longer distance journeys."

"Better public transport. More affordable housing for first time buyers"

"Improved integrated public transport"

"More trees being planted. Keeping the green belt as it is and creating wildlife areas. Campaigns to keep the area clean and tidy. Groups of litter pickers helping to keep it tidy and litter free. More bins on bus routes and on the roads leading up to park areas."

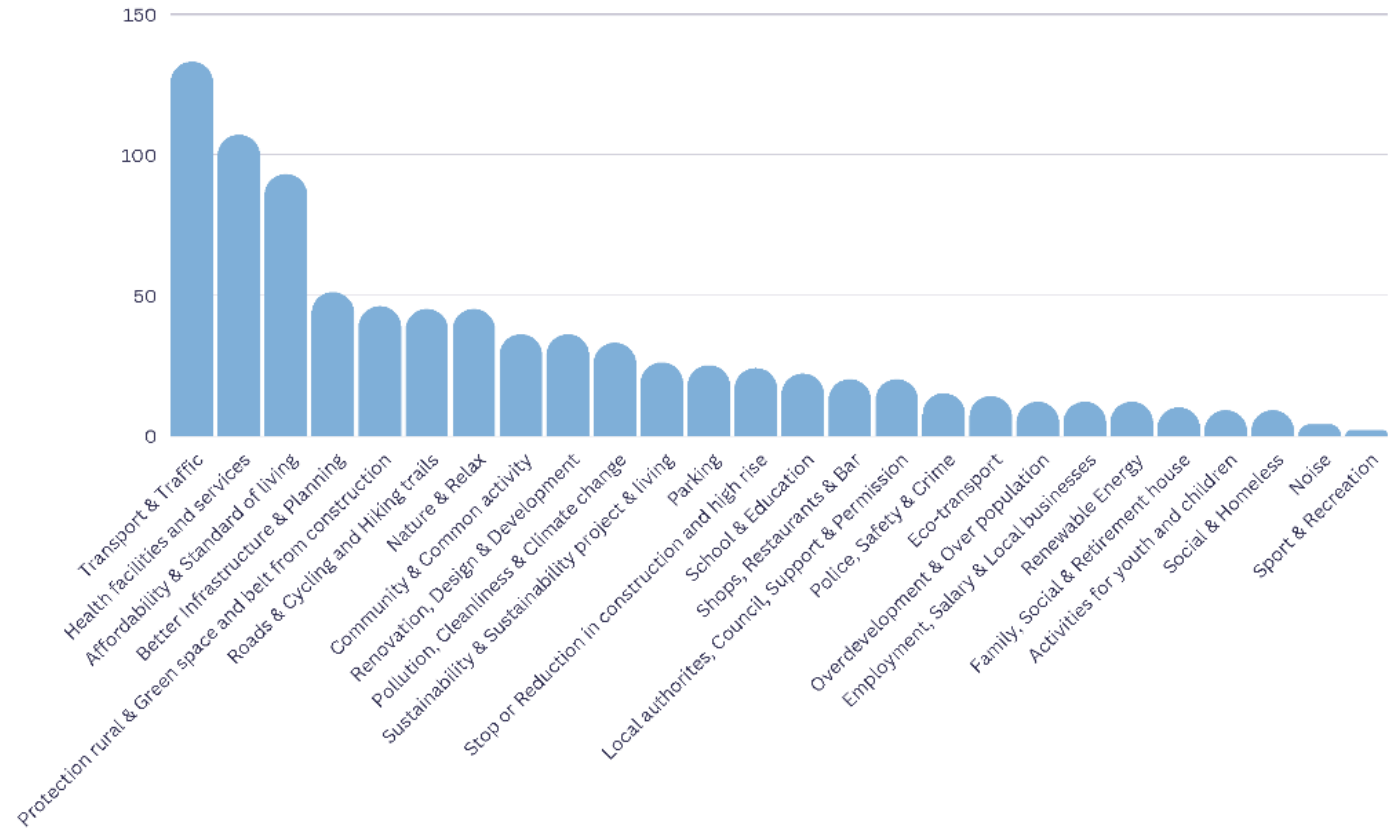
"No more building on green belt land"



"What one change would you most like to see happen in SW Herts by 2050?"

St Albans

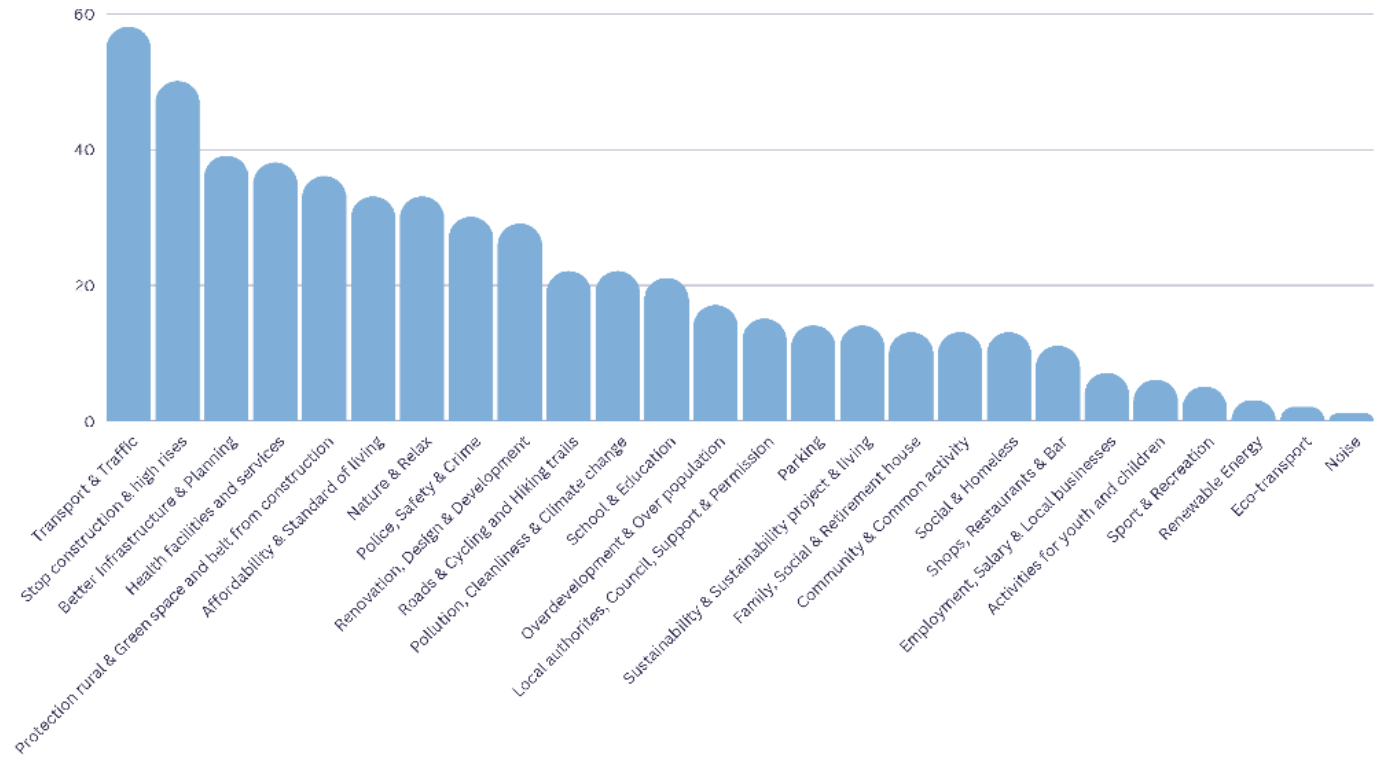
- "a 20 mph speed limit in built up areas which is strictly enforced"
- "A transport system that would reduce the use of private vehicles"
- "Better hospital facilities. Easier to get appts with doctors. More NHS dental appts available."
- "Better public transport - electric buses / tram network? It would also stop greenbelt development"
- "Build a range of homes to meet local needs."
- "Improved road networks; schools and gp surgeries"
- "New centrally placed, easily accessible hospital"



"What one change would you most like to see happen in SW Herts by 2050?"

Three Rivers

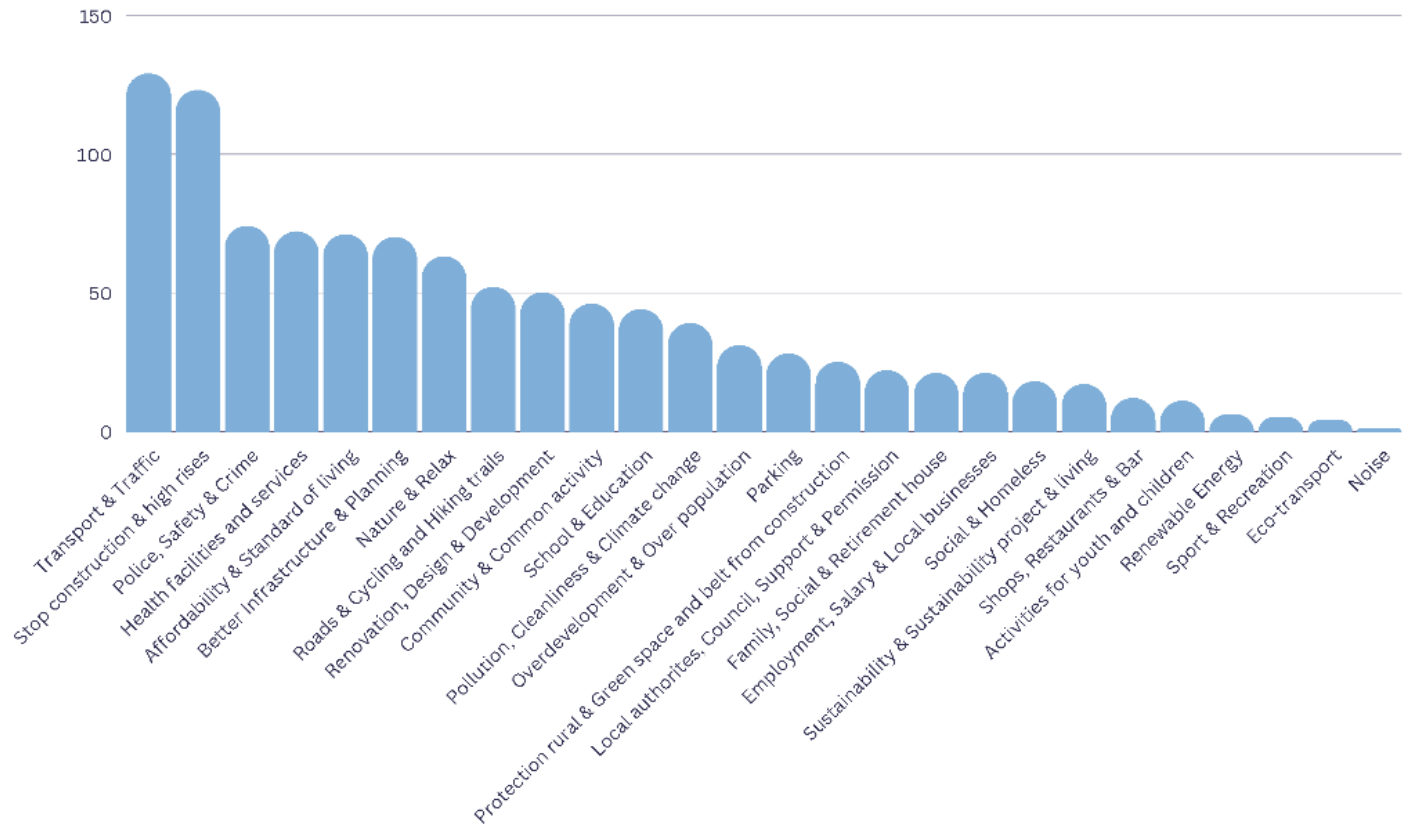
- "Better public transport to reduce traffic."
- "Halt more housing"
- "Cheaper housing.. Better public transport running more reliably, cheaper and later."
- "Improve public transport, too expensive for families with children Improve healthcare, Hospital in Hemel, more dentists and gp services"
- "No more tower blocks. Housing for local people not London workers"
- "Protection of open green spaces as a result of less building and development"
- "Stop building flats build family houses with gardens instead"
- "Better roads and extensive planting of mature trees around the HS 2 sites."



"What one change would you most like to see happen in SW Herts by 2050?"

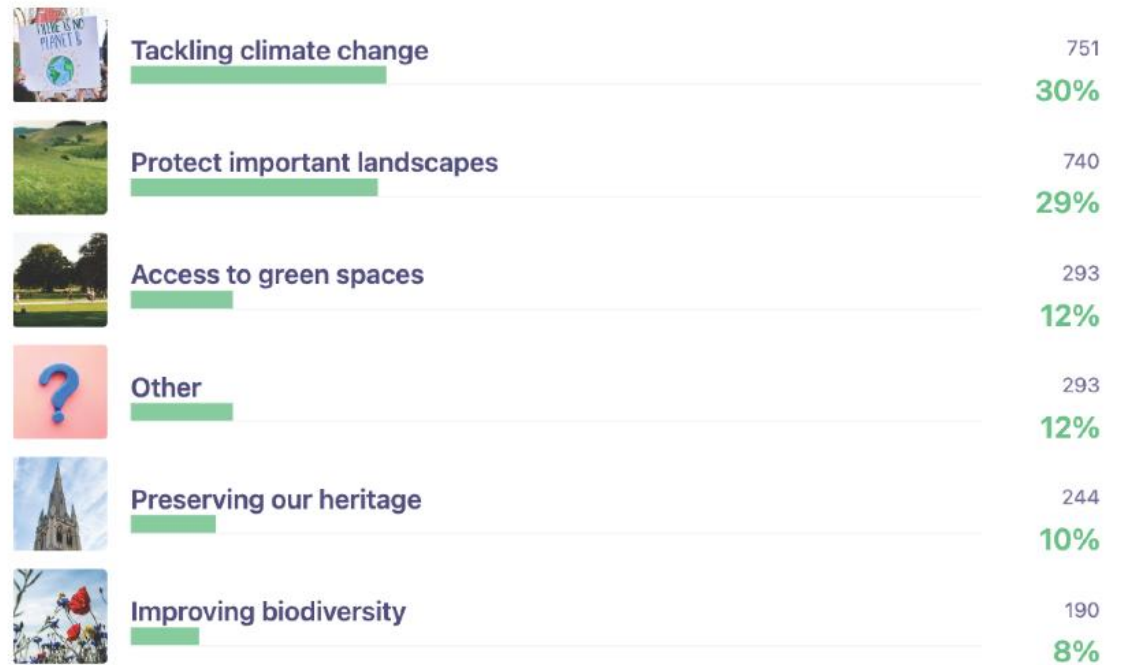
Watford

- "A reliable bus service"
- "All high rise flat building to be STOPPED!"
- "Better connectivity without cars"
- "better housing, not awful quality newbuilds no one can afford"
- "Better transport links, improvements to our local hospital Watford General."
- "I would hope the infrastructure is fixed by then. Some roads and footpaths are terrible in quality, traffic is getting worse."
- "Less crime more green areas less pollution"
- "More policing and make the town Center safe day and night"
- "Safer footways"



"What do you think is the biggest issue for the environment in SW Herts?"

Whole community response



✓ 2511 answered — Could have chosen 1 choice 0 skipped ⓘ 2617 viewed

"What do you think is the biggest issue for the environment in SW Herts?"

Breakdown by area

This grid shows % of votes for each option based on the area the respondent selected they were from. The colour coding is based on the area i.e. pink represents the lowest % of votes for the area, the GMV green represents the highest.



Number of votes per area

Dacorum	781
Hertsmere	311
I don't live/work here	44
St Albans	604
Three Rivers	351
Watford	660

Area	Tackling climate change	Protect important landscapes	Preserving our heritage	Access to green spaces	Improving biodiversity	Other
Dacorum	31%	31%	9%	10%	6%	13%
Hertsmere	24%	40%	5%	17%	6%	7%
I don't live/work here	30%	18%	15%	23%	5%	11%
St Albans	36%	24%	12%	9%	9%	10%
Three Rivers	23%	39%	6%	11%	9%	12%
Watford	30%	23%	12%	14%	7%	14%

Both Tackling climate change and Protect important landscapes scored very highly on this question across all areas.

The people that don't live in this area also scored Access to green spaces quite highly.

Improving biodiversity scored the lowest on average across these area, however Hertsmere and Three Rivers consider Preserving our heritage to be of lower priority. The people of St Albans consider Access to green spaces to be of equally low importance to Improving biodiversity.

Qualitative Results

Environment: If you selected 'Other' please specify

563

Written Feedback

15

N/A*



There is a clear winning theme here, although it is a reasonably broad topic compared to those that follow

*Includes blank spaces, symbols, jibberish, 'No Comment' and 'N/A'

Infrastructure, Design & Development - 122

Call for infrastructure improvements, thoughts on development in general and design preferences



A large amount of new housing being built without the appropriate infrastructure!

No more building unless on brownfield sites.

Provide essential infrastructure for a sustainable future.

Safety & Police - 43

Calls for more safety & policing to help protect the community



Youth crime

Re introduce local police on the beat and dismiss woke as the enforcement priority.

High Rise flats are bringing ghetto / crime environment to Watford

Pollution & Cleanliness - 39

Varies views of limiting certain development across the region



Public Bins not emptied often enough
urban dereliction

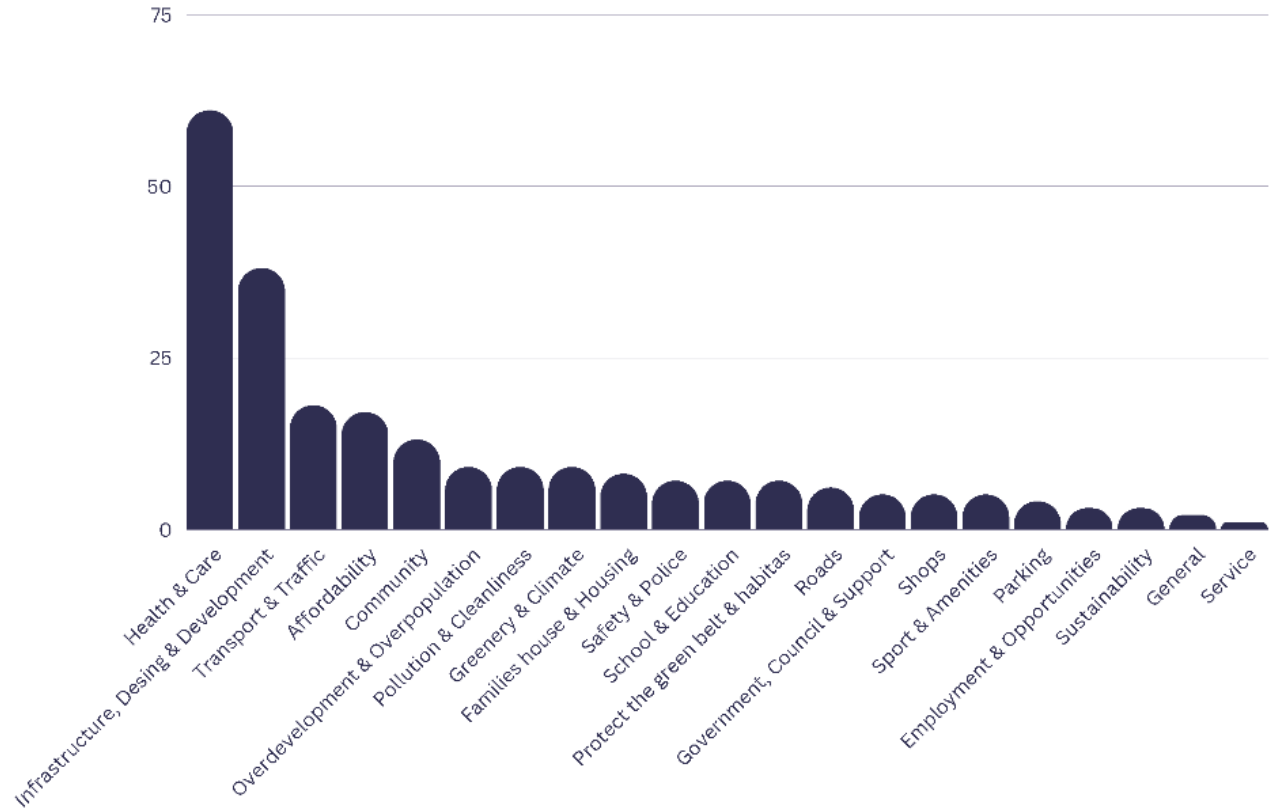
Sewage in The waterways

Reducing pollution from car tyres

"If you selected 'Other' please specify" Environment

Dacorum

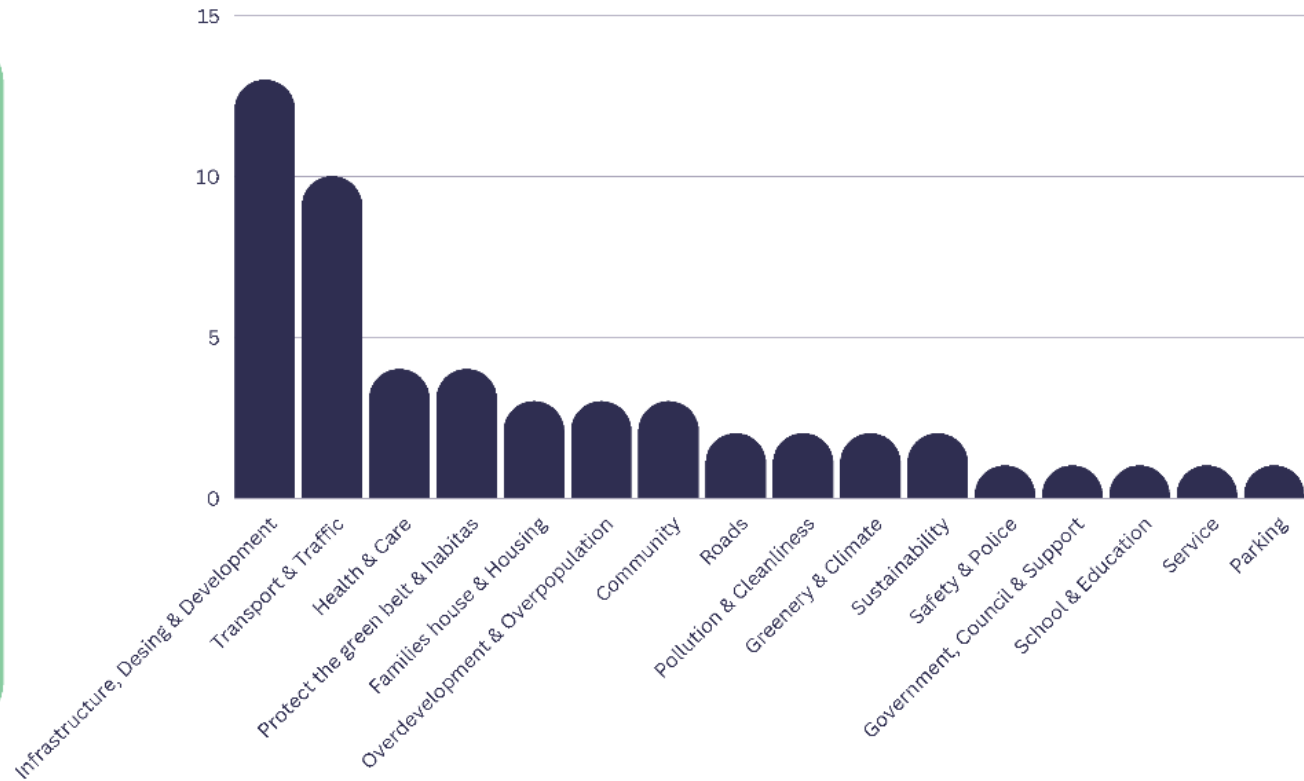
- "Hospital needs improvement and change of location"
- "Infrastructure to support all the new housing"
- "Too crowded, too many apartments, lack of GP's and poor hospital facilities"
- "Lack of healthcare"
- "Provide essential infrastructure for a sustainable future."
- "Get rid of Watford General Hospital nightmare to get to"
- "Lack of infrastructure consideration before growth."
- "More free parking for shopping"
- "Less silly lower speed limits"



"If you selected 'Other' please specify" Environment

Hertsmere

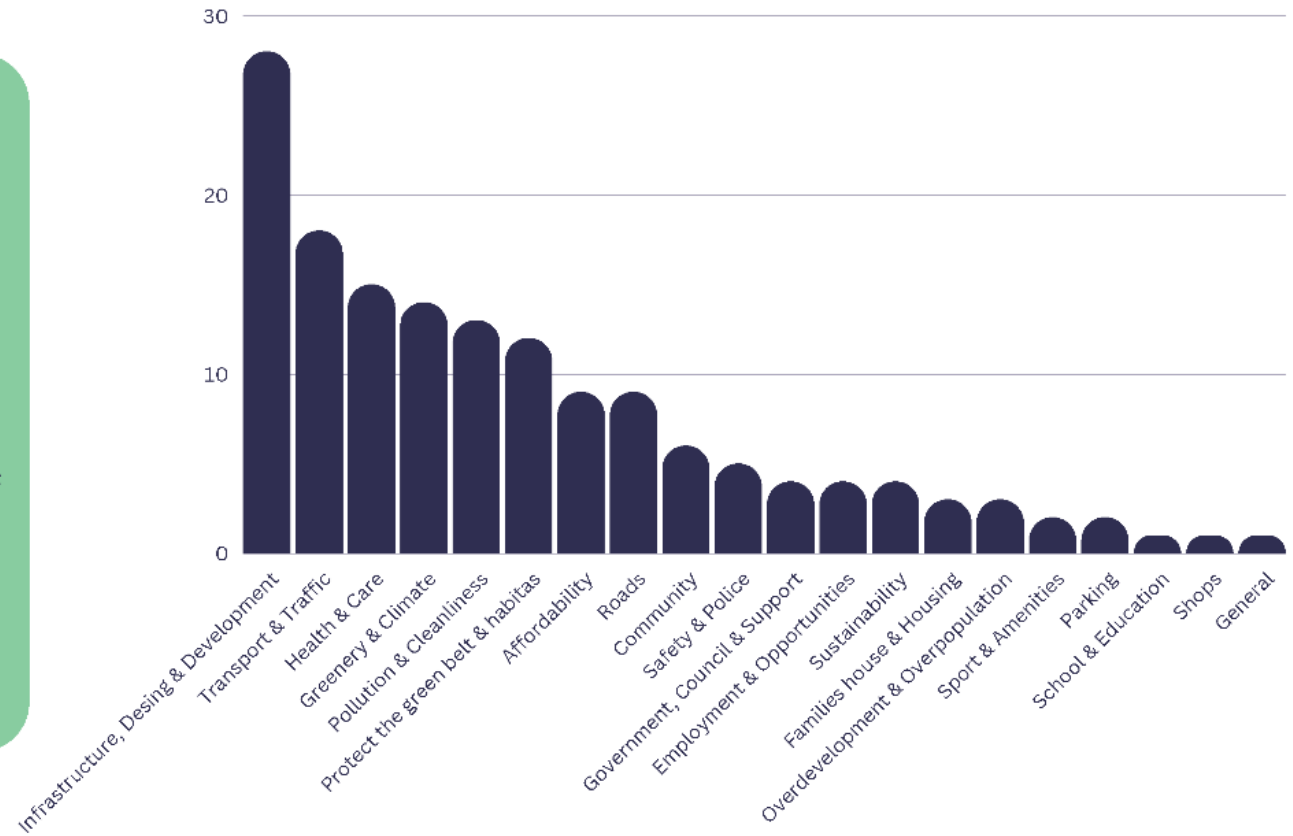
- "Unsustainable development"
- "No parking meters in High Street Bushey."
- "Poor transport links"
- "Concentrate on infrastructure"
- "Better London access"
- "We have trouble with automobile emissions. we must have lower emissions."
- "Good provision of community resources to reduce the need to travel"
- "Roads too busy"
- "Over building of new homes"
- "Less building on Green space"



"If you selected 'Other' please specify" Environment

St Albans

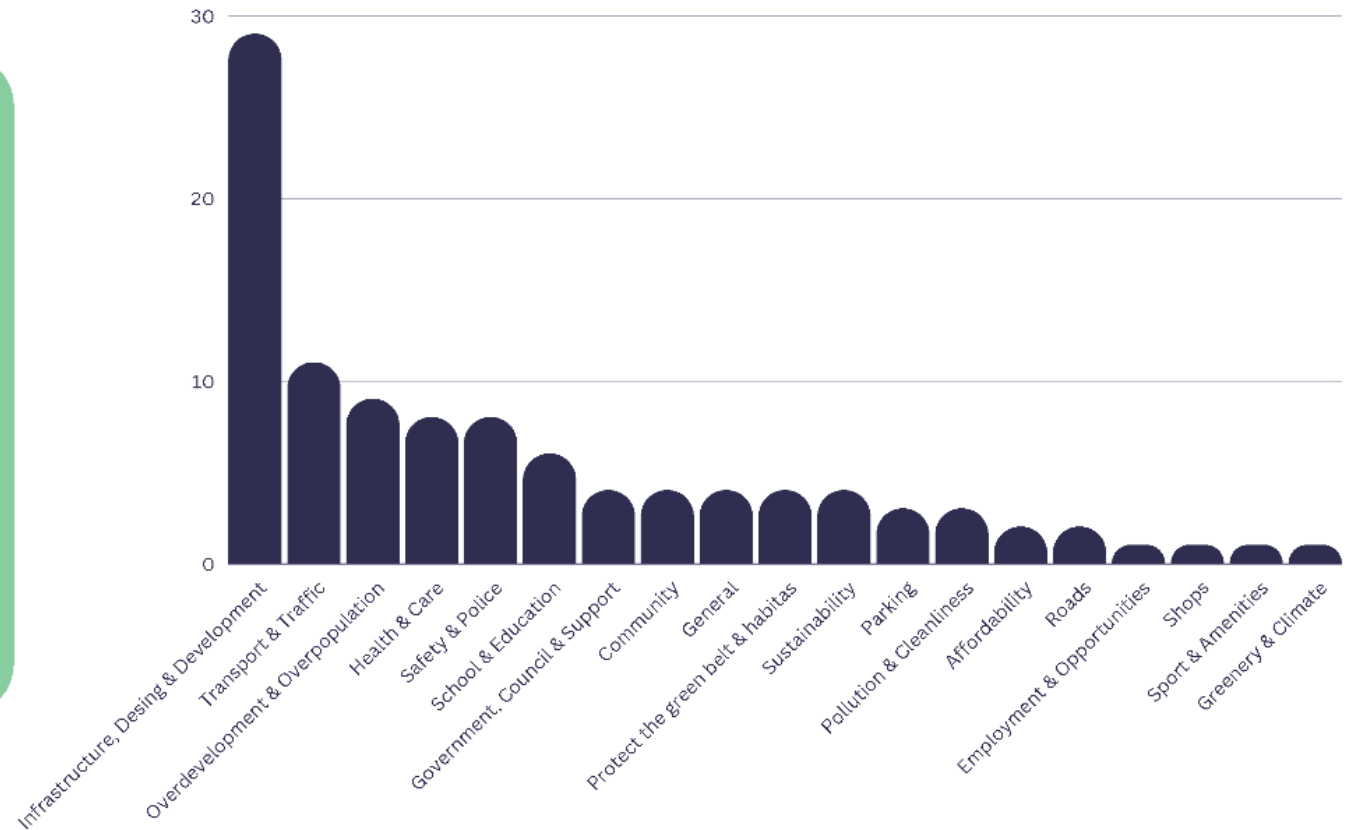
- "Potholes could be improved"
- "Healthcare access (timely & quality)"
- "Need new accessible hospital"
- "To many houses being built in one area"
- "Poor transport links"
- "Improving medical facilities within the area. Having to hold on for 90mins to speak to the surgery is unacceptable."
- "Sustainable ways of travelling locally without travelling on dangerous roads"
- "Control of over development"
- "Bonkers small road closures"
- "More local services ie. Doctors, NHS dentists, playgrounds"



"If you selected 'Other' please specify" Environment

Three Rivers

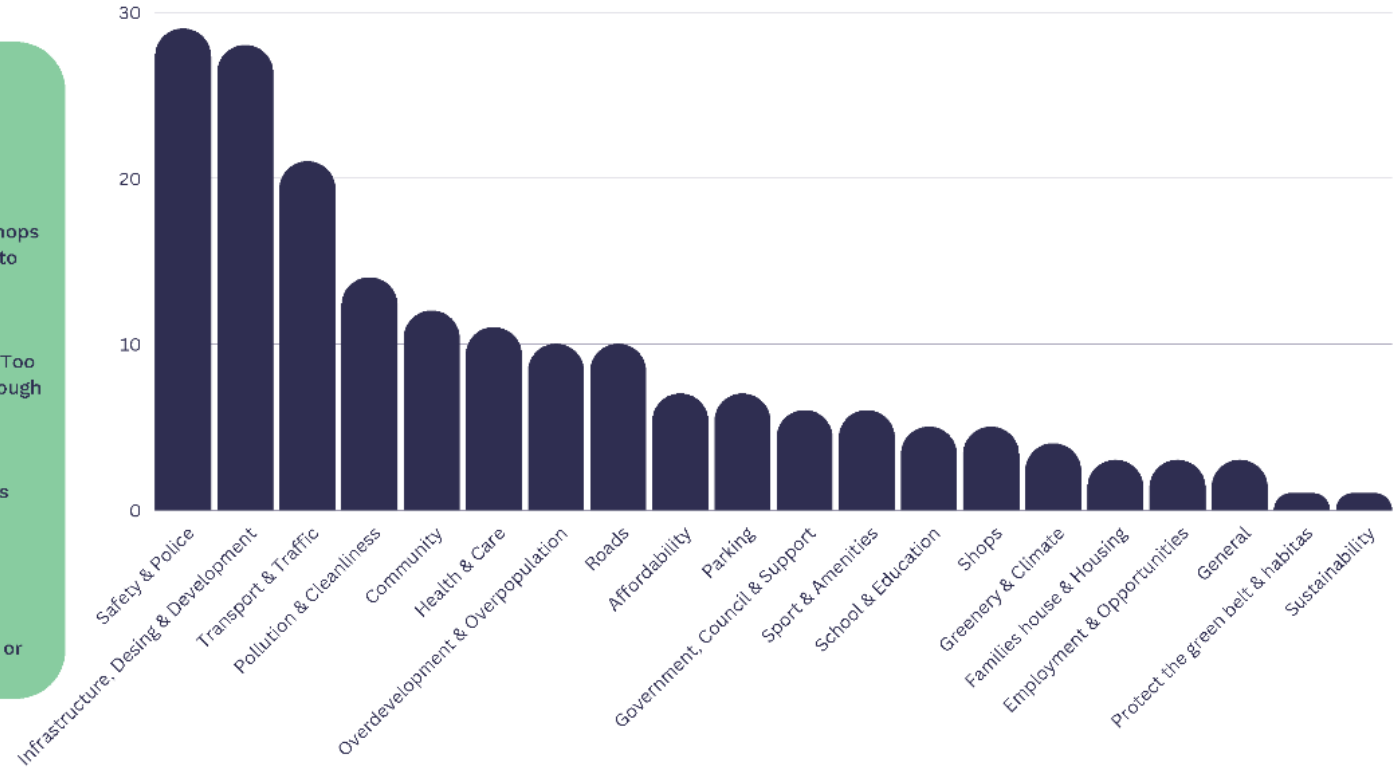
- "Stop motorway traffic from cutting through Chorleywood"
- "Stop building homes, there are too many people in the county"
- "Stop insane house/flat building without infrastructure improvements"
- "Stop cramming flats in between private properties and ruining local environments."
- "Too crowded, too many apartments, lack of GP's and poor hospital facilities"
- "Sustainable, affordable, environment friendly, efficient transport links"
- "Overdevelopment with not enough infrastructure in place"



"If you selected 'Other' please specify" Environment

Watford

- "Safe spaces"
- "More police"
- "Policing"
- "Filling high streets with multiple shops of the same calibre, forcing people to look elsewhere for quality or usual items"
- "The area is now a concrete jungle. Too many new tower blocks and not enough parking and road infrastructure to support it"
- "Services (gp, school, hospital, roads etc)"
- "Additional parking for existing residents"
- "Stop building flats with no parking or green spaces"



Qualitative Results

Living: If you selected 'Other' please specify

284

Written Feedback

4

N/A*



Repeated themes are recurring and a number of comments combine across themes i.e. developing on green spaces

*Includes blank spaces, symbols, jibberish, 'No Comment' and 'N/A'

Development & Building - 56

Varies views of certain development & construction across the region



Reducing pollution levels by drastically reducing building homes and not building another secondary school in Bushey

Unnecessary development on green spaces

Watford has been destroyed as a town by the reckless over-development seen by high-rise structures

Nature - 38

Comments focusing on protecting elements of nature, and pollution



Protect the green belt

Protection of green lands especially against the obscene solar panel planning application which would destroy miles and miles of green fields and walk ways

Transport & Traffic - 38

Various ideas and priorities in relation to travel



Alternatives to the car

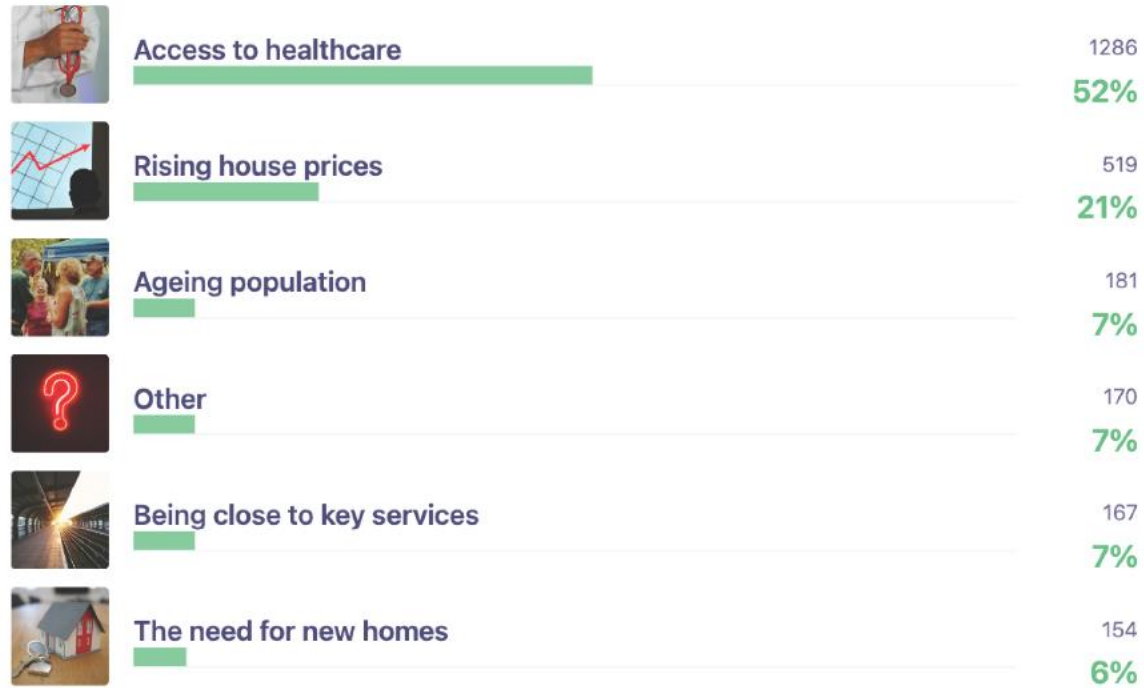
and very poor local public transport

Better public transport in rural areas

Poor transport links to key places: airports, London, other major cities

What do you think is the biggest issue to address for those living in SW Herts?

Whole community response



✓ 2477 answered — Could have chosen 1 choice ⏪ 0 skipped ⓘ 👁 2489 viewed

What do you think is the biggest issue to address for those living in SW Herts?

Breakdown by area

This grid shows % of votes for each option based on the area the respondent selected they were from. The colour coding is based on the area i.e. pink represents the lowest % of votes for the area, the GMV green represents the highest.



Number of votes per area

Dacorum	772
Hertsmere	311
I don't live/work here	44
St Albans	598
Three Rivers	345
Watford	645

Area	Rising house prices	Being close to key services	Access to healthcare	Ageing population	The need for new homes	Other
Dacorum	16%	5%	64%	7%	5%	4%
Hertsmere	13%	11%	53%	10%	6%	8%
I don't live/work here	43%	5%	39%	2%	7%	5%
St Albans	27%	5%	48%	7%	8%	5%
Three Rivers	21%	10%	45%	9%	6%	10%
Watford	25%	7%	45%	7%	7%	10%

The people of SW Herts have voted in high majority that Access to healthcare is the biggest issue, with Dacorum feeling most passionately about the topic. The only group that didn't vote this as the biggest issue are those who do not live or work in the area.

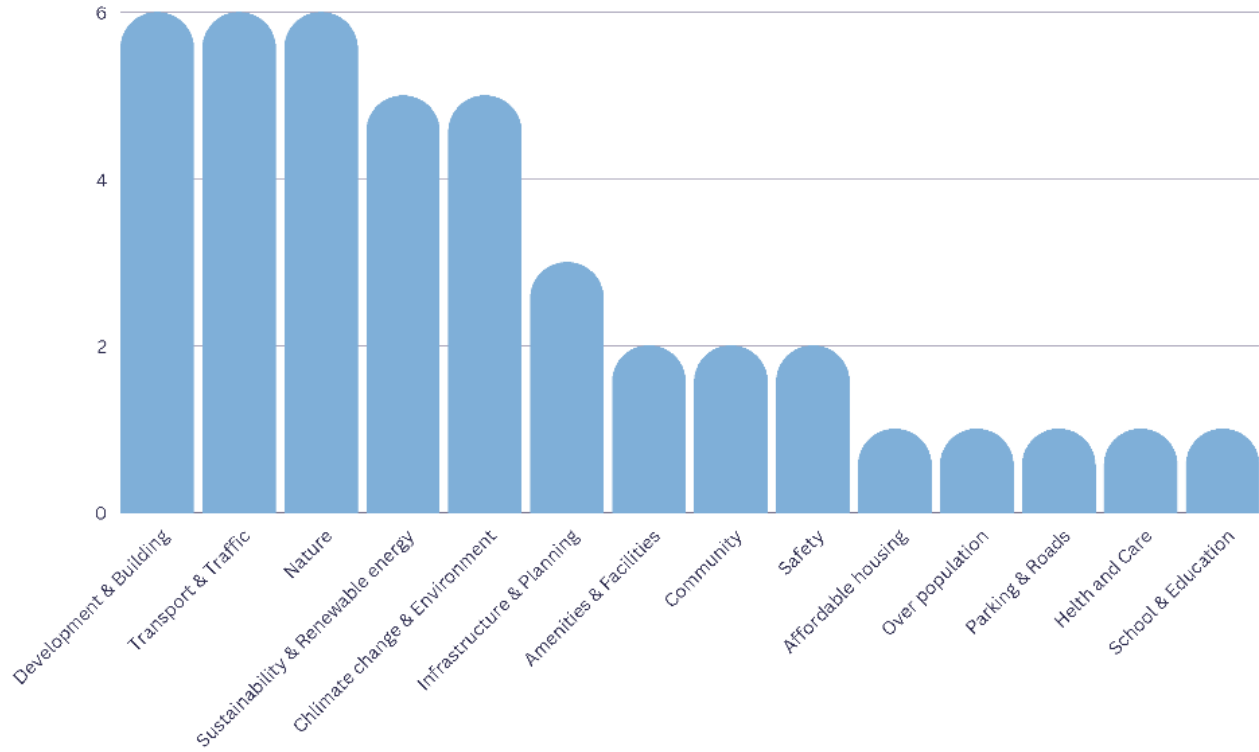
The next biggest issue was Rising house prices but it sits quite far behind Access to healthcare, indicating that healthcare access is in most need of improvement by far.

The lowest average score across the board was for The need for new homes, but the lowest priority for each area differs quite a bit, which supports the importance of access to healthcare: most things else feel equally unimportant to the community when compared to the issues around healthcare.

"If you selected 'Other' please specify" Living

Dacorum

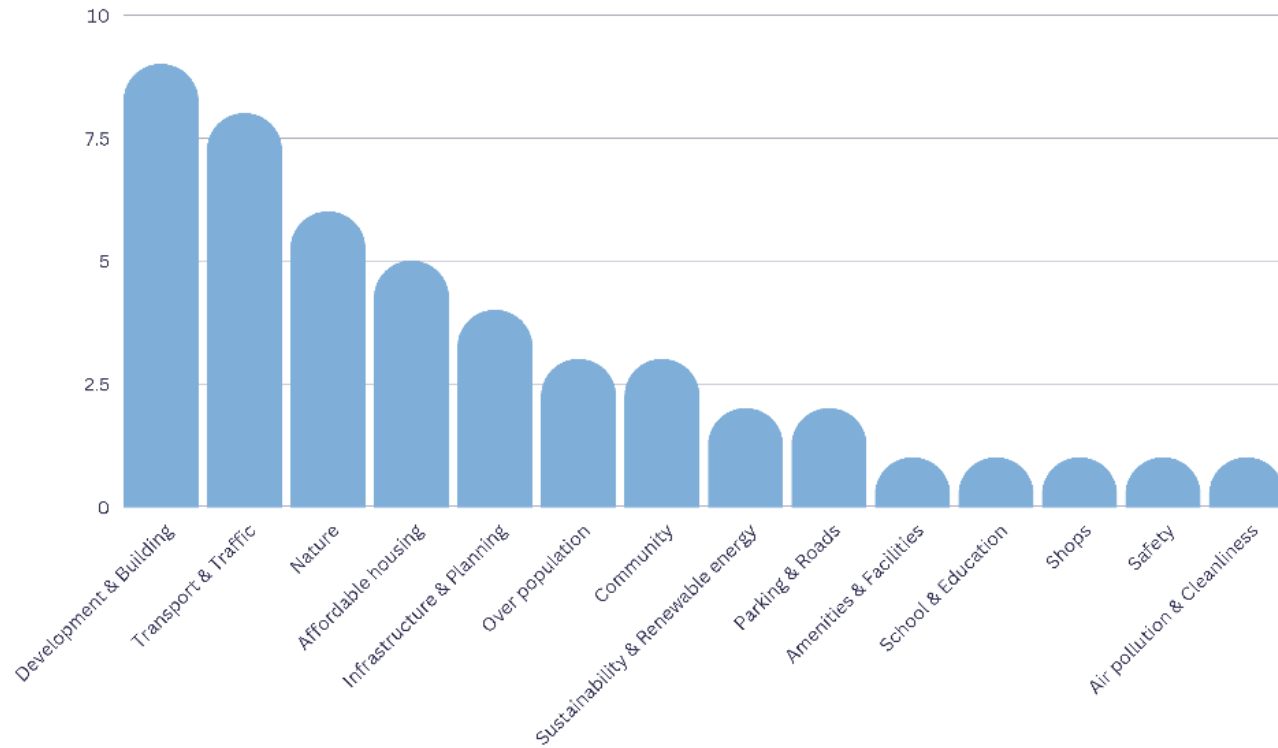
- "No more building on land"
- "Stop building on AONB land"
- "Improving biodiversity and nature"
- "Sustainable transport and infrastructure"
- "Keep green free for wildlife"
- "Tackling climate change, which can't be done by building on farmland and greenbelt"
- "Terrible state of the roads"
- "Light rail/tram system linking towns in South hertfordshire"
- "Sustainable housing"
- "Green economy and sustainability"



"If you selected 'Other' please specify" Living

Hertsmere

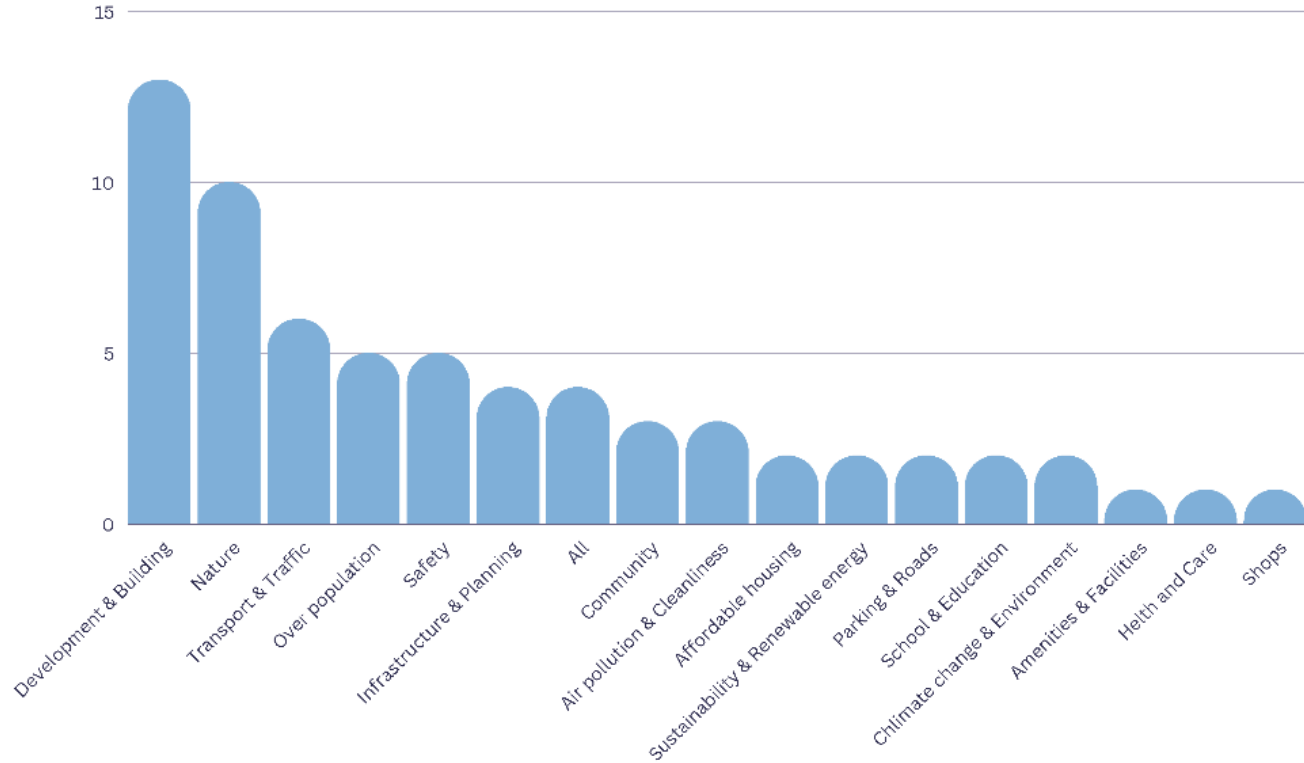
- "Only building affordable homes for on brownfield sites"
- "Improving roads and pathways"
- "Overall infrastructure to address changing work patterns - affordable housing (use of brown field sites), transport connections, local decision making (people's forums)"
- "Traffic congestion"
- "Motor vehicle traffic"
- "Town centre degradation"
- "Improving sustainable transport"
- "Reducing reliance on car travel"
- "Overpopulation"
- "Prices for public transport"



"If you selected 'Other' please specify" Living

Three Rivers

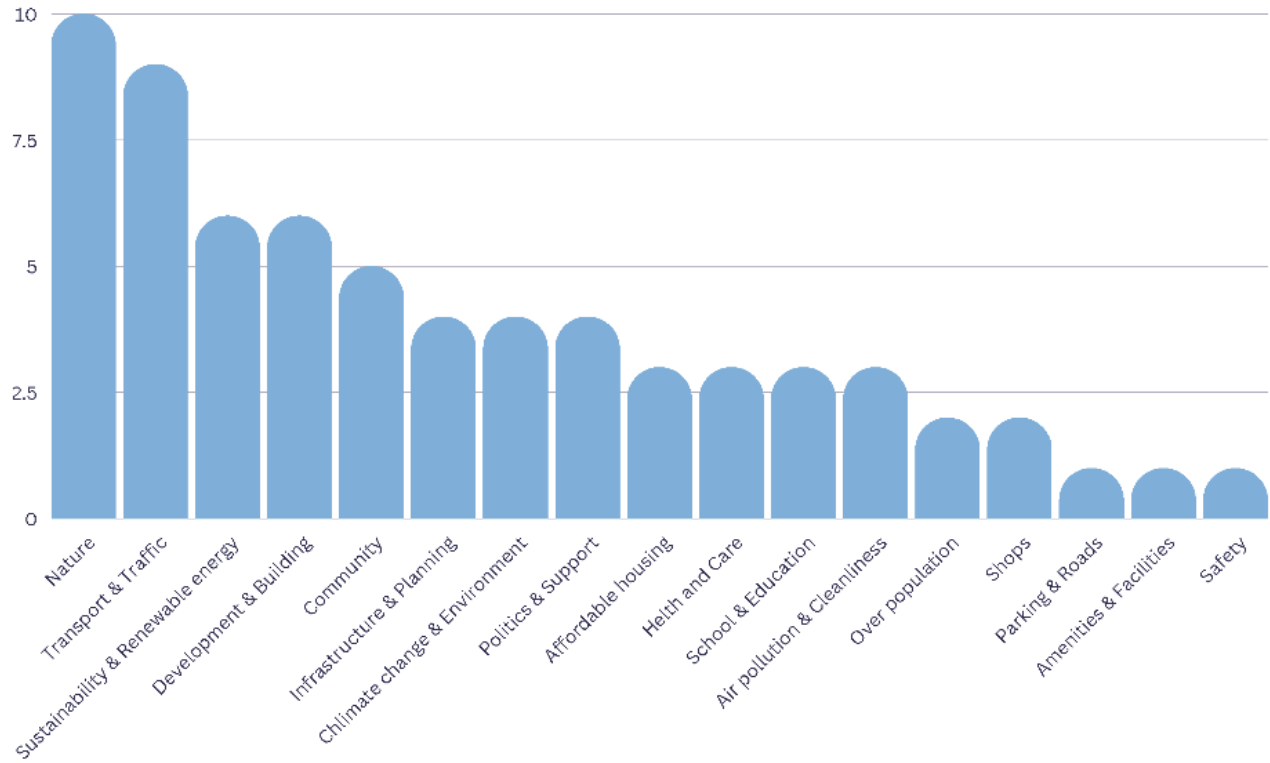
- "Excessive house building"
- "Population increase limiting access to services"
- "It's disgraceful that development has been allowed to happen on Green Belt land"
- "The need for new HOUSES, not homes as these tend to be unwanted flats by young families."
- "Our infrastructure is creaking at the seams. Loads new properties, anyone thought of water supply to these?"
- "Better public transport in rural areas"
- "Protect and preserve our environment"
- "Flats being built every where"



"If you selected 'Other' please specify" Living

St Albans

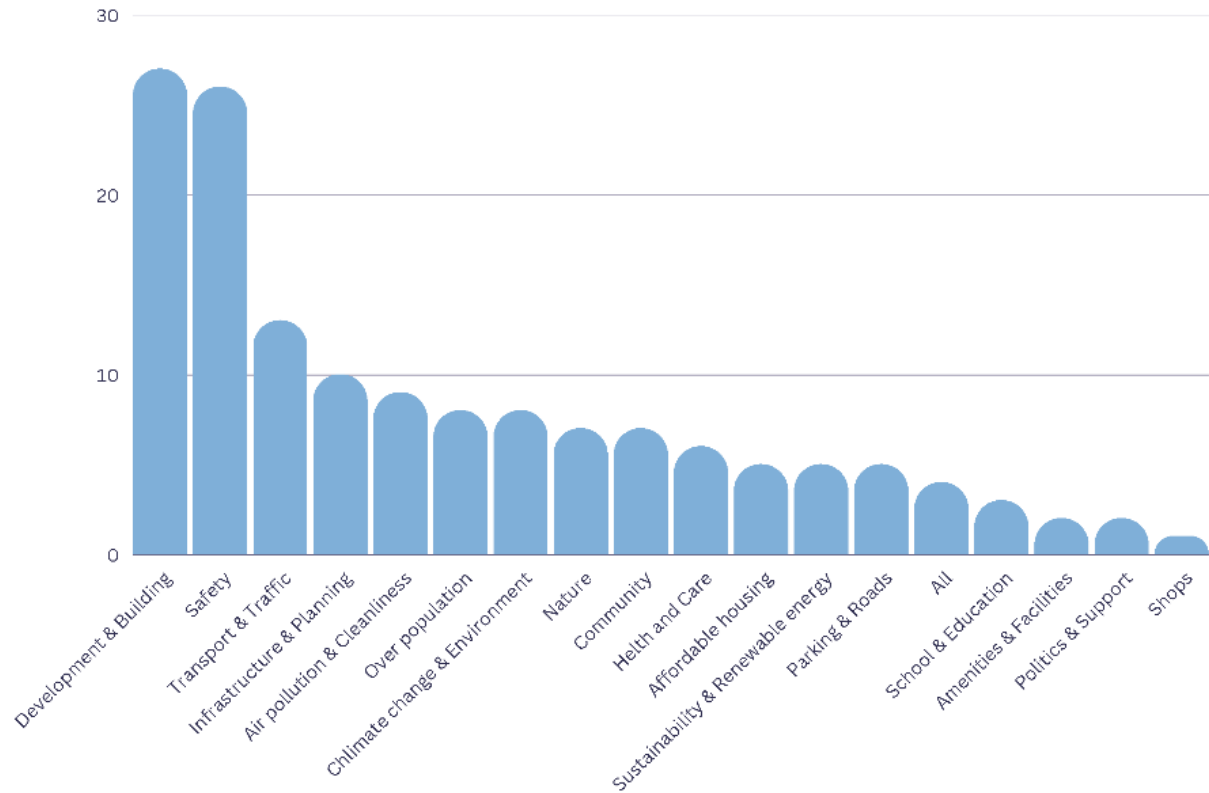
- "The mismanagement of green space"
- "Protecting green belt - it makes sw herts great"
- "No cycling, electric scooter infrastructure"
- "Poor internet connection and quality"
- "overdevelopment and ruination of the environment (natural and social)"
- "Pollution, cars and congestion"
- "Poor transport links to key places: airports, London, other major cities"
- "Help with insulating homes"
- "Preserving the environment"
- "Motor vehicle traffic"



"If you selected 'Other' please specify" Living

Watford

- "More aesthetic considerations"
- "Hospital Improved! Like parking and how it generally is."
- "Constant pressure of town planning and over development"
- "Rising crime"
- "If we have to build, build small estates with family HOUSES"
- "More place for kids, teens to hangout"
- "More police patrolling"
- "Improving our green environment- for health, biodiversity and climate change mitigation"
- "Too many people means more crime"



Qualitative Results

Working: If you selected 'Other' please specify

394

Written Feedback

21

N/A*



Large focus is on the cost of live related to work; travel to work, salaries and how much it costs to live in the area

*Includes blank spaces, symbols, jibberish, 'No Comment' and 'N/A'

Transport & Travel - 96

Varies views of certain development & construction across the region



Sustainable transport to enable people to travel to work
Decent bus service so people can get to work without having to pay for taxis daily
Costs of transport to work

Opportunities, employment & salaries - 70

Focus on the need for employment & opportunity



More employment opportunities of a higher level
More job opportunities through development of hospitals and emergency departments

Affordable housing & living - 65

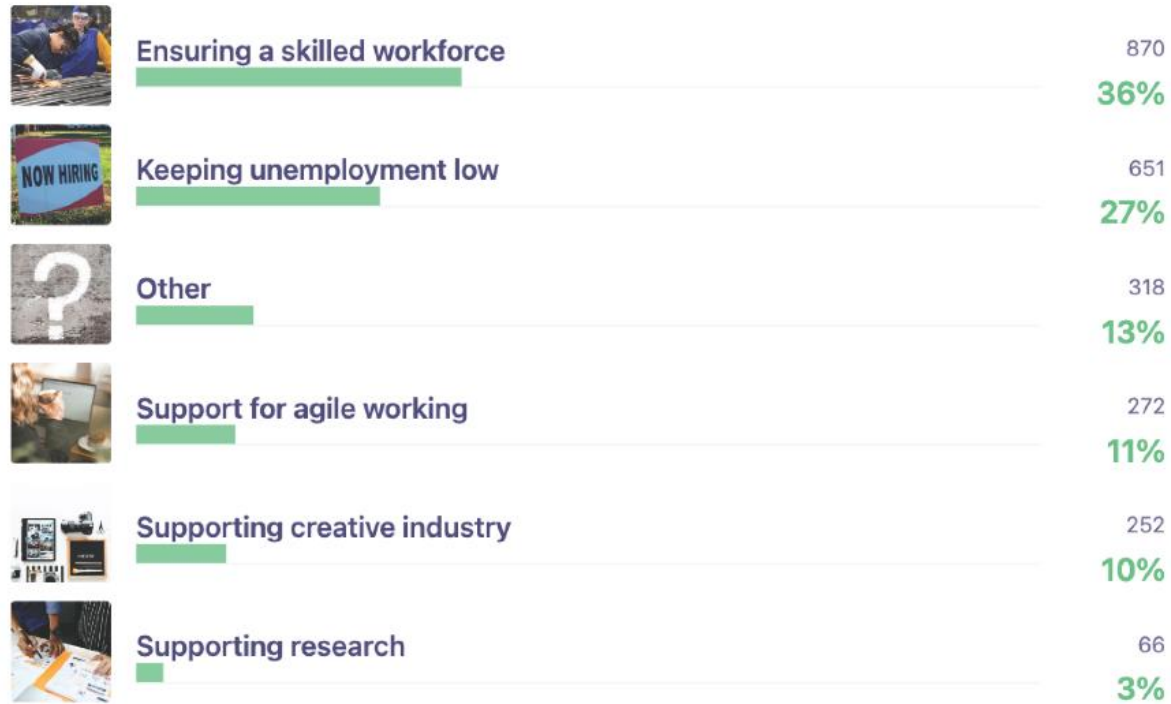
Cost of living in the area, chance to buy and jobs to cover it



Affordable homes for local workers
Wages need to reflect cost of housing
Providing people with a living wage which allows them to to afford accommodation meals and bills, with rapidly rising costs

"What do you think is the biggest issue for those working in SW Herts?"

Whole community response



✓ 2429 answered — Could have chosen 1 choice ▶ 0 skipped ⓘ 👁 2466 viewed

"What do you think is the biggest issue for those working in SW Herts?"

Breakdown by area

This grid shows % of votes for each option based on the area the respondent selected they were from. The colour coding is based on the area i.e. pink represents the lowest % of votes for the area, the GMV green represents the highest.



Number of votes per area

Dacorum	760
Hertsmere	306
I don't live/work here	43
St Albans	590
Three Rivers	336
Watford	627

Area	Supporting creative industry	Support for agile working	Supporting research	Keeping unemployment low	Ensuring a skilled workforce	Other
Dacorum	10%	10%	3%	27%	37%	13%
Hertsmere	10%	8%	4%	30%	34%	13%
I don't live/work here	5%	12%	2%	28%	37%	16%
St Albans	11%	13%	3%	22%	36%	15%
Three Rivers	10%	9%	1%	26%	40%	14%
Watford	11%	12%	2%	32%	31%	11%

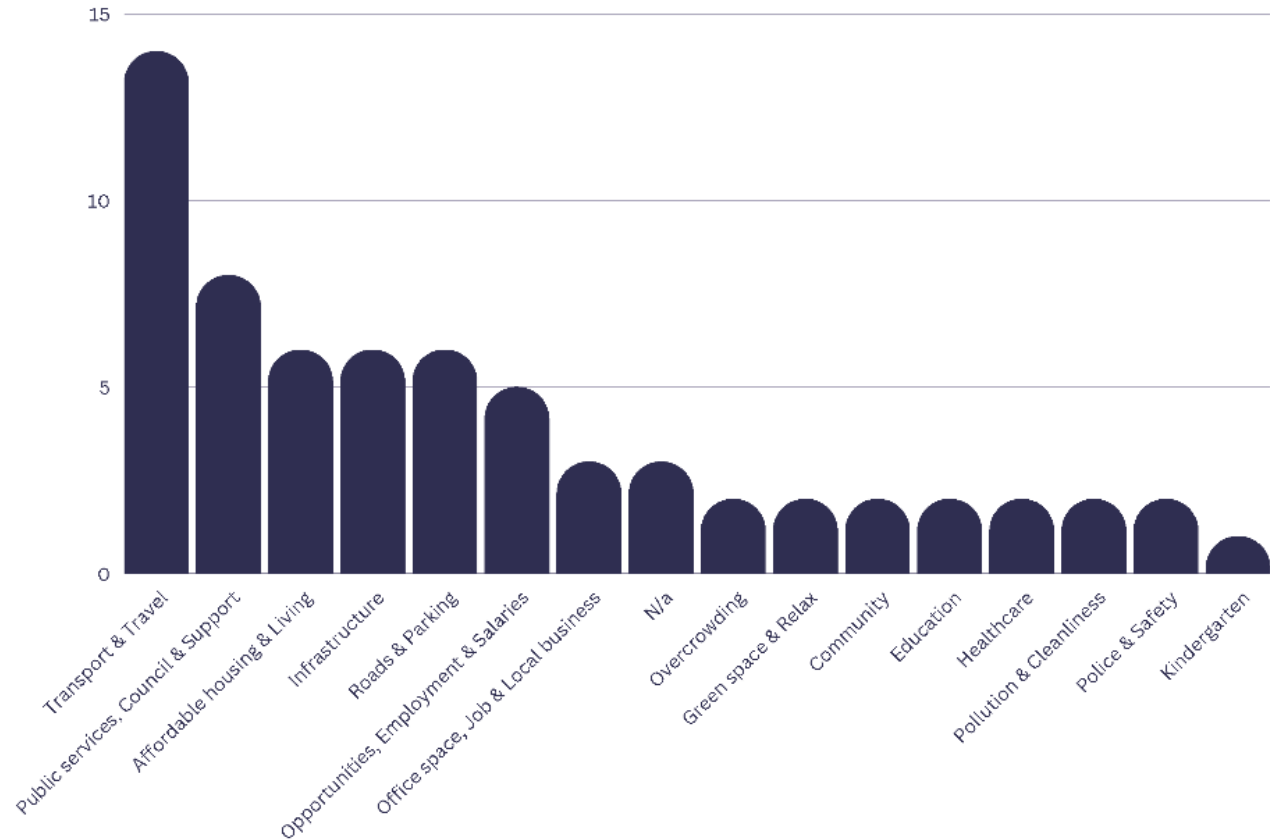
All areas, aside from Watford, voted that Ensuring a skilled workforce was the biggest issue for those working in SW Herts, followed closely by Keeping unemployment low: Watford voted this the biggest issue.

Across the board, the areas all voted lowest for Supporting research. There are a lot of similarities in the answers to these questions when comparing all groups

"If you selected 'Other' please specify" Working

Hertsmere

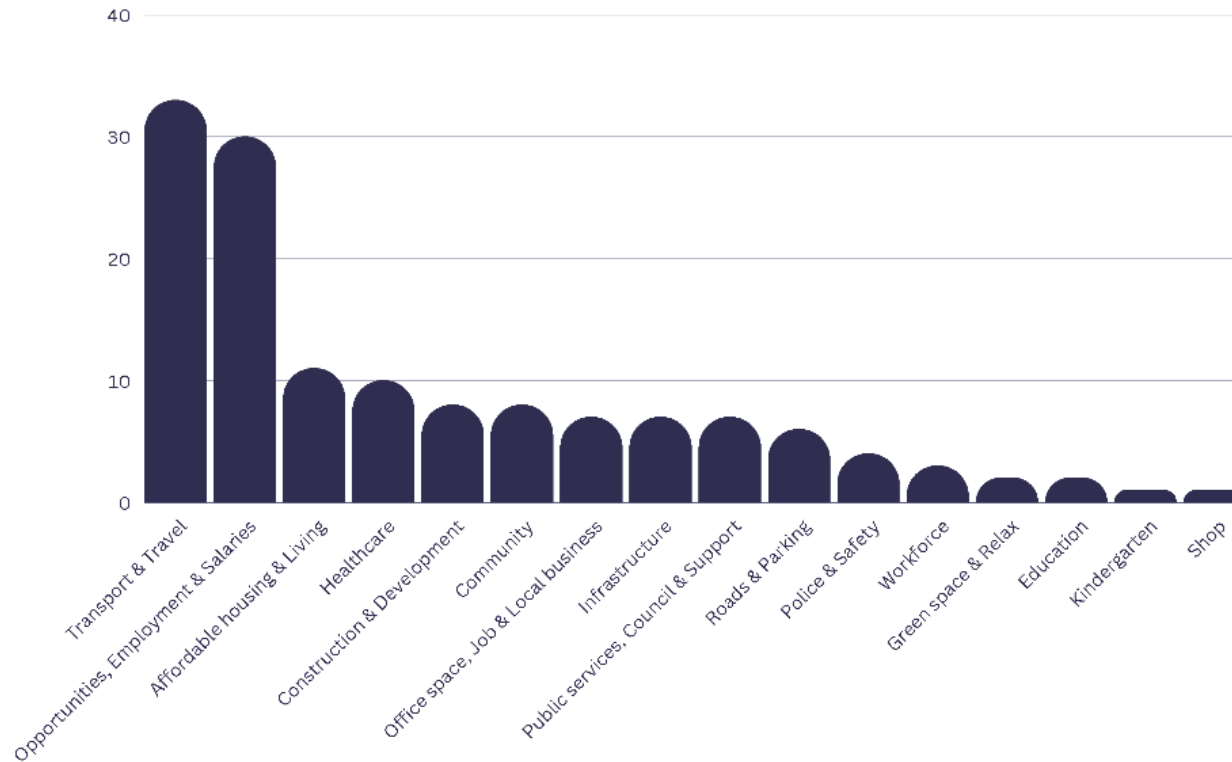
- "Maintaining sustainable public transport"
- "Having a police force that does it's job"
- "Improvement of transport connections between residential and commercial areas"
- "Infrastructure to get to work eg jobs available in Shenley but people can't get there"
- "Enhanced transport"
- "Financial support for small businesses with rising costs"
- "Sustainable transport - frequent and reliable buses, trams for example"
- "More community connectivity"



"If you selected 'Other' please specify" Working

Dacorum

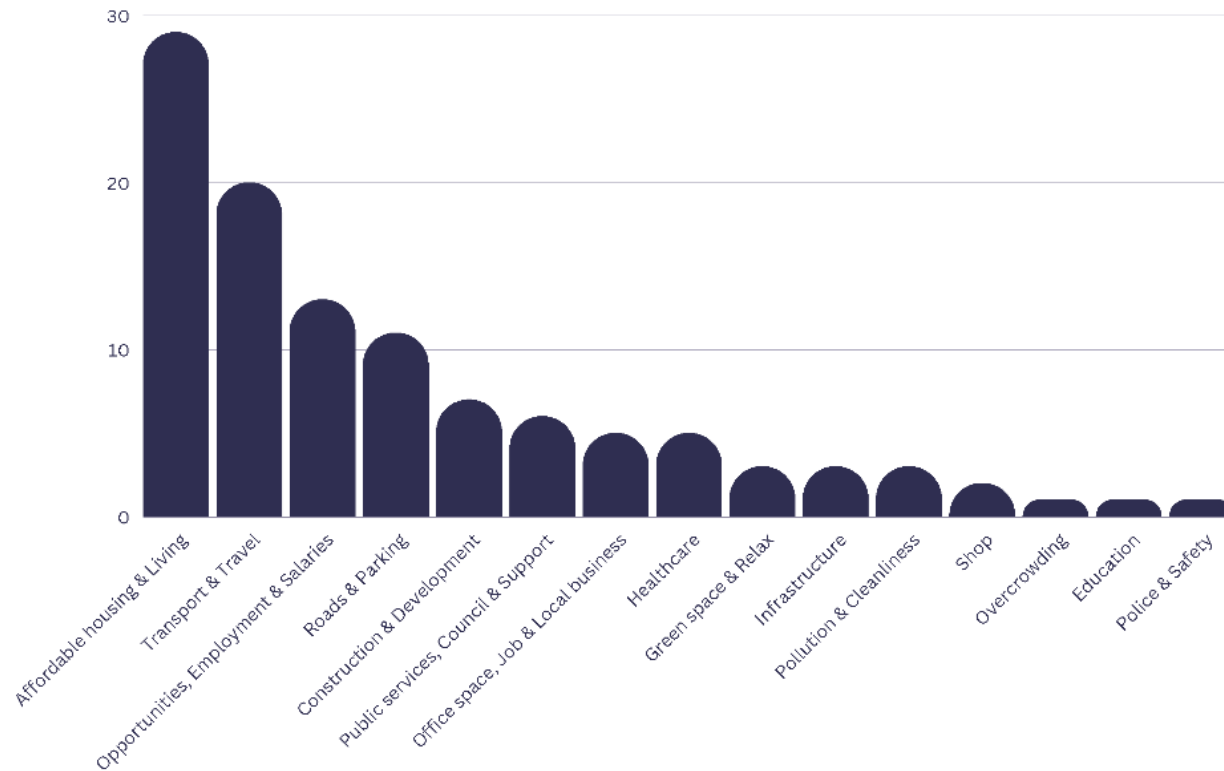
- "Transport links to enable workers to get to work without long commutes"
- "Better and regular affordable public transport links"
- "Lack of Employment for those with health conditions"
- "Lack of a Hospital that covers all three areas"
- "We had to move a little far to be able to afford paying rent. The prices are constantly rising, this should be analysed and there must be a solution."
- "Jobs for unskilled workers less computerisation"
- "Congestion when travelling to work by car"
- "Housing availability and cost"



"If you selected 'Other' please specify" Working

St Albans

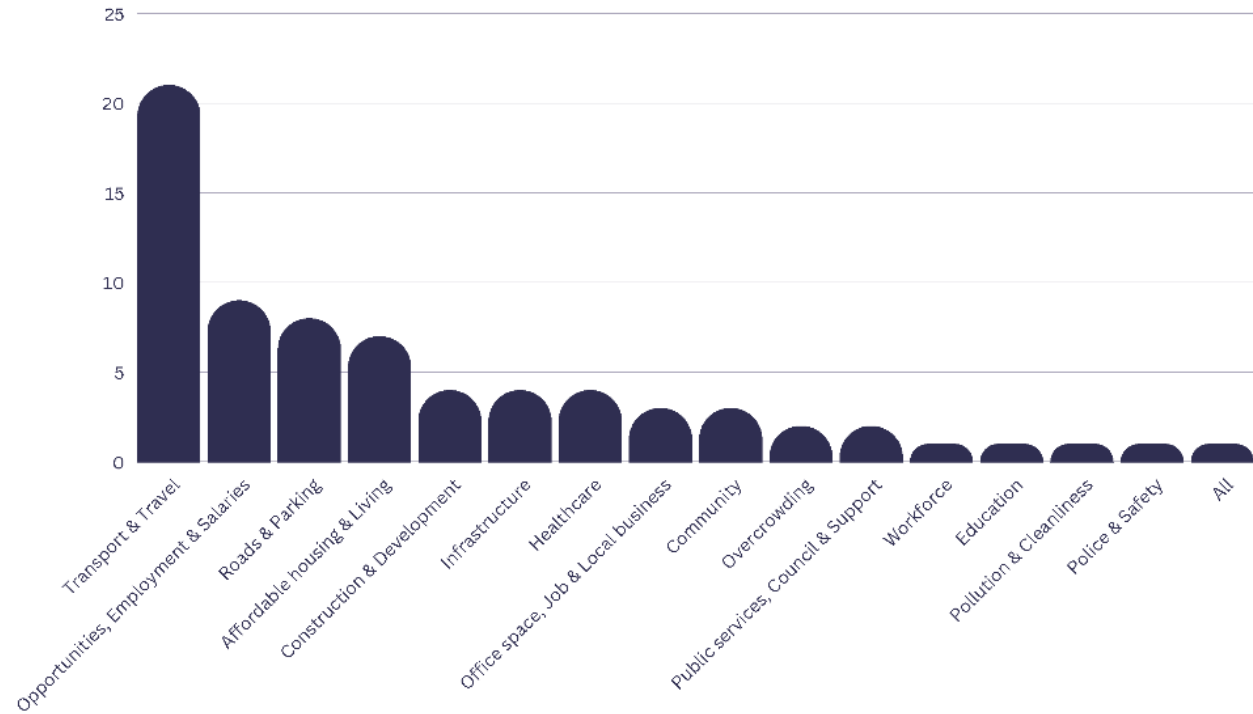
- "House prices out of control for young"
- "lack of affordable car parking"
- "Like housing, office space is too expensive"
- "Lack of opportunities currently for for entry level jobs for those less qualified"
- "Decent bus service so people can get to work without having to pay for taxis daily"
- "Lack of affordable housing so that a skilled workforce can be attracted to the area"
- "Not being able to afford to live near to where I work due to high property prices and little availability."
- "Encouragement of start ups"



"If you selected 'Other' please specify" Working

Three Rivers

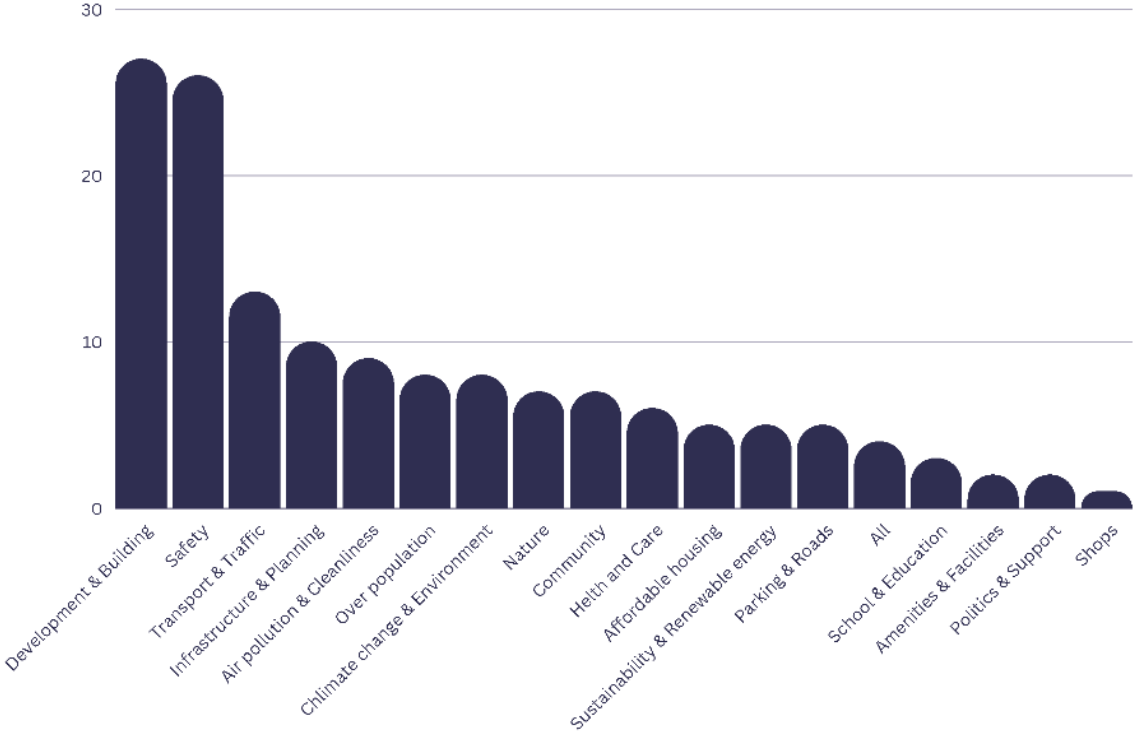
- "Access to fast efficient modern clean transport links"
- "Not much variety in type of industry"
- "Congestion when travelling to work by car"
- "Difficulty recruiting staff, especially social care staff. Low wages but high housing cost."
- "Parking for access to local businesses"
- "Safe commuting without reliance on cars"
- "Traffic and roads. Eg from northwood to Bushey/Watford"
- "Helping High Streets Flourish"
- "Access to training"



"If you selected 'Other' please specify" Working

Watford

- "Lack of reliable Public bus services"
- "Not enough affordable housing for employees. People will move and are moving away if they can't afford to live."
- "Restrictive planning rules choking new employment"
- "Tackle homelessness in the town centre"
- "Inability to afford to live where you work and the answer isn't building more tower blocks"
- "Better transport connections"
- "Police on the streets"
- "Roads in disrepair"
- "Lack of opportunities"



"What do you think is the biggest issue for those playing in SW Herts?"

Whole community response



✓ 2403 answered — Could have chosen 1 choice ▶ 0 skipped ⓘ 👁 2414 viewed

"What do you think is the biggest issue for those playing in SW Herts?"

Breakdown by area

This grid shows % of votes for each option based on the area the respondent selected they were from. The colour coding is based on the area i.e. pink represents the lowest % of votes for the area, the GMV green represents the highest.



Number of votes per area

Dacorum	752
Hertsmere	303
I don't live/work here	41
St Albans	584
Three Rivers	333
Watford	619

Area	Poor walking/cycling links	Low quality sports facilities	Lack of visitor attractions	Attractiveness of town centres	Lack of vibrant nightlife	Other
Dacorum	16%	9%	14%	43%	11%	7%
Hertsmere	21%	11%	10%	46%	3%	8%
I don't live/work here	17%	17%	22%	34%	5%	5%
St Albans	27%	9%	10%	34%	11%	9%
Three Rivers	17%	14%	15%	41%	5%	7%
Watford	18%	11%	18%	37%	8%	8%

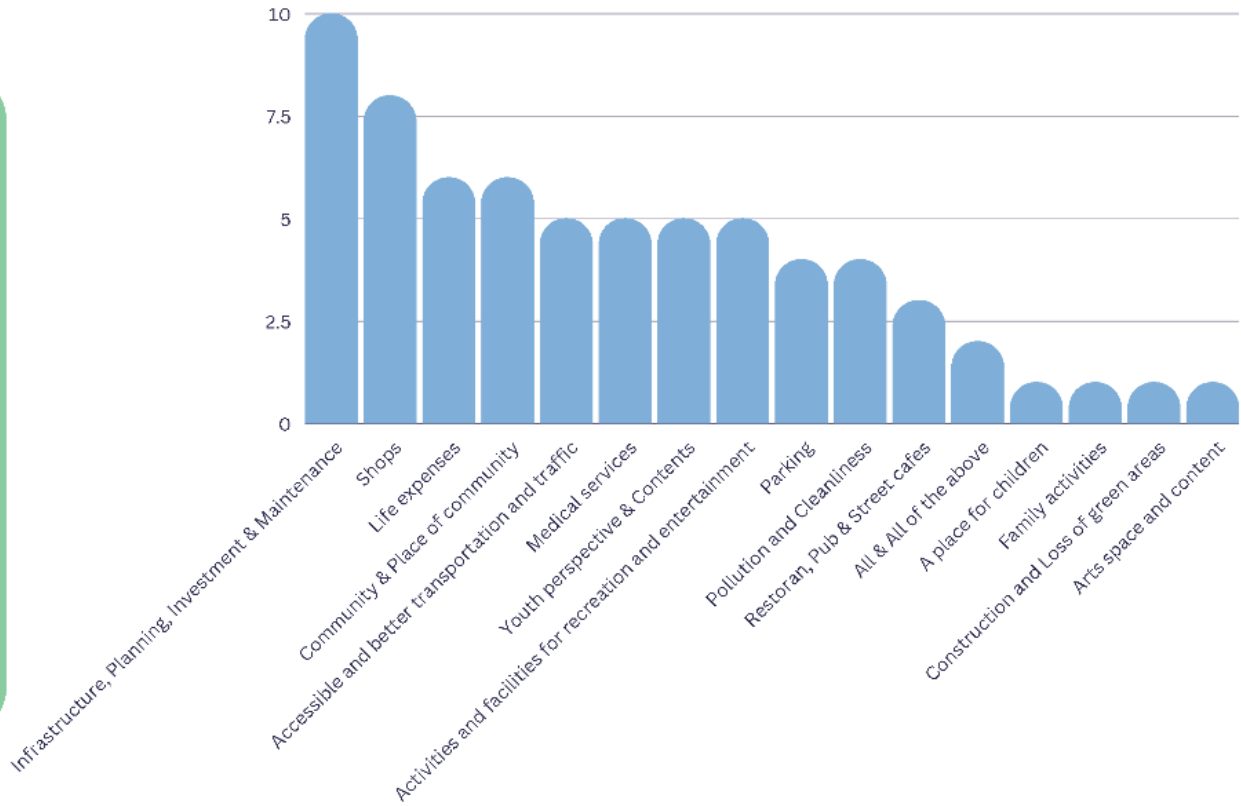
All groups voted that Attractiveness of town centre was the biggest issue for those playing in SW Herts.

This won by quite a significant %, the next highest vote was for Poor walking/cycling routes. Lack of vibrant nightlife and Other were the options with the lowest average score.

"If you selected 'Other' please specify" **Playing**

Dacorum

- "Street Lighting, the ones we've switched to are rubbish"
- "Need to maintain current facilities"
- "Public transport from villages to towns for under 18's"
- "Too many coffee shops + not enough independent retail outlets!!"
- "Appropriate places for people of all ages"
- "Poor environmental cleaning and tidying"
- "Lack of things for older teenagers to do for fun"
- "Lack of infrastructure"
- "Too many pubs and clubs"



Qualitative Results

Playing: If you selected 'Other' please specify

230

Written Feedback

22

N/A*



Mixture of results here, but similar focus is seen from other elements - greater need for better travel, safety & space

*Includes blank spaces, symbols, jibberish, 'No Comment' and 'N/A'

Safety, violence & crime - 26



Drug dealing in parks and beside playgrounds
Feeling safe
Lack of police presence

Community & community space - 18



Lack of lgbtq+ scene
Public spaces taken over by private landlords and access then blocked for public
Trashy town centre and social spaces

Accessible transportation and traffic - 24

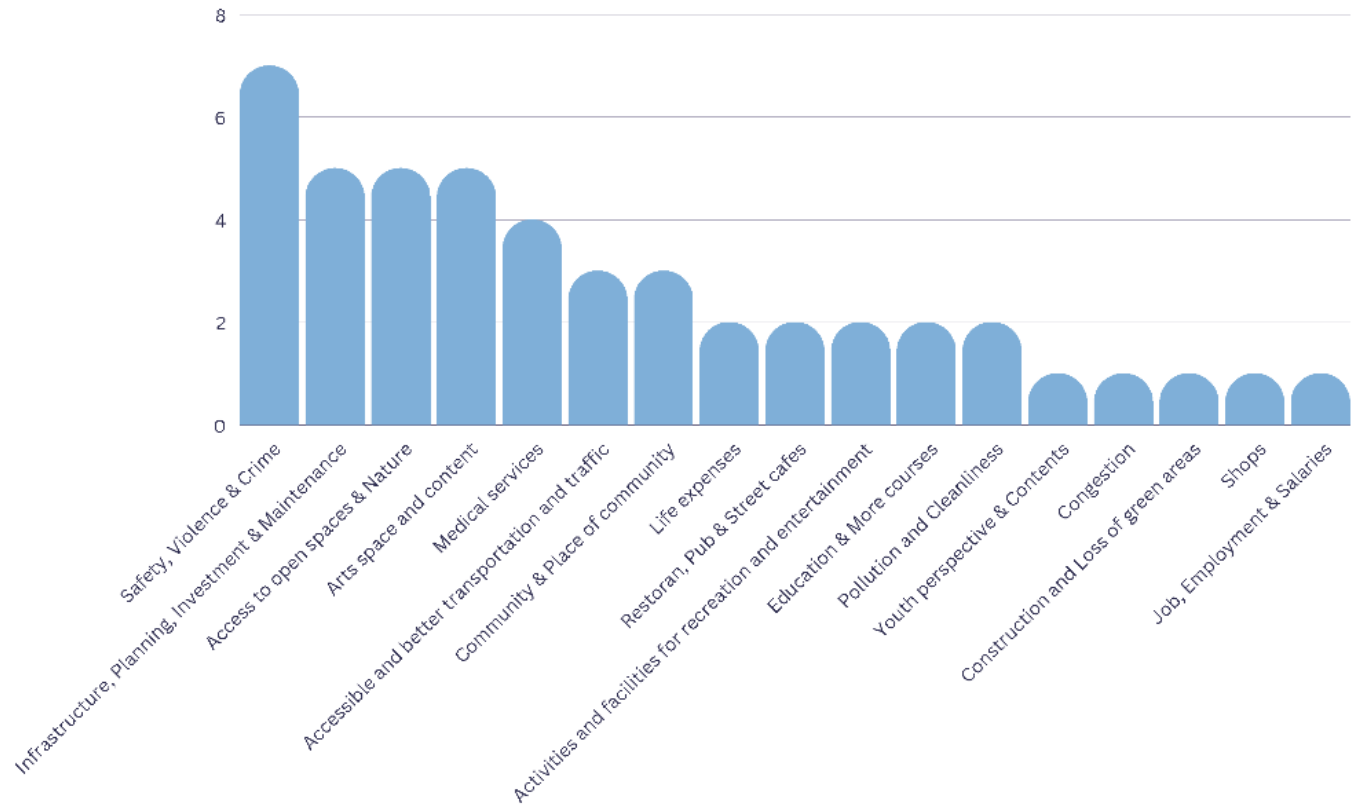


Expensive travel
Lack of regular and affordable public transport.
Reduce speed limit in areas where there are lots of children

"If you selected 'Other' please specify" **Playing**

Hertsmere

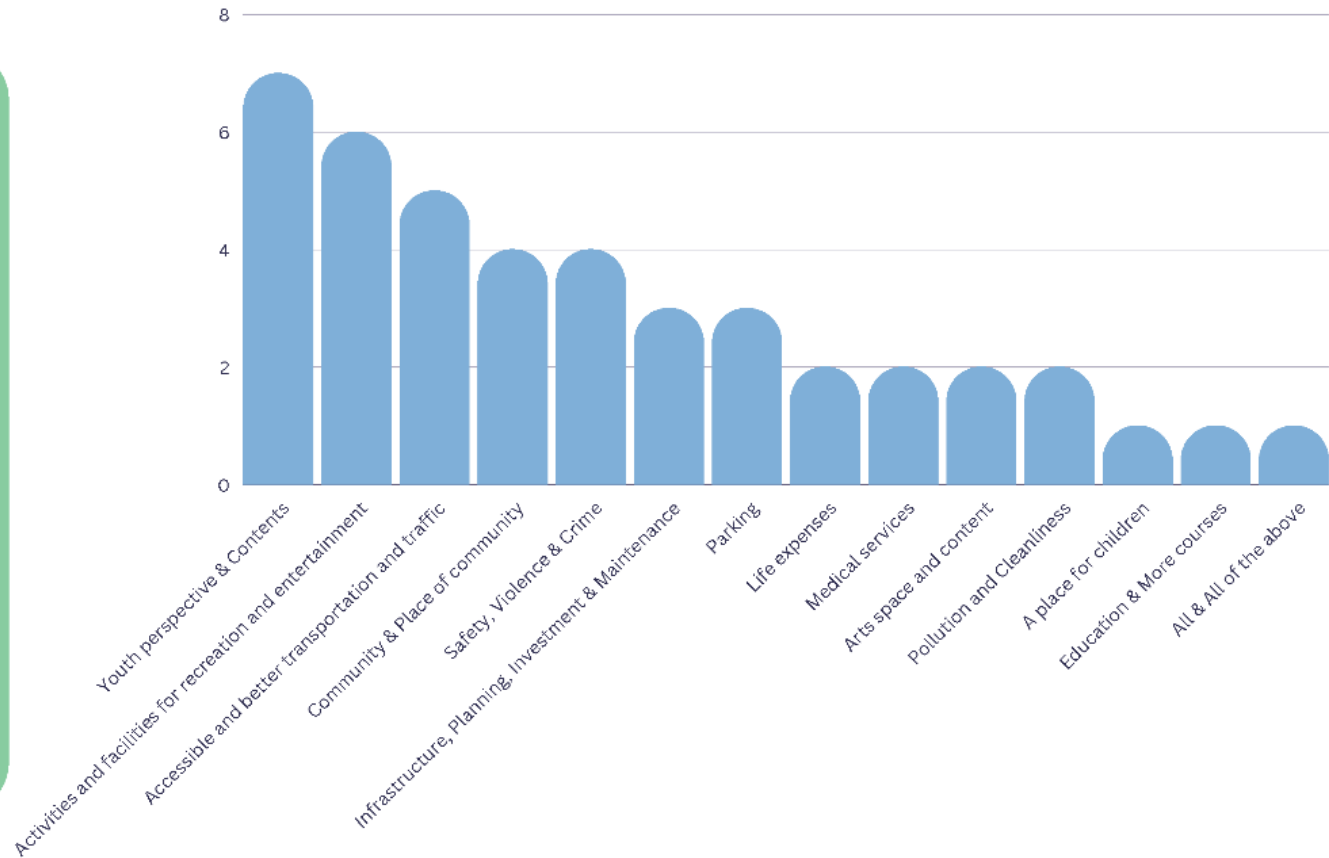
- "leisure businesses find it hard to survive"
- "Public spaces taken over by private landlords and access then blocked for public"
- "lack of integrated facilities that can be accessed by thouose with phisical impairments"
- "adult art classes"
- "Condition of paths and walking routes"
- "Corruption in Hertsmere planning department"
- "Lack of investment"
- "Mental Health, Drugs Abuse, Ahchol Dependents (All Ages), Awareness and Intervention"



"If you selected 'Other' please specify" **Playing**

St Albans

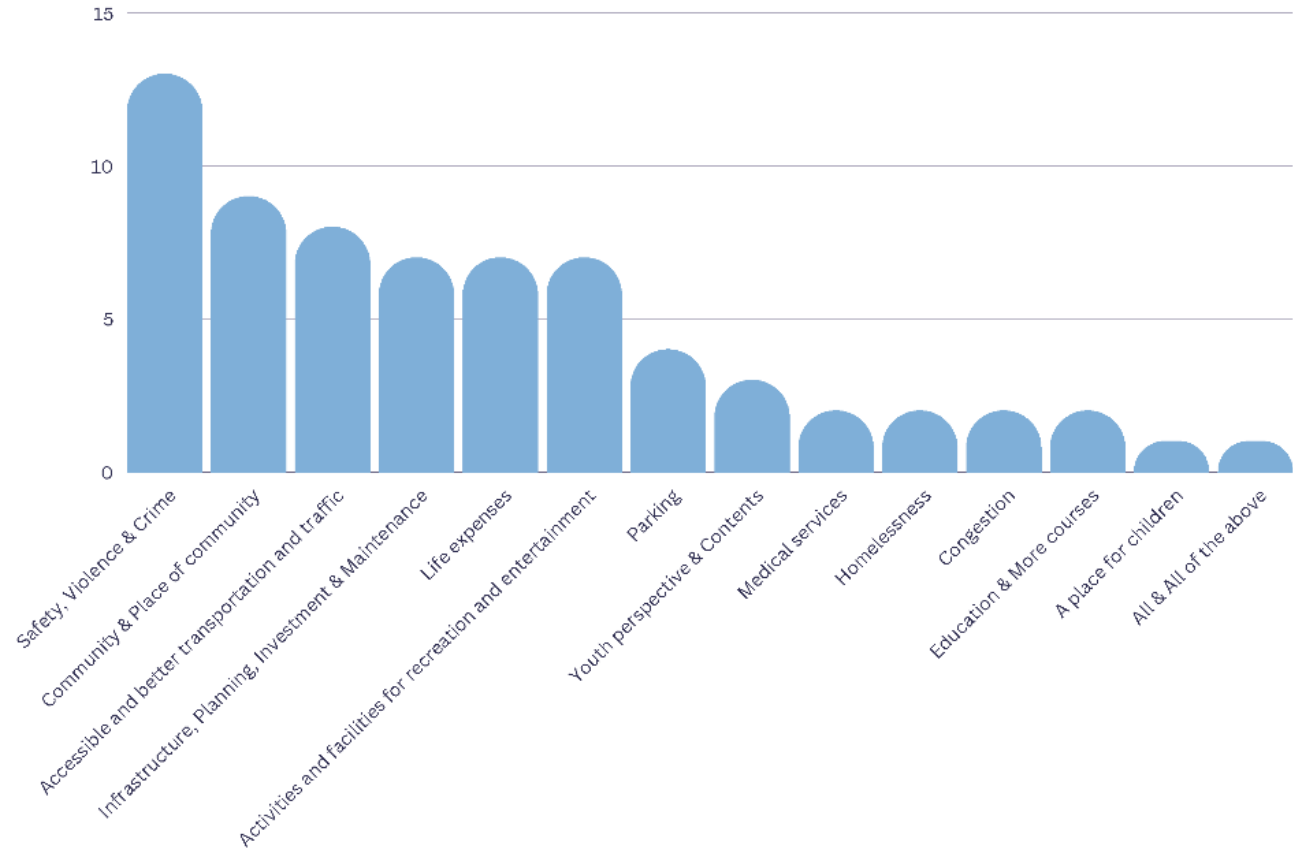
- "Cost of 'a night out'"
- "More free entertainment"
- "Enough swimming pools Inc. Outdoor"
- "Access to medical services"
- "Lack of police presence"
- "Lack of a reasonable sized entertainment venue in Hemel Hempstead"
- "Outdoor living and playing in gardens is a nuisance"
- "There are no facilities for 18 year olds, town centre pubs are from 21 to 25."
- "Not a lot of (free) options for teens/youth"
- "Lack of lgbtq+ scene"



"If you selected 'Other' please specify" **Playing**

Watford

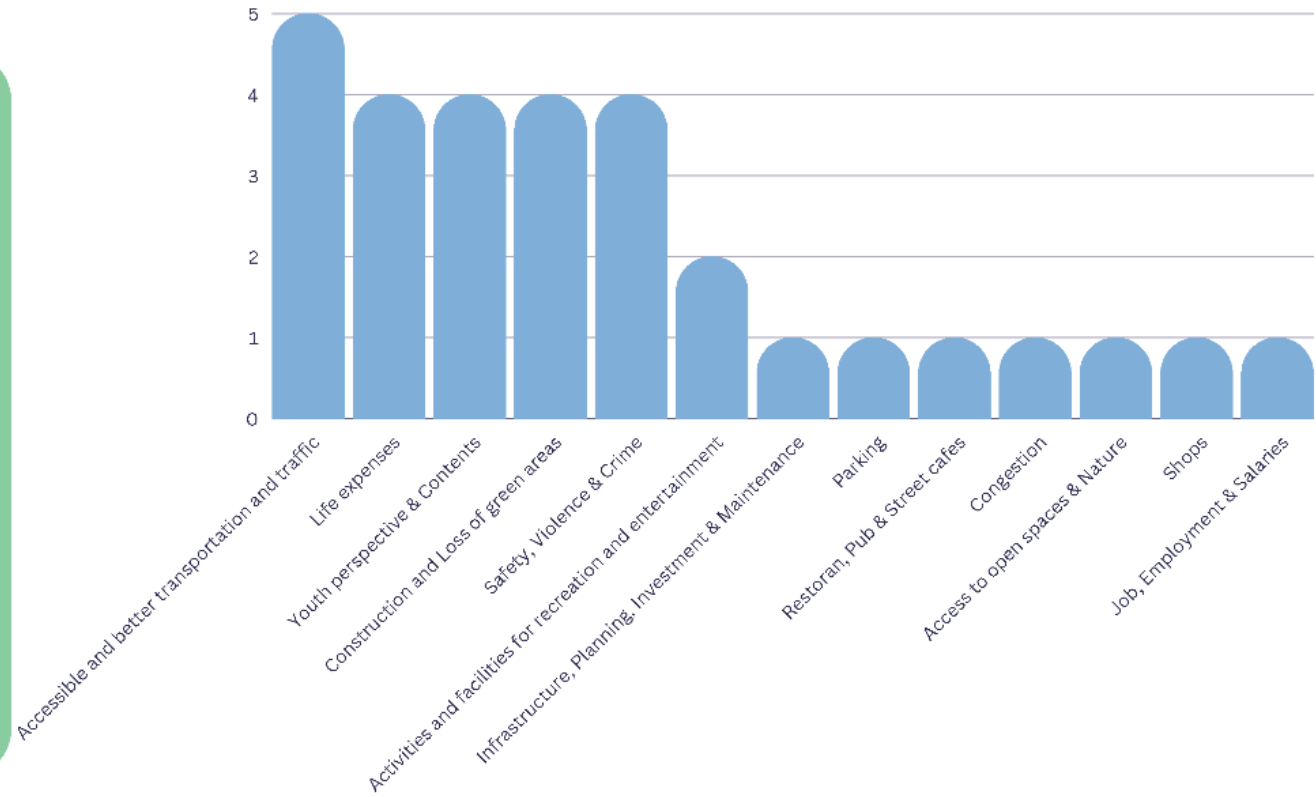
- "Drug dealing in parks and beside playgrounds"
- "Very soon all you will be able to do in Watford is eat and drink if you have any money"
- "Increasingly high cost to park if driving."
- "Lack of youth clubs"
- "People sharing their skills"
- "Public safety"
- "More wholesome and fun offerings"
- "Bring education in too. It's crazy the Uni Herts is in the middle of nowhere next to Hatfield. Open campuses for it and colleges in our town centres."
- "A safe town"



"If you selected 'Other' please specify" **Playing**

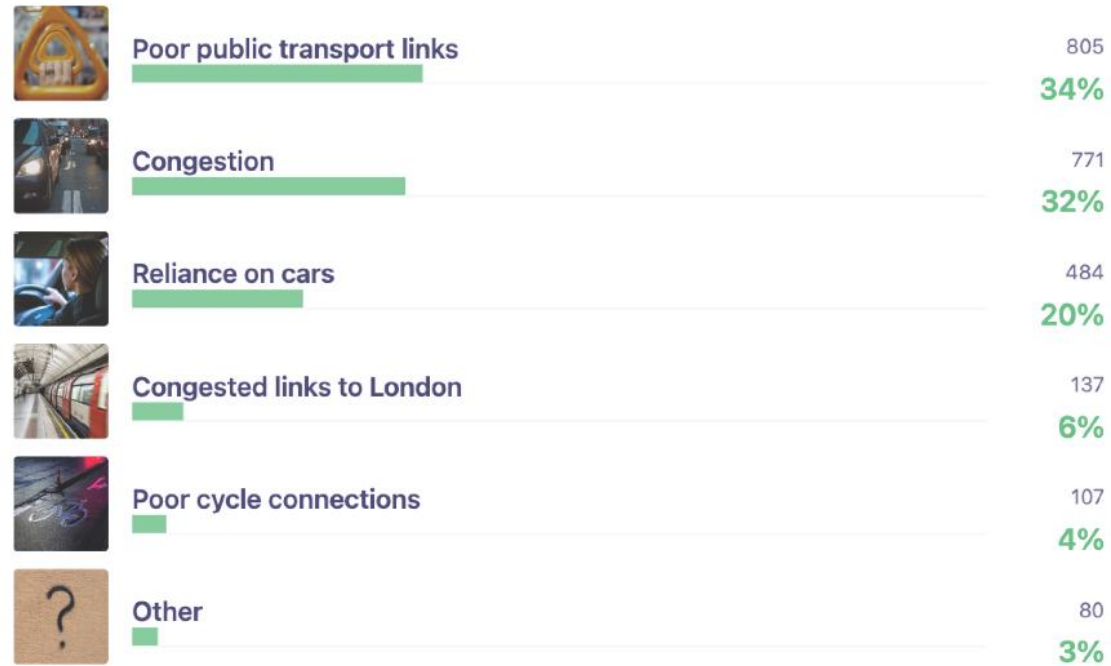
Three Rivers

- "More cohesive public transport needed. Not just in and out of London"
- "Safety in Watford town centre"
- "Green Belt land and places to walk being taken away for housing"
- "Rising costs leading to lack of high street shopping."
- "Poor wages & conditions in key employment sectors"
- "Job rule"
- "The local leisure centre in South Oxhey has gone downhill since Everyone Active took over."
- "Lack of regular and affordable public transport."
- "Cost of living crisis"



What do you think is the biggest issue for those moving in SW Herts?

Whole community response



✓ 2384 answered — Could have chosen 1 choice 0 skipped ⓘ 2392 viewed

What do you think is the biggest issue for those moving in SW Herts?

Breakdown by area

This grid shows % of votes for each option based on the area the respondent selected they were from. The colour coding is based on the area i.e. pink represents the lowest % of votes for the area, the GMV green represents the highest.



Number of votes per area

Dacorum	747
Hertsmere	301
I don't live/work here	41
St Albans	579
Three Rivers	331
Watford	614

Area	Poor public transport links	Congested links to London	Reliance on cars	Congestion	Poor cycle connections	Other
Dacorum	40%	6%	21%	27%	4%	4%
Hertsmere	29%	7%	19%	39%	3%	3%
I don't live/work here	37%	10%	22%	24%	5%	2%
St Albans	29%	4%	25%	33%	7%	2%
Three Rivers	37%	4%	16%	36%	2%	5%
Watford	32%	7%	17%	37%	4%	3%

Interestingly, Poor public transport links and Congestion had equal number of areas selecting them as top issue for those moving in SW Herts.

However, Poor public transport links had a slightly higher average score. The option least voted for was Other closely followed by Poor cycle connections.

Qualitative Results

Moving: If you selected 'Other' please specify

120

Written Feedback

4

N/A*



There is a clear winning theme here, although it is a reasonably broad topic compared to those that follow

*Includes blank spaces, symbols, jibberish, 'No Comment' and 'N/A'

Unreliable public transport links - 27



All of the above, worst place I've lived for connections, crowding, safe green travel support

Could be more buses

Poor East-West transport links of all kinds (road, rail, bus, etc.)

Access and cost of transport - 18



Parking cars aren't going away especially in a growing town. Parking at schools especially primary schools is shocking.

High cost of trains

Public Transport is too expensive

Bad roads, cycle paths & dirty streets



Expensive travel

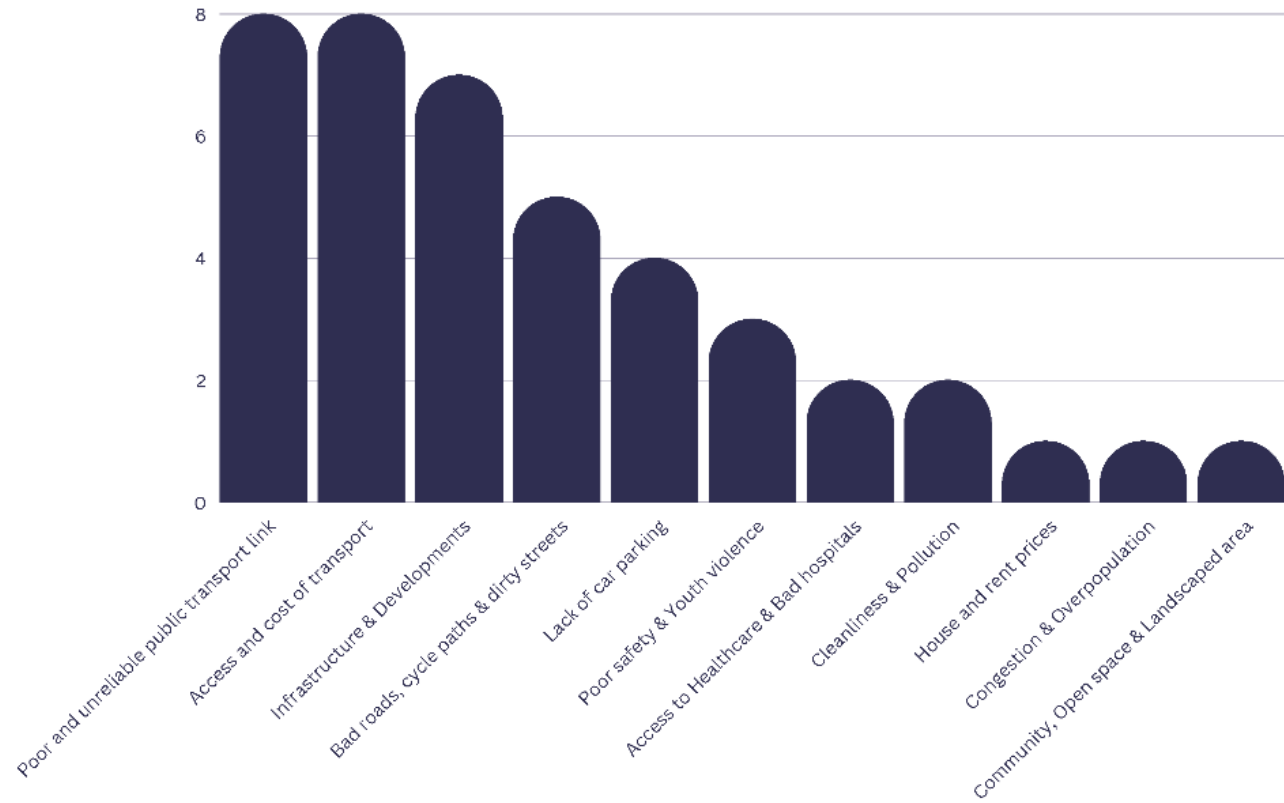
General conditions of the roads... pot holes/sink holes and constant road works which seem to make it worse

Disgusting road surface maintenance

"If you selected 'Other' please specify" Moving

Dacorum

- "Link and extend the cheaper rail costs beyond Watford"
- "Lack of mini roundabouts in Leverstock green"
- "Lack of car parking spaces for the growing number of flats"
- "Health care every time. SW Herts is not currently serving its population adequately"
- "Poor East-West transport links of all kinds (road, rail, bus, etc.)"
- "Terrible state of the roads"
- "Disability access"
- "Infrastructure - Housing, schooling, doctors, dentist surgeries"
- "High cost of petrol"



"If you selected 'Other' please specify" Moving

Hertsmere

"Parking charges"

"'turn up and travel' access to public transport to ALL - ie thoose with mobility impairments including wheelchair bound and ambulant disabled cohorts"

"expensive public transport"

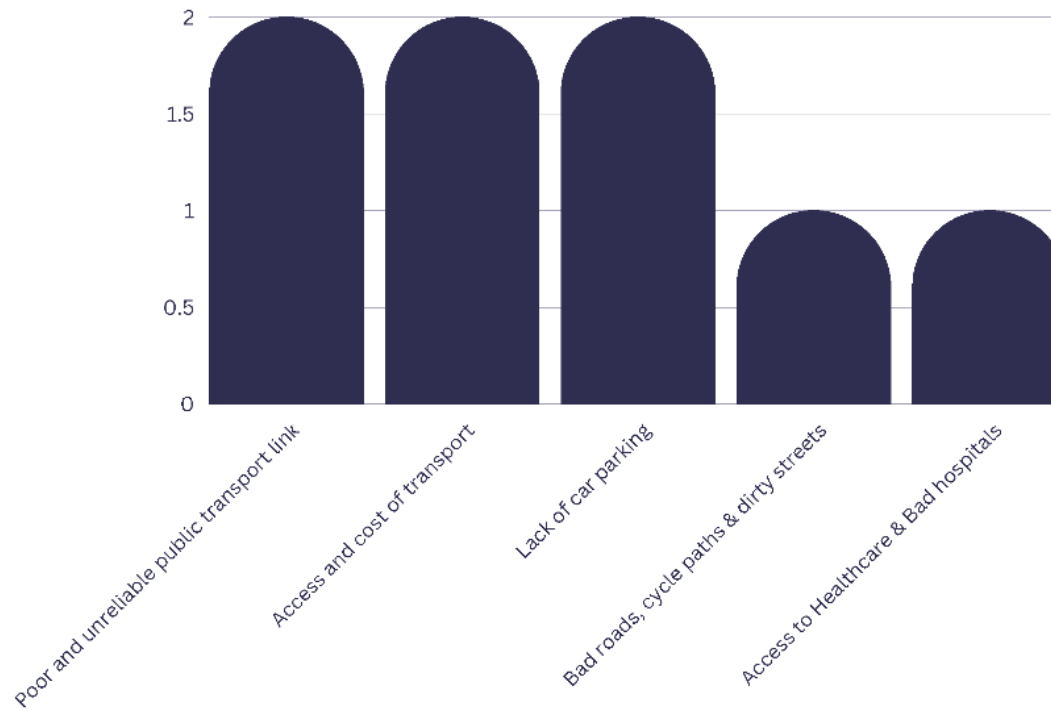
"school bussing"

"Tube station"

"Lack of free parking"

"Atrocious road conditions"

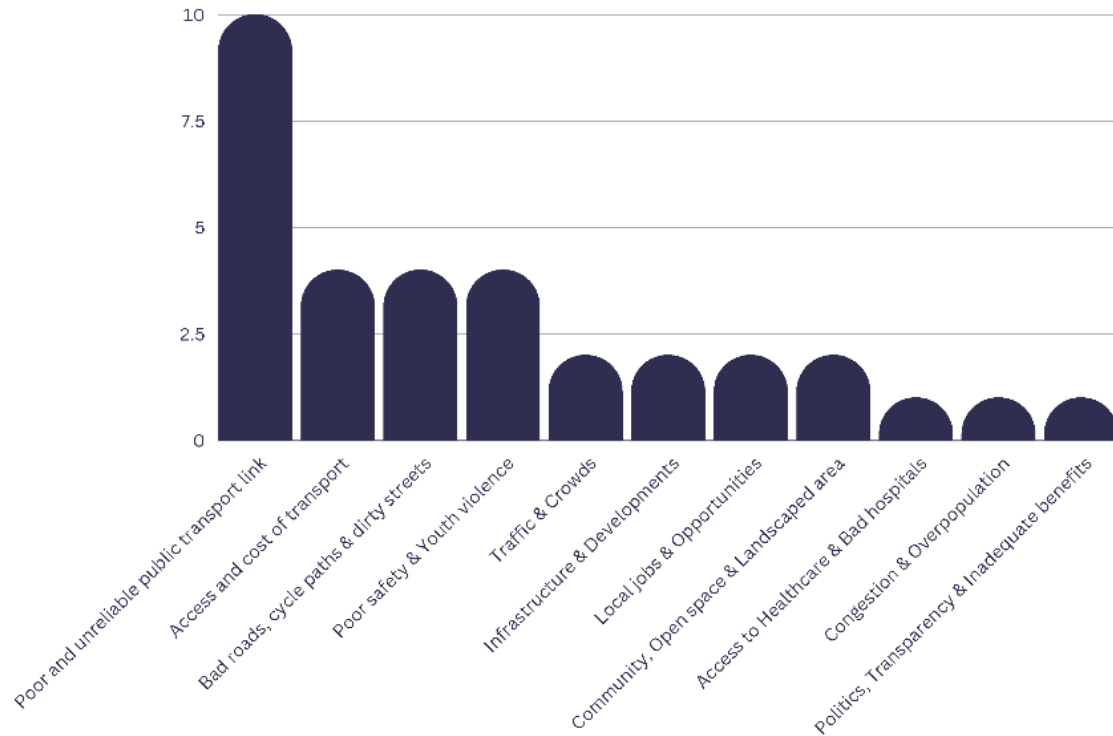
"access to heathcare"



"If you selected 'Other' please specify" Moving

Three Rivers

- "Disgusting road surface maintenance"
- "Cancelled buses and trains"
- "Congestion caused by poor road management"
- "Electric bikes, scooters dangerous"
- "No public or school transport to secondary schools e.g. Bushey Mead."
- "Too much council meddling in the road network"
- "Bad local planning decisions"
- "Youth opportunities"
- "Cyclists ignoring traffic laws"
- "More self build developments"



"If you selected 'Other' please specify" Moving

St Albans

"No local opportunities because it's all been changed into flats."

"House and rent prices too high."

"No more coffee shops, restaurants or pubs we have enough and are all low paying dead end jobs"

"Public Transport is too expensive"

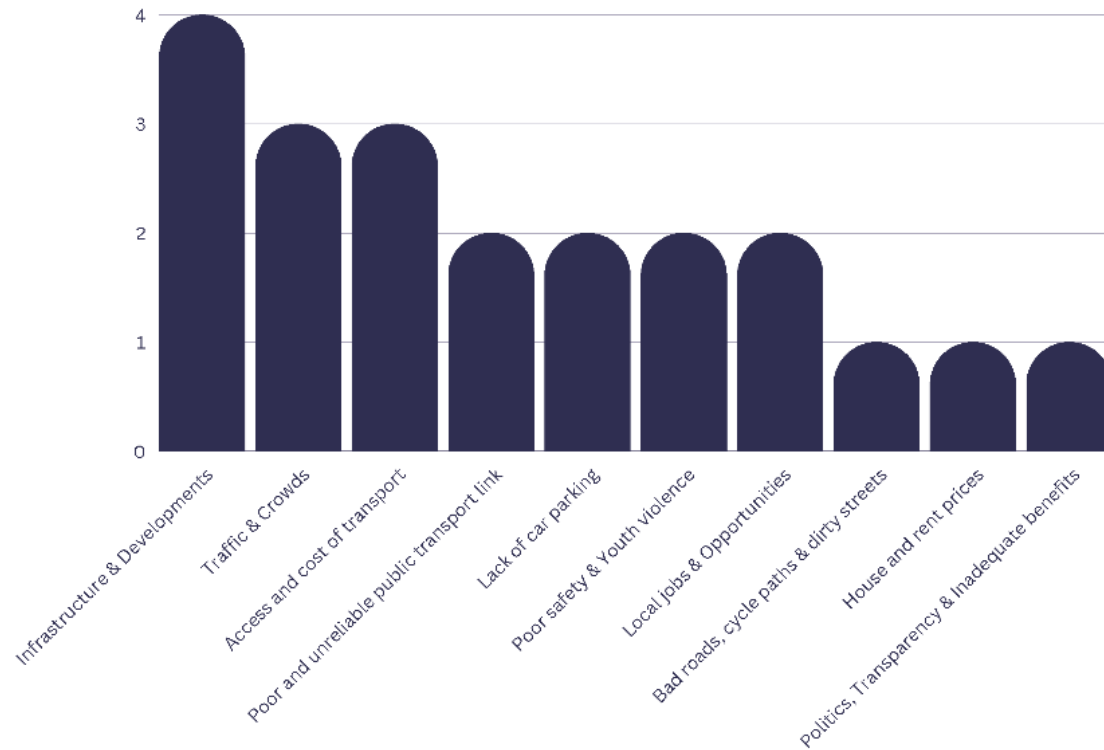
"All of the above, worst place I've lived for connections, crowding, safe green travel support"

"bicycle theft"

"Lack of parking round station and town centre ? Need park and ride or new car cheap car park"

"Poor cycle tracks"

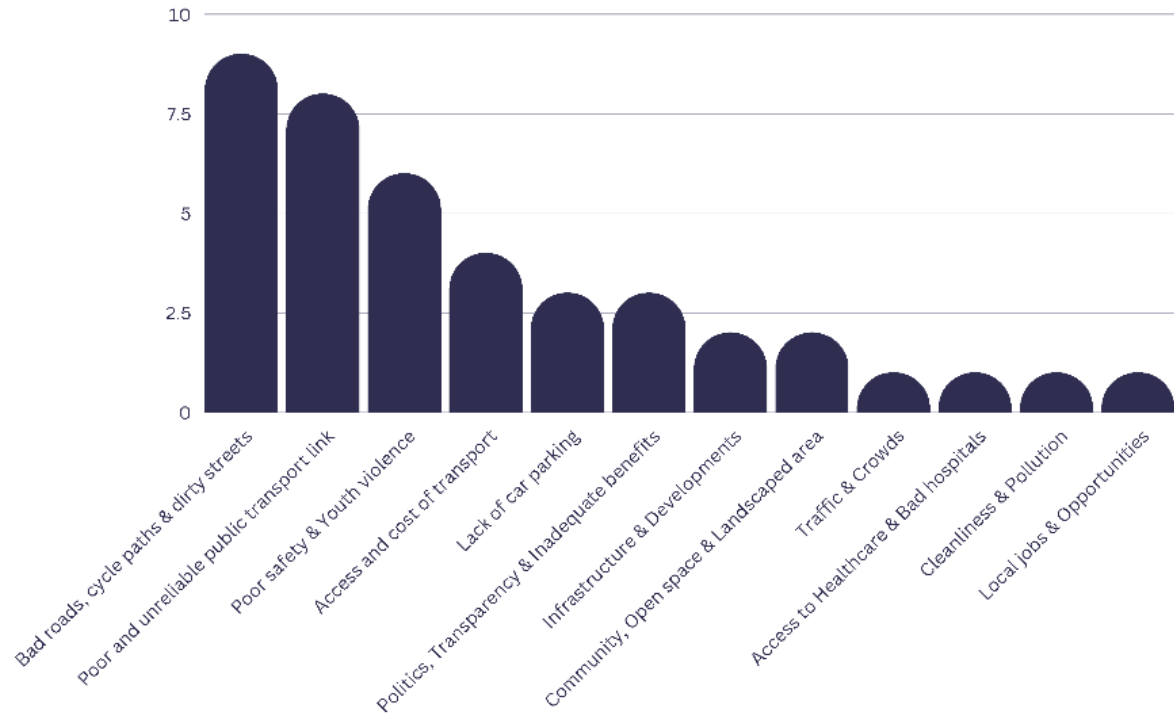
"Poor infrastructure to support electric vehicles"



"If you selected 'Other' please specify" Moving

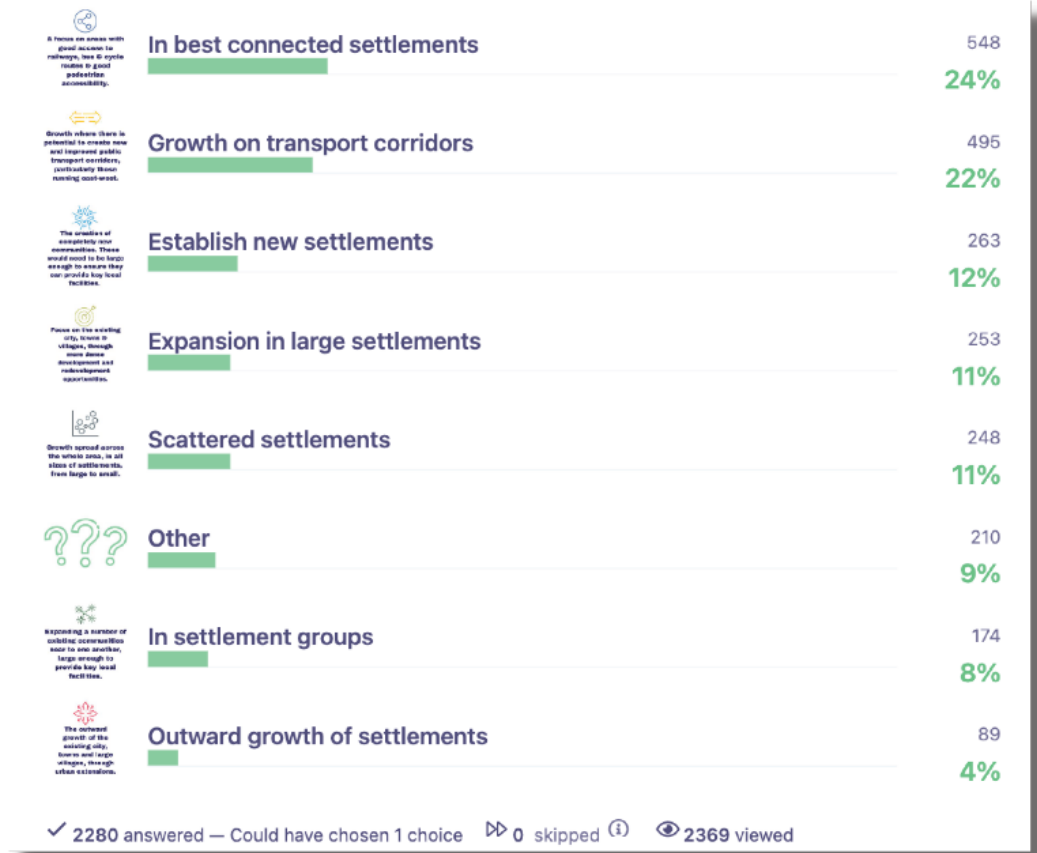
Watford

- "cost of public transport"
- "A lot of homeless drunk people.on the streets"
- "Lack of decent ground level accommodation2"
- "General conditions of the roads... pot holes/sink holes and constant road works which seem to make it worse"
- "Poor bus services and bus stops that keep changing"
- "Safety"
- "Parking cars aren't going away especially in a growing town. Parking at schools especially primary schools is shocking."
- "Roads in disrepair"
- "unreliable transport"



What do you think is the best way to achieve sustainable growth in SW Herts?

Whole community response



"What do you think is the best way to achieve sustainable growth in SW Herts?"

Breakdown by area

This grid shows % of votes for each option based on the area the respondent selected they were from. The colour coding is based on the area i.e. pink represents the lowest % of votes for the area, the GMV green represents the highest.



Number of votes per area

Dacorum	716
Hertsmere	290
I don't live/work here	38
St Albans	557
Three Rivers	313
Watford	582

Area	Outward growth of settlements	Expansion in large settlements	Establish new settlements	In settlement groups	Growth on transport corridors	In best connected settlements	Scattered settlements	Other
Dacorum	4%	12%	11%	9%	21%	24%	9%	10%
Hertsmere	2%	11%	13%	5%	23%	22%	14%	9%
I don't live/work here	8%	11%	18%	3%	16%	26%	11%	8%
St Albans	4%	12%	11%	8%	20%	24%	13%	9%
Three Rivers	2%	10%	11%	7%	23%	26%	11%	11%
Watford	6%	10%	13%	9%	23%	24%	9%	7%

The respondents voted mostly for growth in best-connected settlements followed closely by Growth on transport corridors.

The option voted for least was Outward growth of settlements, with only those who Don't live or work in the area voting for an option less: growth in settlement groups.

"If you selected 'Other' please specify" **Growth**

Dacorum

"All the extra flats and housing going up but not a thought for how residents will park or charge all the new electric cars every one is supposed to be buying under the net zero scheme."

"Stop this relentless building on green spaces and fields"

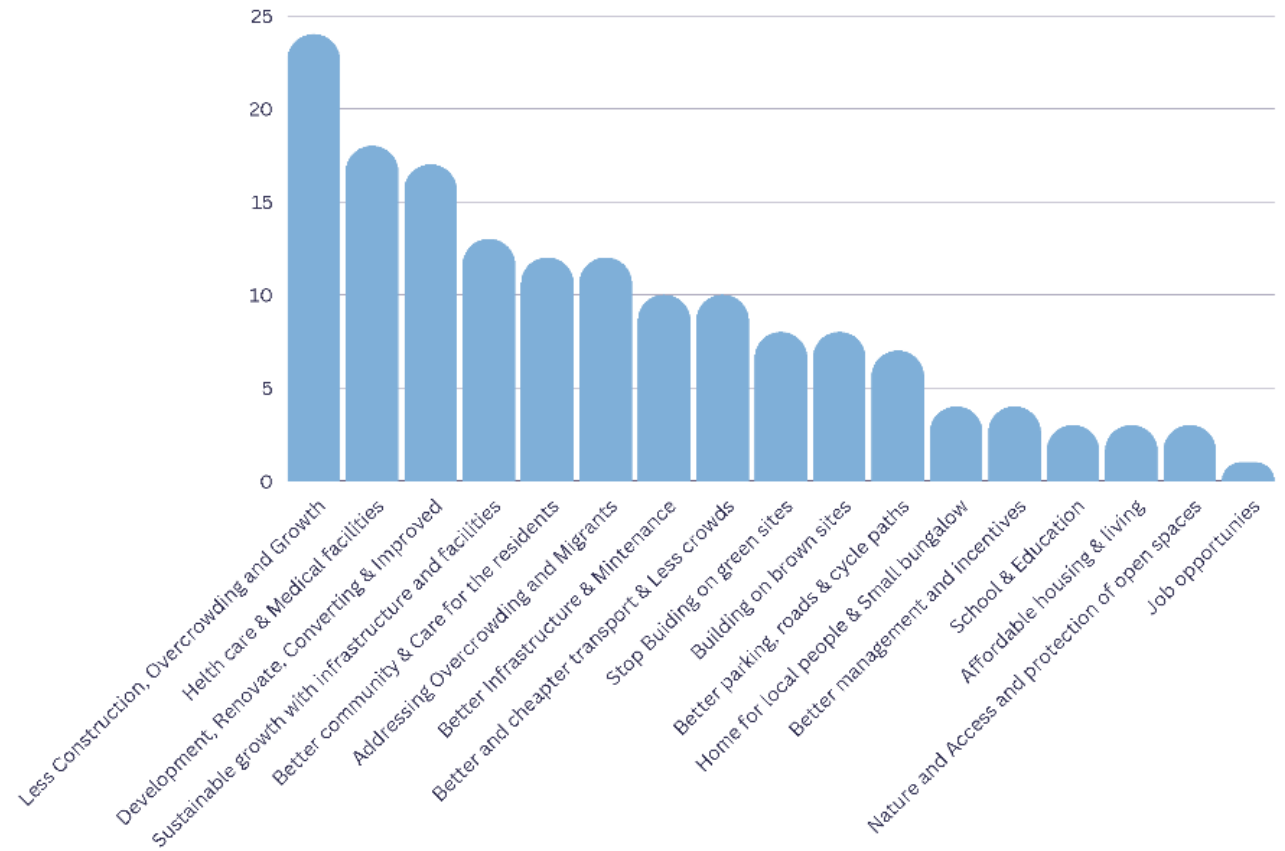
"Incentive to move to more sparsely occupied areas and have smaller families"

"Heavily tax second homes or places that are bought for investment"

"Redevelopment of existing settlements preserving space"

"You should not expand until the necessary infrastructure is already in place"

"More small bungalow accommodation for over 55's with 2 beds, garden, garage etc. this would free up family homes, and hopefully keep families living near each other to support elderly and grandparent giving care"



"If you selected 'Other' please specify" Growth

St Albans

"Develop brownfield sites"

"Far less building - including housing. The South East is already far too crowded."

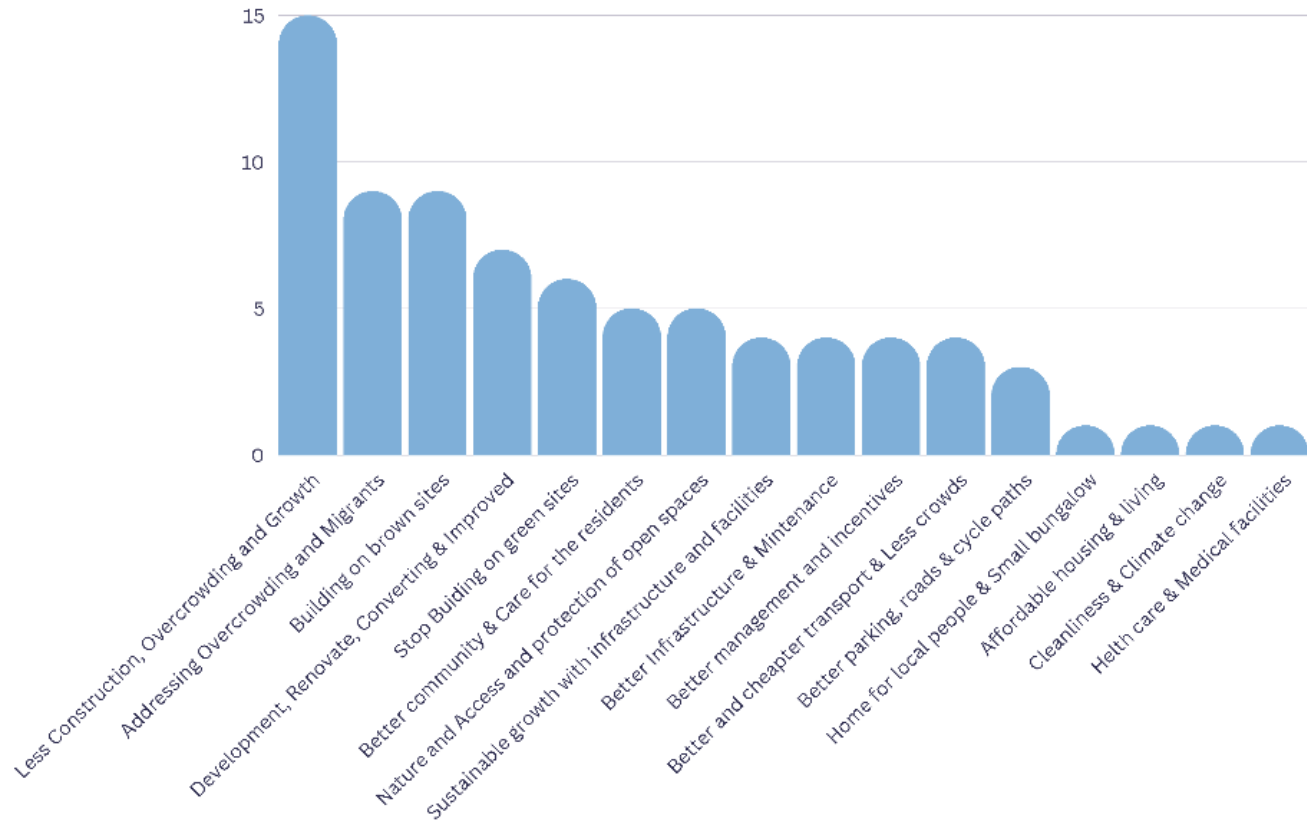
"Redevelopment of underused/change of use areas rather than new on green belt land"

"We are over populated and destroying the biodiversity of this county!"

"Too simplistic a selection. A mix of several types depending on need, existing facilities and planning constraints"

"No expansion into Green Belt"

"Do not develop until infrastructure is sufficient for PRESENT population"



"If you selected 'Other' please specify" Growth

Hertsmere

"Only develop on brownfield sites within existing towns and cities"

"5000 people above normal a dying a month. I don't think there will be anyone to use anything and we won't need to expand."

"Minimal growth"

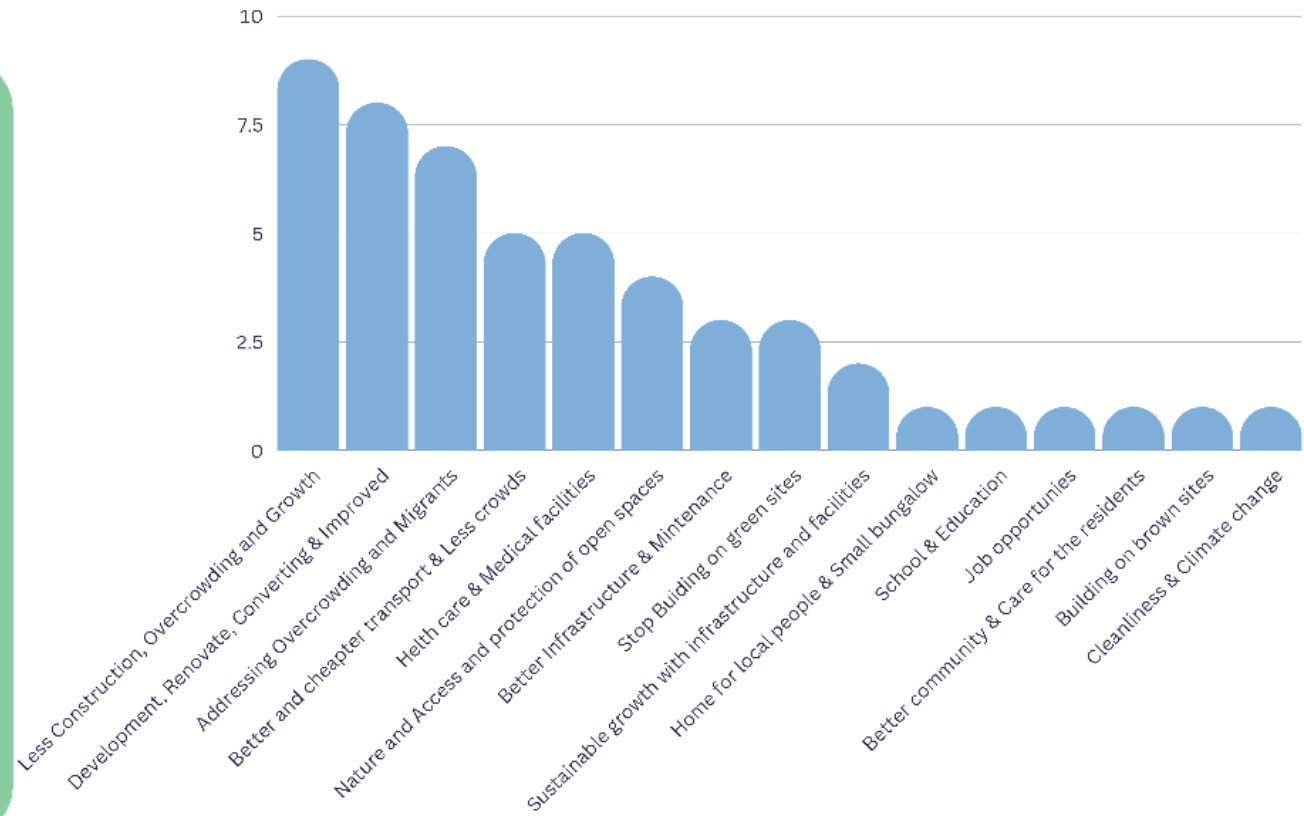
"Local hospitals can barely cope with the size of the population now. Increasing it much more will mean loss of care and loss of life."

"Support existing communities with better infrastructure"

"Ensure that communities are not overdeveloped"

"Convert more abandoned/ unused offices / public buildings that are empty"

"I oppose any kind of growth if it includes building more houses. We are being drowned in concrete"



"If you selected 'Other' please specify" Growth

Three Rivers

"Ensuring green spaces are protected"

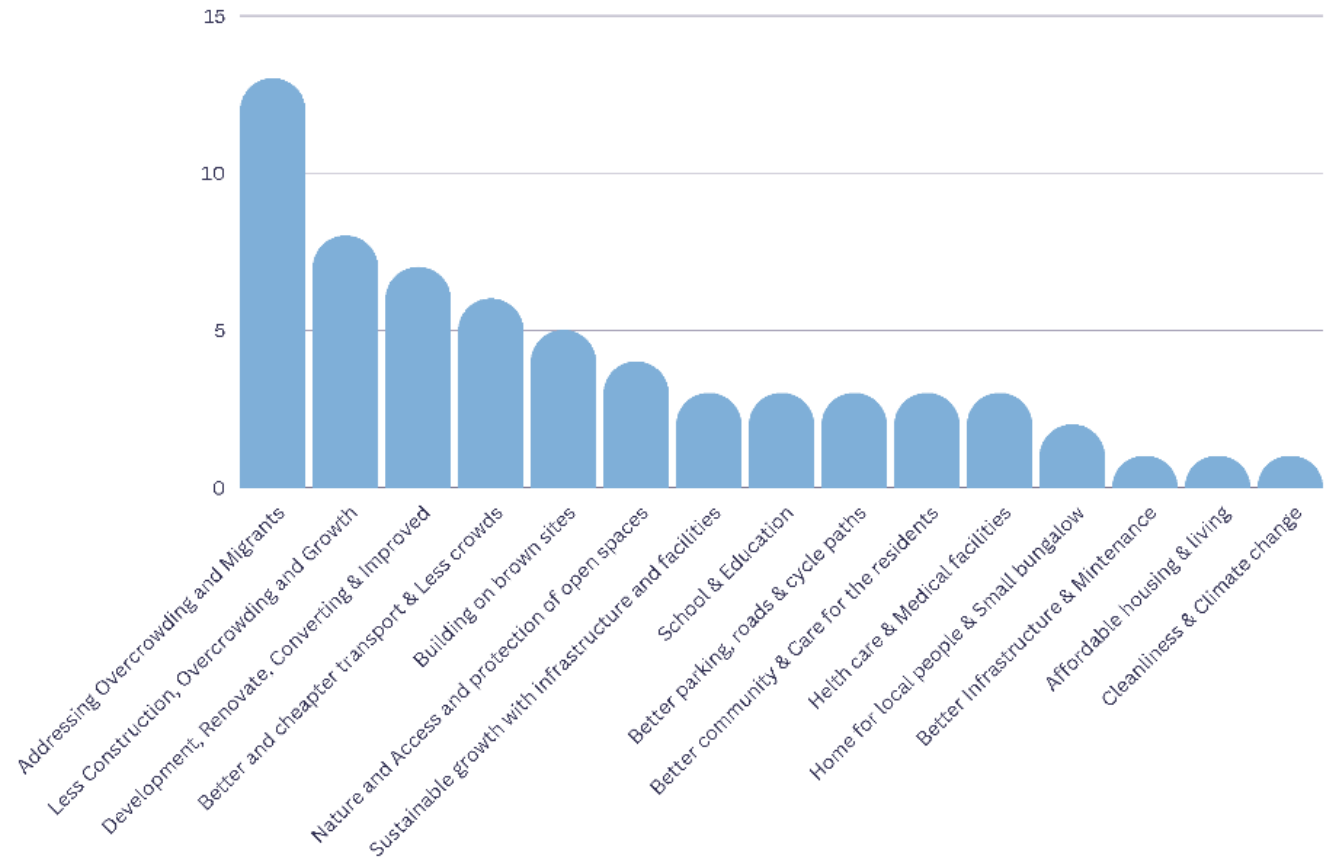
"the SE has already reached saturation point due to overpopulation"

"The infrastructure MUST be put into place by the county council and developers before a building development is complete otherwise developers should be fined."

"All towns, cites and villages should be able to expand in proportion to its current size, ie the smaller the village, the less houses it should be made to increase."

"Stop looking at how you can grow and build and look at how you can protect, nurture and sustain what we already have!"

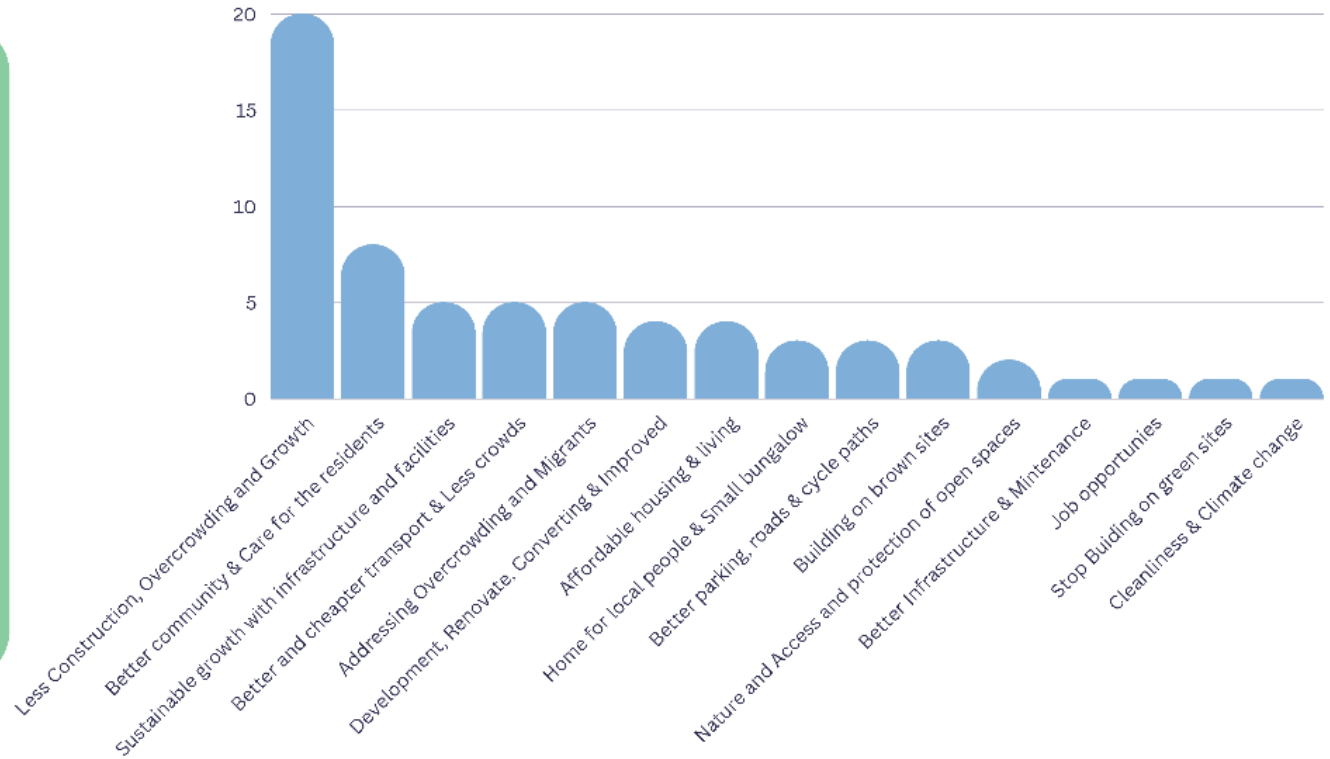
"No one wants more growth"



"If you selected 'Other' please specify" Growth

Watford

- "Create homes for key workers"
- "House local people first in affordable homes"
- "Outlying villages are becoming overcrowded & no longer have a sense of community"
- "re-energise brown areas and say no to any new buildings or expansions"
- "Save our green space and countryside"
- "Affordable efficient housing!!"
- "Less flats"
- "We need to stop building on every inch of Watford"
- "Infrastructure can't sustain more growth"



Digital Marketing Results



Facebook & Instagram

17,131
Link Clicks

from the digital advertising

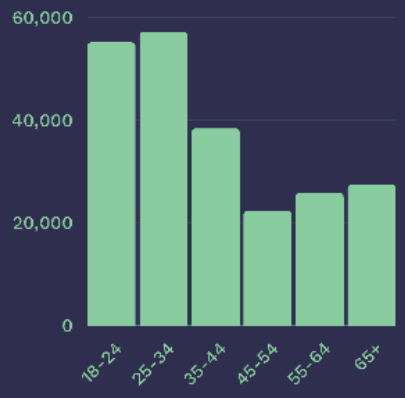
229,186
Reach

The amount of people who were shown the ads at least once

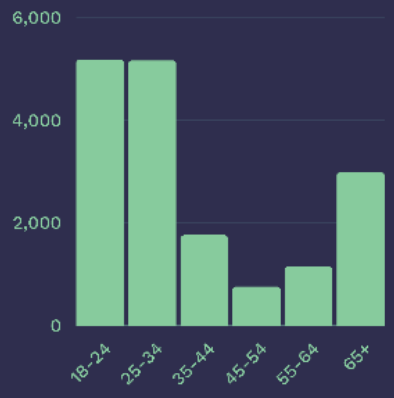
1,262,705
Impressions

The number of times that adverts were viewed in total

Ages Targeted

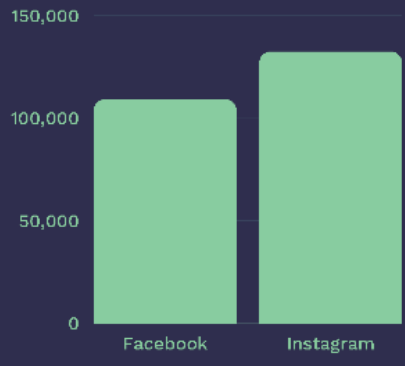


Reach

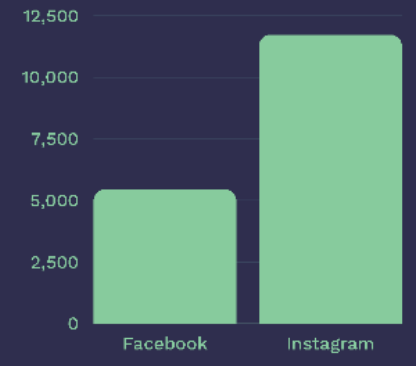


Link Clicks

Ad Placement



Reach

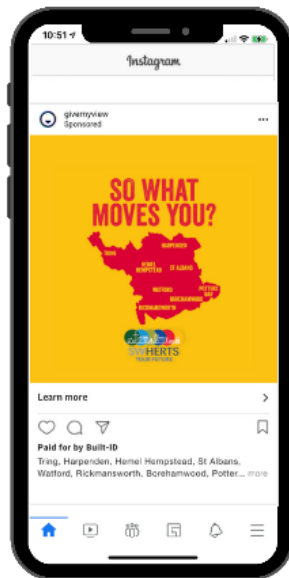


Link Clicks

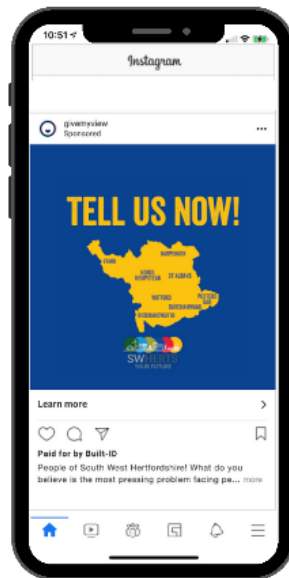
Top Performing Ads Facebook & Instagram



Clicks: 4,988
Reach: 84,496
Impressions: 282,834



Clicks: 4,900
Reach: 88,675
Impressions: 382,963



Clicks: 3,053
Reach: 101,631
Impressions: 259,408

Email Marketing Results

People who responded to the SW Herts project in its initial phase received a total of 3 emails throughout the campaign. The total opens & clicks are from all the emails that were sent to an audience of 1,021.

1,656
Total opens

495
Total clicks

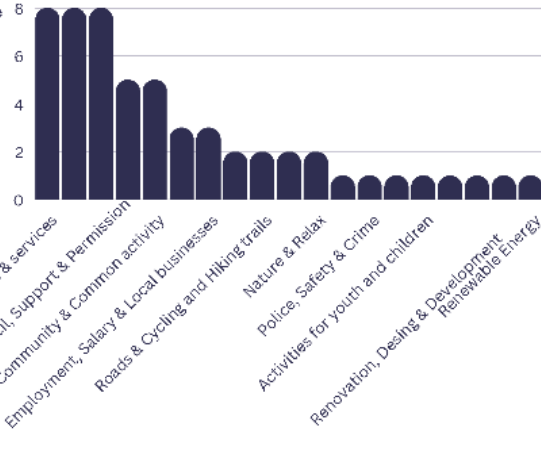
Appendix



Qualitative Results: I don't live/work here

"What one change would you most like to see happen in SW Herts by 2050?"

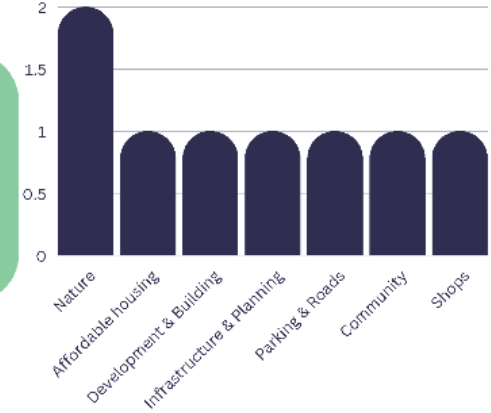
- "Better infrastructure, public transport and greater job opportunities locally."
- "More doctors surgeries and medical centres to cope with the increase in population."
- "Better roads, more parking, cheaper housing, cheaper transport."
- "More reliable public transport."



"If you selected 'Other' please specify"

• Living

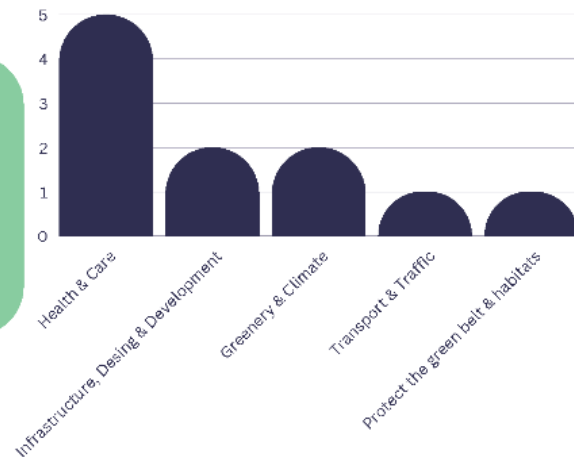
- "Building on green belt"
- "Independent retailers and locally focussed produce"
- "Excessive house building"
- "Destruction of local"
- "Improving local high streets and village life"



"If you selected 'Other' please specify"

• Environment

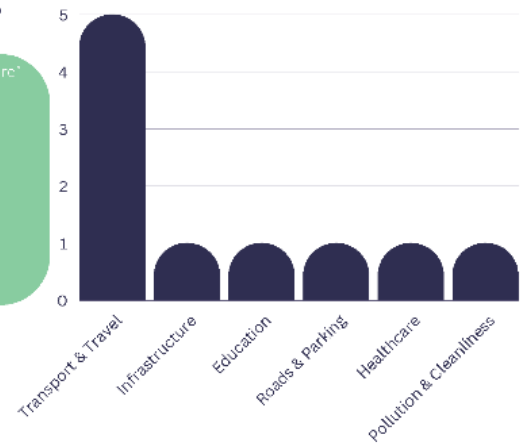
- "Hospital needed in Hemel"
- "Save the Greenbelt"
- "Utilise existing empty properties"
- "Bus links"
- "Not having its own identity"
- "Medical infrastructure"



"If you selected 'Other' please specify"

• Working

- "Access to essential medical infrastructure"
- "Enhanced transport"
- "Looming expansion of the ULEZ"
- "Public transport options"
- "Anti-motorist rhetoric"
- "Lack of parking in the workplace"



Qualitative Results: I don't live/work here

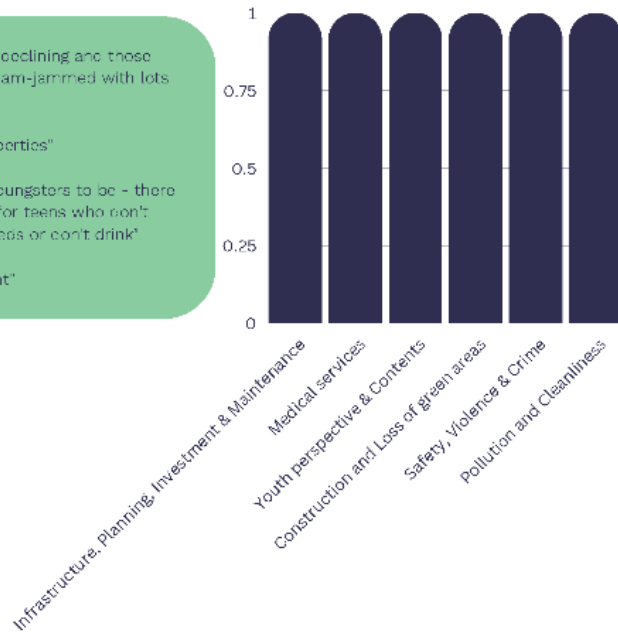
"If you selected 'Other' please specify"
 • **Playing**

"Green spaces are declining and those which remain are ram-jammed with lots of rubbish left"

"Utilise empty properties"

"Safe spaces for youngsters to be - there is hardly anything for teens who don't have additional needs or don't drink"

"Lack of investment"



"If you selected 'Other' please specify"
 • **Moving**

"Anti-motorist policies"

"If you selected 'Other' please specify"
 • **Growth**

"Reduce over building"

"Provide essential medical facilities"

"Travel links"

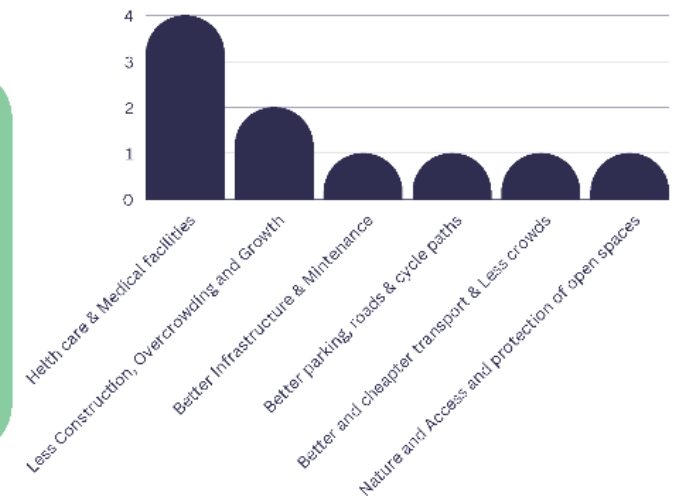
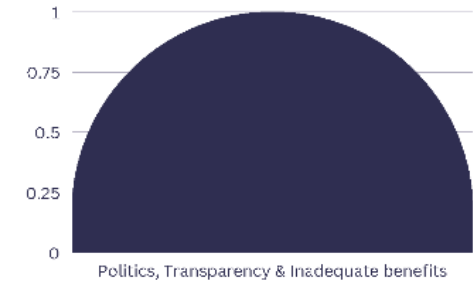
"Less flats"

"Good hospitals"

"Provide essential medical facilities"

"Improve conditions of roads and infrastructure"

"Retain Green belt"





Thank you

For more info please contact
henry@built-id.com



Summary tables from email

See separate excel spreadsheet

<https://www.swhertsplan.com/26615/widgets/75394/documents/45439>

Appendix 5

Response by letter (address redacted)

①

S.W. HERTS IJSP TEAM

CORPORATE SUPPORT

31 OCT 2022

DEAR SIR/MADAM

CONSULTATION ON I. S. P.

- (1) Yes
Lifestyle and attitude influences from the U.S.A. and social media sources. China will increasingly infiltrate industry, commerce, education, government for subversive reasons and strengthen its control of some vital raw materials
- (2) YES
- (3) YES
HCCSP to list its achievements and confirm that it has engaged with CHINA/INDIA/BRAZIL/USA. HCCSP to levy fines on water supply companies who continue to abstract water from local rivers. HCCSP to promote a national water supply network. Local parks/gardens/recreation grounds/allotments to be protected. Regional parks and HONBs should exclude car use visitors.
- (4) YES
- (5) YES
More than 4 million people are living in private rented accommodation, in England alone, plus there are council and housing association tenants.
- (6) YES
- (7) YES
Key sectors to increase pay ratios so that employees are able to live locally. The ENTERPRISE ZONE should actively promote more than 2 sectors and support small businesses. The University of Hertfordshire offers limited local support as it caters for students from throughout the UK and internationally. Further education involves travel - extra discounts on public transport to be provided.
- (8) YES
- (9) YES
This area cannot compete with larger entertainment venues within Greater London. It is not feasible to provide public transport to all visitor attractions or entertainment venues. The future of the largest night time attraction in SW Herts is uncertain. Visitor attractions should be within attractive surroundings with hotels nearby - also

(9) (Continued)

parking availability for longer distance coach operators.
Cycling is mainly an option for those under 60s.
Cycle networks should be exclusively for cyclists as sharing with walkers is problematic. Cycle parking in town centres and at rail stations and surfacing repairs, clearance of overgrown vegetation, lighting and blockages caused by parked vehicles all need attention.

(10) Yes

(11) MRTS (HERT) will do little to increase the uptake of public transport - the county council does not have the technical ability to design/construct/operate the system. This will not be an efficient use of valuable space unless it operates at a high frequency whilst providing limited interchange points with existing bus services. Stansted Airport should be excluded

(12) Yes

Prioritise progress at the 3 local hospitals and ensure that these are served by expanded bus service provision.

(13) No

(14) Yes

South West Herts will strive to be nationally recognised as a centre of progressive thinking, fair dealing and a genuine interest in all of its citizens. It will be known for encompassing all opinions whilst producing creative solutions for 21st century living.

(15) Yes

Integrating nature into new development is not necessarily reducing energy use and the first use of materials such as sand and gravel is incompatible with current demolition and rebuild regimes.

(16) No

New employment sites must be identified and restrictions on permitted night development implemented. Not all town centre buildings can be adapted for new uses. It's essential that business rates are realigned.

(17) Yes

I find it very unlikely that it is possible to identify those people who have physical or mental health problems

(17) (continued)

as a result of their housing or neighbourhood conditions. Safety is more often the result of perceived danger rather than actual danger. Local businesses need to be run viably - even leisure centres are privately operated. Community facilities which offer face to face interaction are becoming fewer in number.

(18) YES

Walkable neighbourhoods are going to be difficult to achieve. There are a long way from a radical travel transformation - in fact the trend is in the opposite direction. Public transport provision is limited by demand and usage. Cycling and walking are problematic - sharing creates unsafe conditions, poor surfacing and lighting, overgrown vegetation, vehicle parking and conflicts at road crossings all need attention.

(19) YES Far more people and businesses will occupy existing premises than 'new builds' - "found" in the wrong word "satisfied" is more appropriate for the majority. Energy efficiency is more important than architectural merit.

(20) YES

More public participation is required at the onset to achieve total waste delivery and efficient follow on processes.

(21) "Living in Healthy Thriving Communities" - as in FEEDBACK (17)

Existing communities should take priority over new growth particularly with regard to health aspects for those aged over 70.

(22) (A) Growth within existing large settlements by increasing densities - this means building up to 10 storeys in height - but not in close proximity to historic settings and conservation areas. Buildings to incorporate (1) all post 2017 safety requirements (2) district heating possibilities (3) fully reliable internal lifts.

(23) NO

(24) YES

Of the examples illustrated - the "1759 Collocated Community Service" could be worthwhile if adapted to be run by other "not-for-profit" enterprises.

→ (4)

- (25) Travel to school is a key factor in promoting car use
- (A) amongst the younger generations.
 - (B) We are powerless to prevent the loss of wildlife - fauna and flora in the ~~short~~ short term. But new species may settle from other continents.
 - (C) Flood prevention works must be fully completed within 5 years.
 - (D) airports should not be considered as realistic destinations.
 - (E) Farming practices are evolving in the transitional period since leaving the EU.
 - (F) Guidance is needed on uses for former landfill and mineral working sites after restoration has been completed.
 - (G) Large developers and builders are using public money to house on their own terms only.
 - (H) Most developments in the past 60 years incorporate little or no provision for public transport accessibility.
 - (I) "Build back better" will do little to benefit SW Herts
 - (J) Care Home Workers are a prime example of low paid people not receiving adequate public transport to access their employment
 - (K) The "intervention ladder" within the public health and lifestyle field is a slow process and will delay the introduction of suitable regulation
 - (L) Few workers over 40 years of age will cycle to and from work - no matter what incentives are provided.
 - (M) Public transport providers need to coordinate information for passenger benefit.
 - (N) The sum total funds available from council tax and government grants are completely insufficient to carry out all of these objectives.

Summary from sixth form event at Kings Langley School



SW Herts School Workshop Note

Wednesday 25th January 2023 – Kings Langley School

This note includes a summary of the event undertaken with young people in SW Herts in January 2023, outlining the activities undertaken and feedback received. Also included are images from the event.

Participants

In advance of the planned youth session scheduled for 25th January 2023, the team contacted over 40 education providers within the SW Herts area. This included a range of schools and colleges, with a mix of urban and rural locations, and spanning all five authority areas (Dacorum, St Albans, Hertsmere, Watford and Three Rivers).

Initial email correspondence outlined background to the JSP and set out why participation from students was important in helping to shape the future of the area. Following this, multiple telephone calls were made to each education provider to enquire if any students were interested and to identify any barriers to participation.

Despite interest from a number of schools and West Herts college, it became clear that due to staffing shortages most were unable to provide the necessary staffing cover to attend the in-person event alongside students. Staff attendance was a requirement of the host school, Kings Langley. The event did however still proceed, with a small group of Kings Langley sixth form students.

The workshop was facilitated by consultants Icen Projects, supported by members of the JSP team.

Engagement Exercise

The workshop event was held at Kings Langley School on 25th January, after school hours, with a four students ranging in age from 17-18 years old. On arrival, the team outlined the background of the Joint Strategic Plan, why it was important the JSP heard the views of young people within SW Herts and set the objectives for the session.

The session was structured into five key elements:

1. **Icebreakers** – Using a large map displaying the SW Herts area and tracing paper, the team asked the group some ice-breaker questions. The students were asked to annotate on the map where they lived, noting if they liked or disliked the location and why. This was followed by some follow up questions to prompt discussion, for instance, asking if they expected to still live in that area in 10, 20, 30 years' time and why. The questions were intended to get the students thinking about their surroundings and the future of the area, and begin analysing their own viewpoints around what made a good 'place'.
2. **Priorities** – The team then set out a series of topics printed on individual sheets with associated images. The students were asked to rank these based upon their own interpretation of priorities for the next 30 years. The topics included 'Well Connected Places', 'Sustainable Infrastructure', 'Green Living', 'Healthy Thriving Community', 'Local Employment', and 'Quality Homes'. The team prompted the students to discuss their decision making process and if they would add or remove any options from the list.
3. **Spider Diagrams** – Using five separate diagrams, the students were asked to interrogate the themes of '*Living*', '*Moving*', '*Working*', '*Playing*' and '*Environment*'. Each theme was surrounded with various related subtopics and the students marked the diagrams with their personal priorities. A dedicated '*Other*' subtopic was included on each and students were encouraged to annotate with any additional priorities they felt had not been included.
4. **Quickfire Discussion** – The team posed the question "*If you could change one thing about SW Herts what would it be?*" and asked the students to explain their answers and opened up the discussion to the wider group for light debate between individuals.
5. **Next Steps** – The team summarised the feedback from the event and invited students to continue engagement with the JSP by joining the Youth Forum and telling friends/family about the wider consultation being undertaken.

Key Findings

Based upon the exercises undertaken, and discussions that followed, the following key findings emerged:

- The students were acutely aware of the threat of climate change and want to see immediate action to address it.
- Sustainability features should be a key component of any future development.
- Public transport is not viewed as a convenient or attractive mode of travel.
- Students are aware of how expensive it currently is to live in the area and do not imagine they will be able to afford their own property in the future.
- Health and wellbeing should be prioritised through year-round sport facilities and suitable spaces for living and socialising.
- There is a lack of suitable jobs for young people, and those that are available are difficult to access without a private vehicle.

Workshop Notes

The following notes were taken during the workshop. Words in italics indicate direct quotes from students.

Mapping Exercise:

- Difficult to get between places on a bus.
- Bus routes are confusing and expensive.

- Trains unreliable and expensive.
- *“I don’t imagine I will still be in this area in 20 years’ time.”*
- Would like to see better recycling facilities.
- Cycle routes that better connect places so people wouldn’t need to make short car journeys.
- Improved phone signal across SW Herts.
- Kings Langley is a nice place to live and has good Wi-Fi.
- Sarratt is a good place for outdoor walks but has bad phone signal.

Ranking Exercise:

- Student wants to stay living in the area and buy a home after university but believes it is too expensive – local people need more affordable houses.
- *“Buying my own home will only ever be a dream.”*
- Having access to greenspace and the countryside is good for your mental health.
- Air quality is very important.
- Its important housing design reflects local character and people feel proud of their area.
- New homes should have sustainability features and provide community benefits i.e. sustainable drainage systems.

Spider Diagram Exercise:

- LIVING
 - Students feel safe walking in Kings Langley at night.
 - Homes should be sustainable - could integrate solar panels to help lower energy bills.
 - *“Homes will always be built, but where they are built is the point that matters.”*
 - As fewer houses are built, it makes the rest of the homes more expensive.
 - People can’t always afford larger houses – there is a need for smaller homes too.
- ENVIRONMENT
 - We should protect local landscapes, such as the bluebell woods in Sarratt.
 - Need to keep the world clean and help it thrive.
 - More benches in green spaces to enable people to work/study outdoors.
 - Easy access to green space for a place to just breath and relax.
 - *“Tackling climate change incredibly important, if we don’t do anything now, we are all going to be doomed. Not doing anything is really irresponsible and I think it’s the most important aspect to improve.”*
- PLAYING
 - Not enough points of interest.
 - A lot of one-way roads without cycle paths, so there are fears of cars turning a corner when cycling.
 - A lot of places have closed down and littering on the streets.
 - Gyms are too expensive.
 - Not enough for teens to do – no festivals.
 - Homelessness on streets – more facilities to help individuals who are homeless.
 - A lack of indoor athletics facilities for year-round sports.
 - Too many people using cars for short journeys.

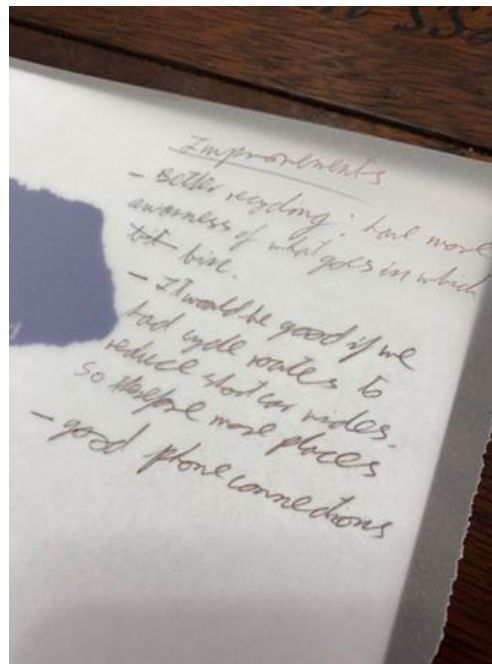
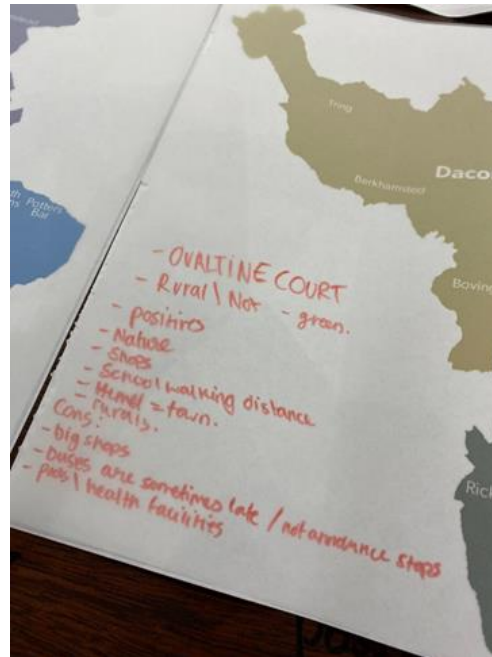
- Buses unreliable and routes are confusing – something like ‘City Mapper’ - it would be helpful and if each stop could be announced.
- MOVING
 - Want more interconnected transport options.
 - Improve quality of public transport design – people don’t want to use unattractive transport.
- WORKING
 - Not enough research jobs.
 - Not sure what jobs are available in the area.

‘If you can change one thing’ Exercise:

- Address climate change.
- More job opportunities for young people – *“I feel like I can’t flourish here.”*
- Balance between housing and greenspace – if housing is being developed, there must be enough greenspace preserved around it to retain the local character.
- Improve the sustainability and interconnectedness of public transport - *“I have never been on a bus in my life.”*

Workshop Photographs

Images 1 to 4: Annotated map of South West Hertfordshire



Images 5 to 7: Participants during the ranking exercise.

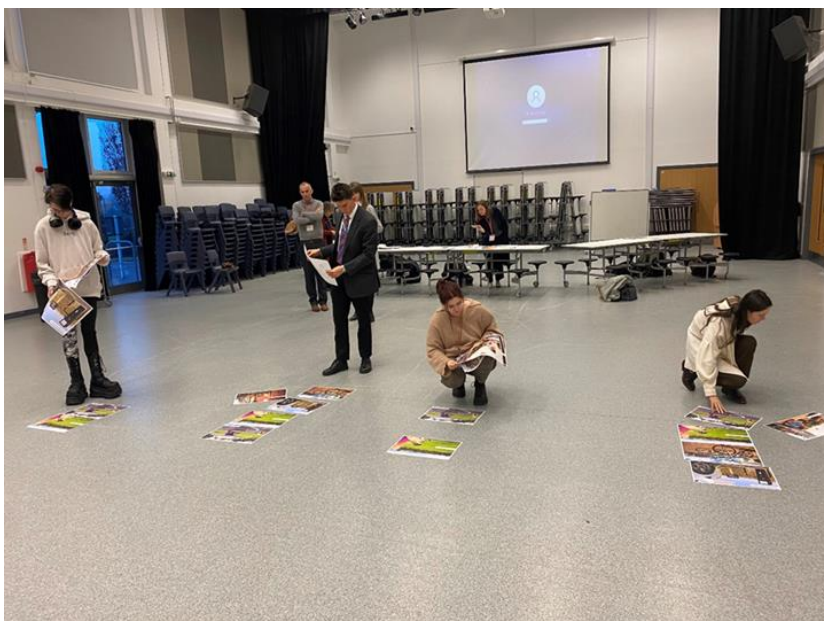
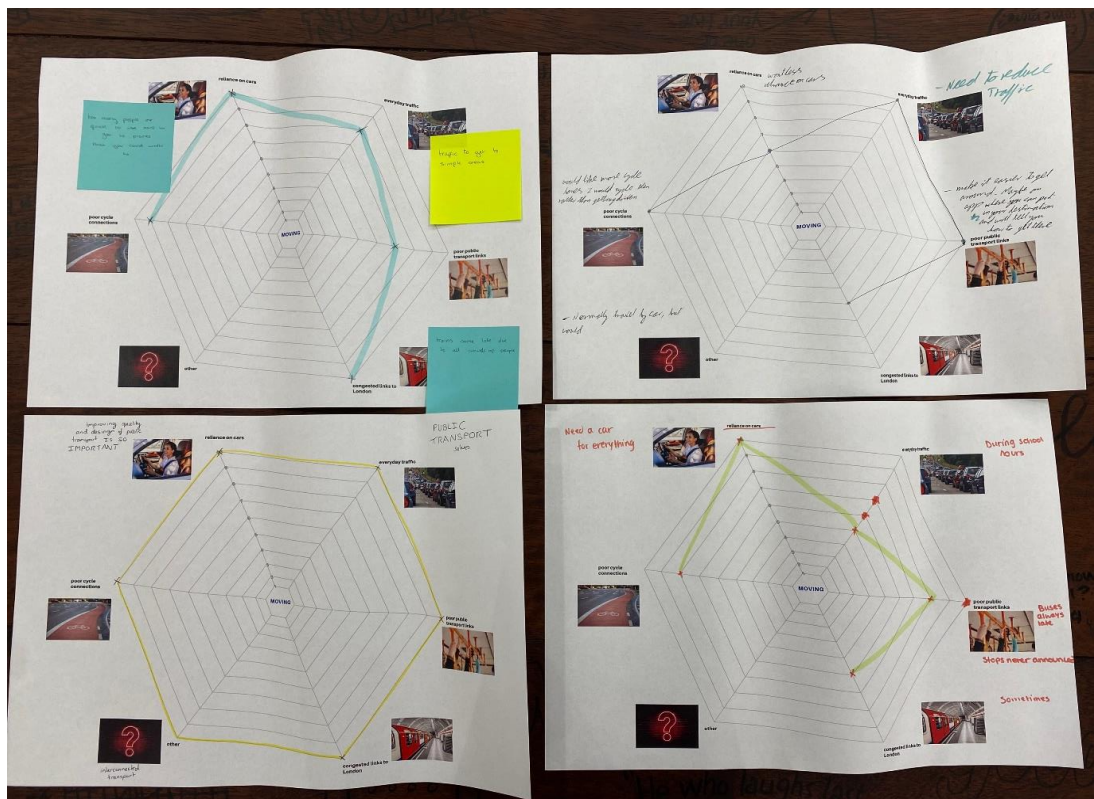
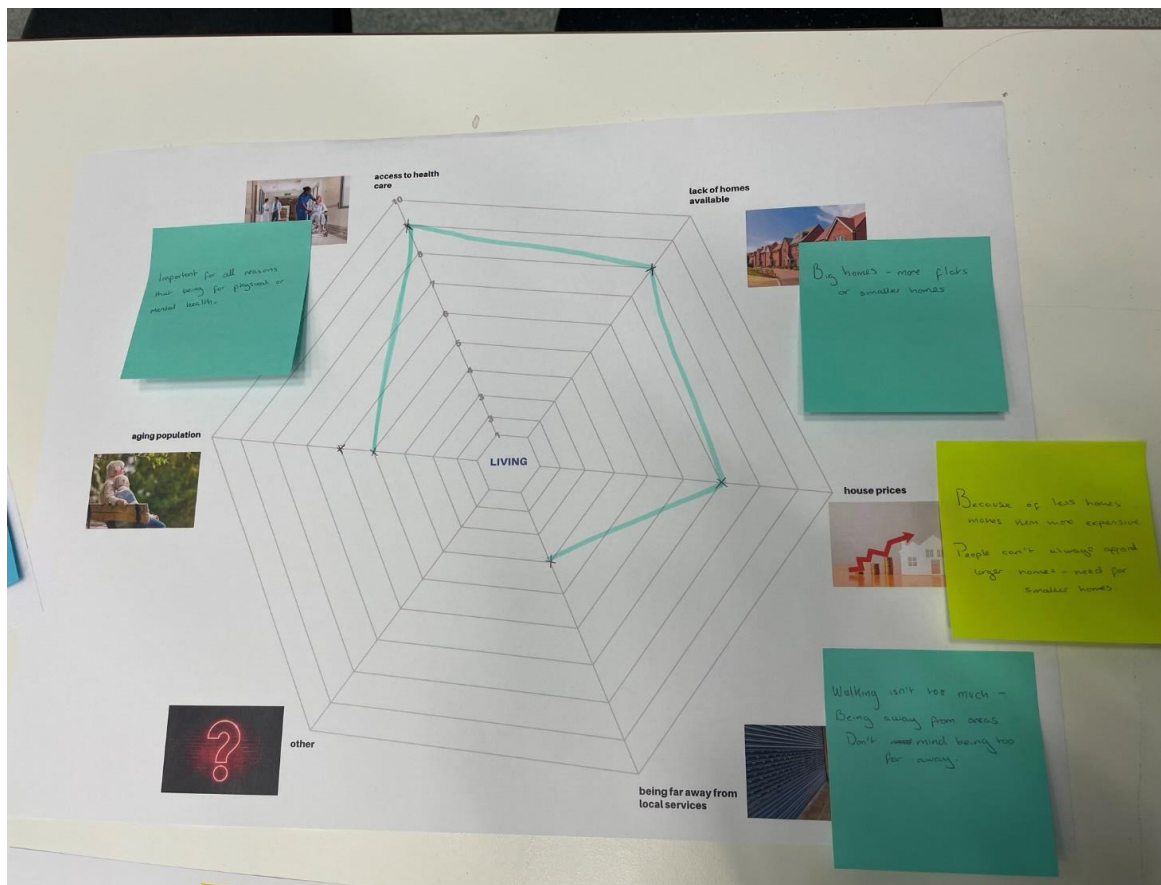


Image 8: An example of a ranking exercise.



Images 9 to 14: Output from the Spider Diagram Exercise



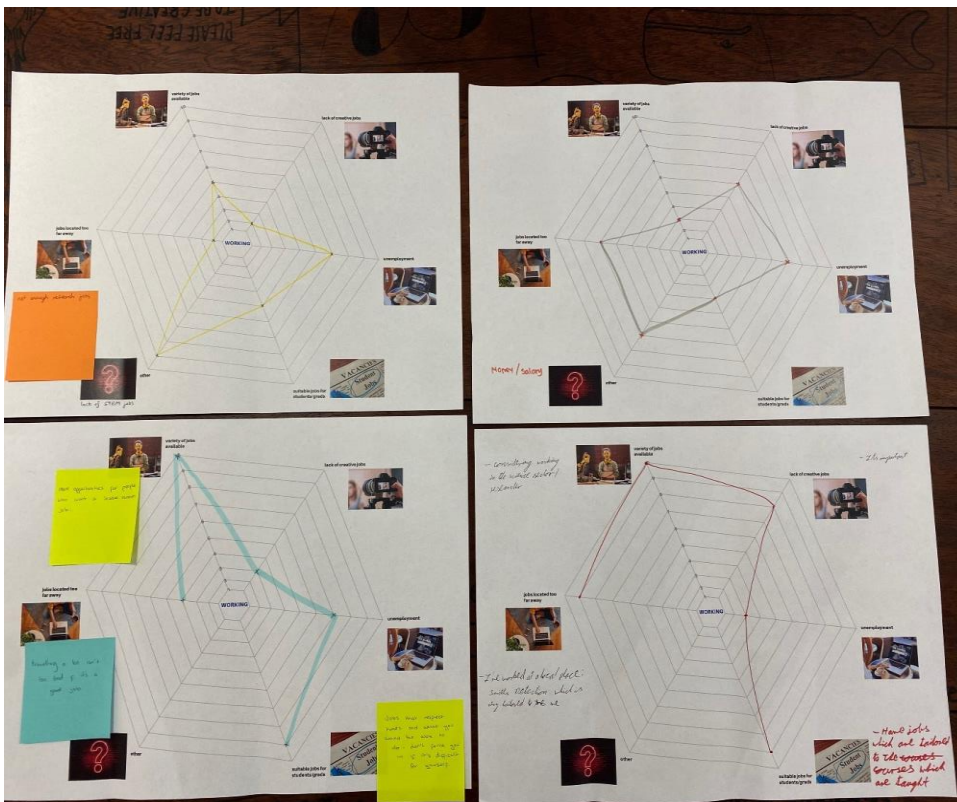
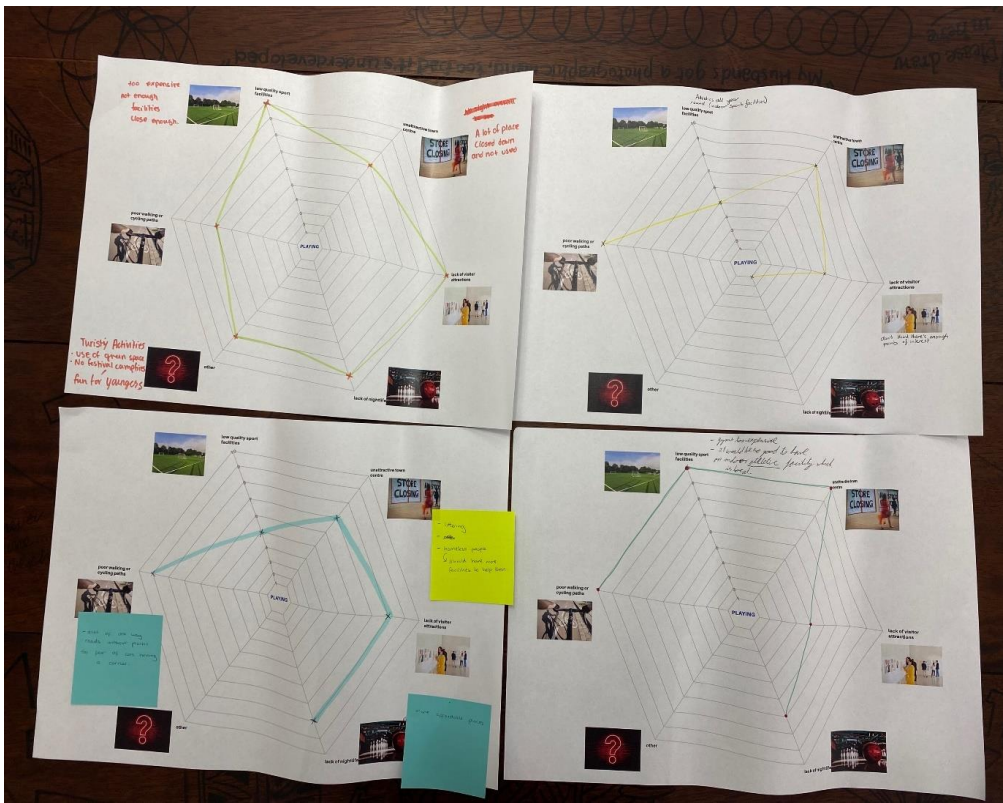
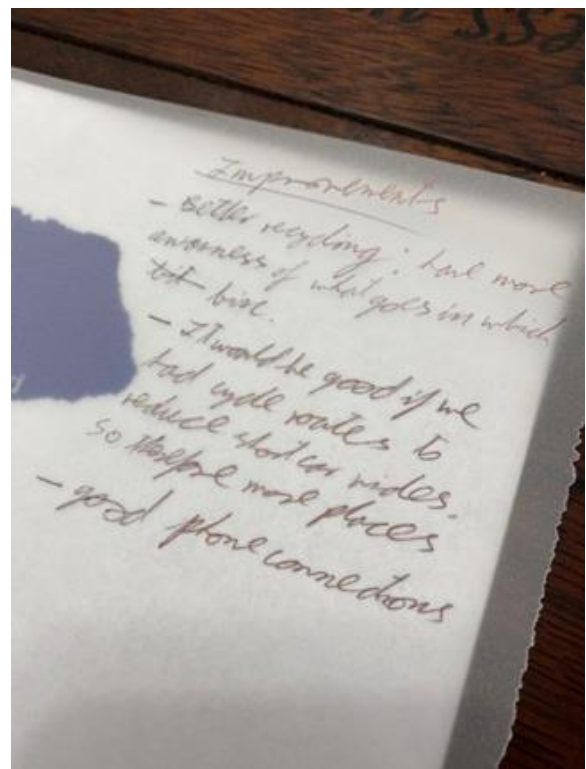
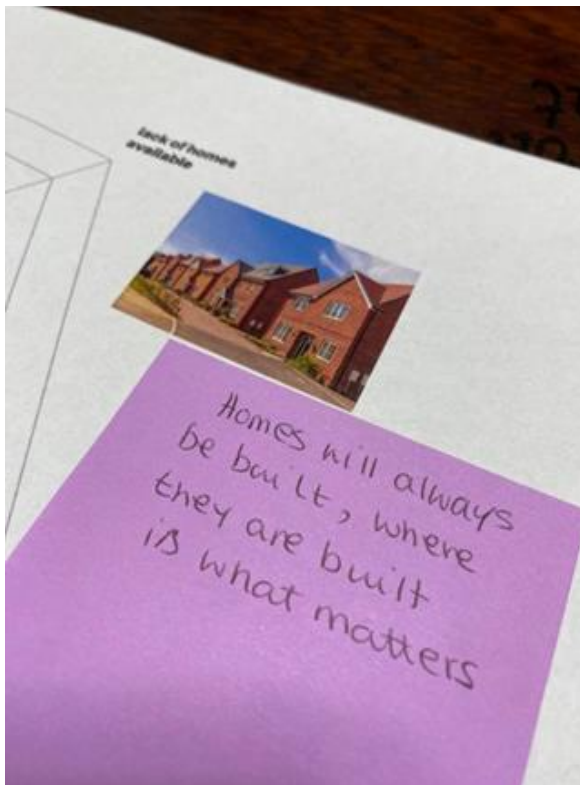
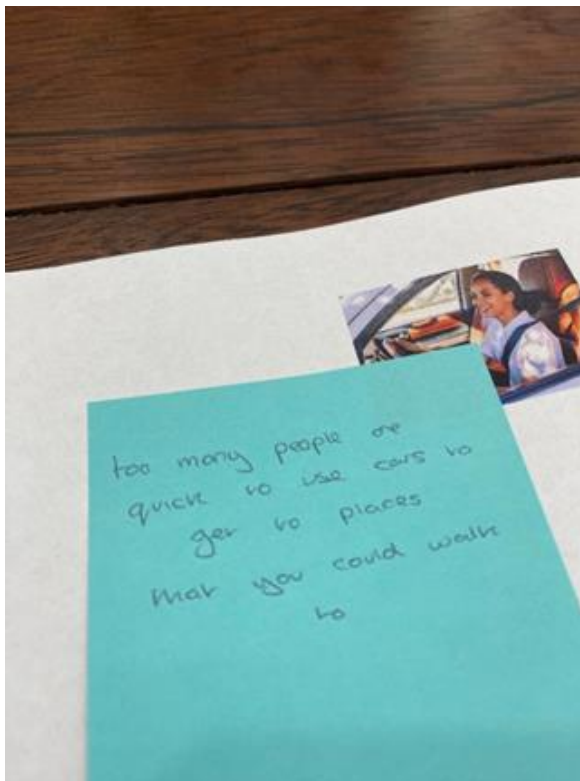




Image 15 and 18: Individual notes on the Spider diagrams.



List of promoted sites

Note:

1. The site denoted via an * was promoted via an online survey response. All other promotions were submitted by email.
 2. Submissions from landowners / developers are not referenced below when the responses were more general in nature and did not relate to a specific site or location.
-

Three Rivers

- Land east of the A412 in Maple Cross. Rep prepared by Stantec
- Land in the vicinity of Eastbury Pumping Station. Rep prepared by Studio LK on behalf of Affinity Water
- Stockers Farm Road. Rep prepared by Studio LK on behalf of Affinity Water
- Love Land, Abbots Langley. Rep prepared by Studio LK on behalf of Affinity Water
- Maple Cross South and West. Rep prepared by Savills on behalf of Guy's & St Thomas Foundation
- Land south of Chalfont Lane, West Hyde. Rep prepared by Nexus Planning on behalf of Inland Homes
- Land to the north of Chalfont Lane, Maple Cross. Rep prepared by Catesby Estates
- Land at Croxley Green. Rep prepared by RPS on behalf of Richborough Estates
- Batchworth Golf Club, Rickmansworth. Rep prepared by Turley on behalf of Crown Golf
- Warner Bros. Studios Leavesden. Rep prepared by TOR on behalf of Warner Bros. Studios Leavesden
- Land South of Little Oxhey Lane. Rep prepared by Lichfields on behalf of the Church Commissioners for England
- Land at Rickmansworth Sidings. Rep prepared by TFL.
- Land at Rickmansworth Station. Rep prepared by TFL
- Land at Croxley Station. Rep prepared by TFL
- Land at Chorleywood Station. Rep prepared by TFL
- Kings Langley. Rep prepared by Stantec on behalf of Urban & Civic.

St Albans

- Land to the north east of Harpenden. Rep prepared by Stantec on behalf of Crest Strategic Land
- North St Albans (Sandridge). Rep prepared by Lightwood Strategic
- Roestock Lane Depot. Rep prepared by Studio LK on behalf of Affinity Water
- London Road - 'The Greenway'. Rep prepared by Stantec on behalf of L&Q Estates
- Windridge Farm. Rep prepared by LDA Design on behalf of Catesby Estates
- Land at Appspond Lane, Potters Crouch and Smallford Works site. Rep prepared by Savills on behalf of Bellfield Park Limited and Hemel Business Park Ltd
- Verulam Golf Club and Adjacent Land, London Road, St Albans. Rep prepared by Carter Jonas on behalf of Beechwood Homes
- Radlett Strategic Rail Freight Interchange. Rep prepared by RPS on behalf of Helioslough Ltd
- North St Albans. Rep prepared by LRM Planning Ltd on behalf of Hallam Land Management Limited and St Albans School

- Land at Moor Hill (north). Rep prepared by Turley on behalf of Tarmac.
- Land at Moor Hill (south). Rep prepared by Turley on behalf of Tarmac.
- Land at Harper Lane (Radlett). Rep prepared by Turley on behalf of Tarmac.
- Land at London Colney. Rep prepared by Turley on behalf of Tarmac.
- Land north of Bowman's Lakes, Tyttenhanger. Rep prepared by Turley on behalf of Tarmac.
- Colney Heath. Rep prepared by Turley on behalf of Tarmac.
- Land at Wheathampstead. Rep prepared by Turley on behalf of Tarmac.
- Land SW of Redbourn (as previously identified in a draft of the Redbourn Neighbourhood Plan). Rep submitted by D2D Planning. *

Hertsmere

- Land at Little Bushey Lane, Bushey. Rep prepared by Stantec on behalf of Redrow Homes
- Land north of Barnet Lane, Borehamwood. Rep prepared by Planning Potential on behalf of Inland Homes
- Land south of Allum Lane, Borehamwood/Elstree. Rep prepared by Bidwells on behalf of Endurance Estates
- Potters Bar Golf Course. Rep prepared by Lichfields on behalf of CEG
- Land North of the A41 North West Avenue near Bushey. Rep prepared by Savills on behalf of Nolan Brothers Properties
- Land east of Cowley Hill, Borehamwood, land east and south of Rowley Lane, Borehamwood and land between Baker Street and Barnet Road, south of Potters Bar. Rep prepared by Woolf Bond Planning on behalf of Gilston Investments Ltd, the owners of the Wrotham Park Estate
- Land at 'Compass Park', northern edge of Bushey. Rep prepared by Montagu Evans on behalf of the Masonic Charitable Foundation
- Radlett extension. Rep prepared by Savills on behalf of The Crown Estate.
- Sky Studios Elstree South and Sky Studios Elstree North. Rep prepared by Lichfields on behalf of Sky Studios Limited
- Employment site? Rep prepared by Warner Planning on behalf of Griggs Homes and Regen Properties
- Tyttenhanger Quarry, North Orbital Road, St Albans and Harper Lane Asphalt Plant, Harper Lane, Radlett. Rep prepared by Heatons on behalf of Tarmac Trading
- Land at Elstree Hill. Rep prepared by TFL.
- Land at Stangate Crescent/Barnet by-pass. Rep prepared by TFL.
- Bowmans Cross. Rep prepared by Stantec on behalf of Urban & Civic.
- Land at Colney Street / Moor Mill. Rep prepared by Turley on behalf of Tarmac.
- Land at Salisbury Hall and surrounding land. Rep prepared by Turley on behalf of Tarmac.

Hertsmere / Watford

- Site on border at Stephenson Way Lane. Rep prepared by Studio LK on behalf of Affinity Water

Hertsmere / St Albans

- Land at Harper Lane, Radlett. Rep prepared by Pegasus Group on behalf of Bloor Homes and the Department of Health

Dacorum

- Piccotts End Road, Hemel Hempstead. Rep prepared by Studio LK on behalf of Affinity Water

- London Road, Markyate. Rep prepared by McLoughlin Planning on behalf of DB Land
- Land East of Tring ('Marshcroft GC'). Rep prepared by Ryan and May on behalf of Harrow Estates
- Land East of Berkhamsted Road, Hemel Hempstead. Rep prepared by Roebuck Land and Planning on behalf of Hallam Land Management
- Land at New Mill, Tring. Rep prepared by Pegasus Group on behalf of L&Q Estates
- Land south of Red Lion Lane, Nash Mills. Rep prepared by Crest Nicholson and Vistry Group
- Apsley Mills Retail Park. Rep prepared by JLL on behalf of Royal London Asset Management
- Land at Shendish Manor. Rep prepared by Carter Jonas on behalf of Apsley Developments Ltd
- Prologis Park, Hemel Hempstead. Rep prepared by Savills on behalf of Prologis UK Ltd
- Site at Berkhamsted. Rep prepared by Thakeham Homes
- Site at Nash Mills, Aspley. Rep prepared by Crest Nicholson Partnerships and Strategic Land and Vistry Group
- Site at Rossway Farm (land between Shootersway and A41), Berkhamsted. Rep prepared by Stantec on behalf of Croudace Homes
- Land to the north east of Hemel Hempstead (part of HGC). Rep prepared by Quod on behalf of Pigeon Hemel Hempstead
- Land to the north east of Hemel Hempstead (part of HGC). Rep prepared by Kitewood Estates
- HGC. Rep prepared by Sellwood Planning on behalf of The Crown Estate

Watford

- Orphanage Road (rail depot and concrete batching plant). Rep prepared by Firstplan on behalf of Aggregate Industries UK Ltd
- Atria Shopping Centre, Watford. Rep prepared by WSP on behalf of Watford Centre Ltd
- Land at Bushey Station. Rep prepared by TFL

Recommended responses to Sustainability Appraisal Scoping

Changes will also be required to the SA Scoping Report to reflect the revised assessment of the vision and objectives as a result of the changes recommended.

Respondent	Summary of Comments	Response
STATUTORY CONSULTEES FOR THE PURPOSES OF SA/SEA		
Environment Agency	<p>CHAPTER 3: BASELINE INFORMATION – CLIMATE CHANGE MITIGATION AND ADAPTATION</p> <p>See the preparation of this Joint Strategic Plan, including the Sustainability Appraisal, as a key opportunity to strengthen the role that the planning system plays in mitigating and adapting to climate change, and to ensure a fair transition to a low carbon economy.</p> <p>Local evidence of climate change impacts will be valuable towards identifying location specific vulnerabilities. The Sustainability Appraisal should also include mitigation (i.e. net zero) policy measures that may be required to further limit climate change, and associated flood risk and water resource issues arising from the changing climate and that we need to be much better prepared for.</p> <p>Reference should be made to the Strategic Flood Risk Assessments (SFRA) for each Local Authority, which are crucial evidence documents for understanding the impacts of climate change on all sources of flood risk over the anticipated lifetime of any proposed development.</p> <p>The EA's climate change allowances for flood risk assessments should inform the SFRA(s) and have been updated to reflect the UK Climate Projections 2018 (UKCP18). This information is available at https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances</p> <p>For information, the Royal Town Planning Institute (RTPI) and Town and Country Planning Association (TCPA) have produced guidance on 'The</p>	<p>Noted.</p> <p>The SA Scoping Report will be updated to include the additional publications referenced. In addition, the baseline information regarding flood risk, water and biodiversity will be updated based on the comments referenced.</p> <p>Flooding will be included as a separate sustainability issue and Sustainability Issue 13 will be updated to include reference to chalk streams.</p> <p>The Sustainability Appraisal framework will be updated to incorporate further appraisal questions as set out by the Environment Agency.</p>

Respondent	Summary of Comments	Response
	<p>Climate Crisis – A Guidance for Local Authorities on Planning for Climate Change’. Available at: https://www.rtpi.org.uk/media/9379/tcpa-rtpi-climate-guide_oct-2021_final.pdf</p> <p>CHAPTER 3: BASELINE INFORMATION - FLOOD RISK</p> <p>Welcome the inclusion of paragraph 3.13 concerning the impact of new development on flood risk. We recommend the inclusion of separate sections for the different types of flooding i.e., fluvial, surface water, and groundwater flooding.</p> <p>Fluvial flood risk</p> <p>In regard to fluvial flooding, it is important to note that flood risk mitigation can also be achieved by following a sequential approach as outlined in the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG). This is to steer new development to areas with the lowest risk of flooding and ensure that the most vulnerable developments are located in the areas with the lowest risk. This will also minimise the future necessity for new or improved carbon-intensive flood defences.</p> <p>Where development is deemed to be necessary, it should be safe for its lifetime without increasing flood risk elsewhere. Where possible, opportunities for betterments should be sort, for example adding more space for water and adding future attenuation areas.</p> <p>Additionally, properties at the highest risk are those situated within the functional flood plain (Flood Zone 3b). Only Essential Infrastructure or Water Compatible uses may be considered in Flood Zone 3b.</p> <p>Flood resistance and resilience</p> <p>If alternative sites are not available to locate development away from areas at risk of flooding, then developments need to enact appropriate flood resilient and resistant measures. Guidance on flood resistance and resilience can be found at:</p> <ul style="list-style-type: none"> • Government guidance on flood resilient construction https://www.gov.uk/government/publications/flood-resilient-construction-of-new-buildings • CIRIA Code of practice for property flood resilience 	

Respondent	Summary of Comments	Response
	<p>https://www.ciria.org/CIRIA/Resources/Free_publications/CoP_for_PFR_resource.aspx</p> <ul style="list-style-type: none"> British Standard 85500 – Flood resistant and resilient construction <p>https://www.floodguidance.co.uk/bs-85500/</p> <p>PPG – Flood Risk and Coastal Change</p> <p>The PPG guidance on Flood Risk and Coastal Change was updated in August 2022 and provides comprehensive advice on a number of considerations. For example, additional guidance has been provide to clarify the sequential test approach; how to use natural flood management techniques; and the use of Sustainable Urban Drainage Systems (SuDS). Additional advice is also available on the Strategic Flood Risk Assessment (SFRA) and assessment of infrastructure needs, and how to take an integrated approach to flood risk management. This guidance is available online at https://www.gov.uk/guidance/flood-risk-and-coastal-change</p> <p>Buffer zones</p> <p>In reference to paragraph 3.13, the EA are pleased to see the link has been made between the loss of greenfield land and the increase of flood risk. Development in the green belt leading to loss of habitat and flood water storage should be strongly resisted, and brownfield sites prioritised over greenfield. To strengthen this position, we recommend the inclusion of the following: 'leaving appropriate undeveloped buffer between river and development can reduce the flood risk of the development and its vicinity. This can also eliminate the need for a Flood Risk Activity Permit.'</p> <p>For development within close proximity to a main river, the EA would be looking for a commitment for a natural undeveloped 8 metre buffer between all new development and the top of riverbank / flood defence / culvert. This should be free from hard standing and structures.</p> <p>Note that Flood Risk Activity Permits are required for certain activities, such as works/development within close proximity to a main river. Full guidance is available at https://www.gov.uk/guidance/flood-risk-activities-environmental-permits</p> <p>CHAPTER 3 – BASELINE INFORMATION: WATER</p> <p>Water Framework Directive</p>	

Respondent	Summary of Comments	Response
	<p>In reference to paragraph 3.50, they are pleased to see that reference has been made to the Water Framework Directive and note that these regulations are also referenced in Appendix A (paragraph A.52). WFD requirements will need to be considered in the Sustainability Appraisal and throughout the development of the Joint Strategic Plan. Local Planning Authorities have an important role in implementing the WFD and making sure new development does not cause deterioration and whenever possible supports measures to improve waterbodies.</p> <p>Chalk streams and Chalk aquifers</p> <p>In reference to paragraph 3.51, the EA are pleased to see acknowledgement of the importance of Chalk Streams. However, paragraphs 3.47 - 3.51 do not identify the presence of the Chalk bedrock, which is a principal aquifer and the source of regional potable supply along with providing baseflow to surface waters, such as chalk streams.</p> <p>It is important to note that the Upper Colne and some of the smaller tributaries, such as the Mimmshall Brook, also run over the chalk bedrock and should be considered chalk streams. There are more than three chalk streams within South West Herts, the ones named are only the larger ones.</p> <p>The River Colne Catchment Action Network (ColneCAN) are the catchment hosts for the Colne, of which the Chilterns Chalk Streams Project are a partner/co-host with Groundwork South and the Colne Valley Regional Park. The partnership brings together stakeholders of all kinds to support the conservation and restoration of the Colne Catchment. There are six main goals identified across the catchment; control invasive species, involve people in their local waterbodies, improve wildlife corridors, improve water quality, manage flow, and work together. More information on ColneCAN is available at: http://www.colnecan.org.uk/.</p> <p>Localised evidence bases relating to water resources and quality</p> <p>Water Cycle studies and Infrastructure Delivery Plans are important for informing water resources and water quality policies. Guidance is available at: https://www.gov.uk/guidance/water-cycle-studies</p> <p>River Basin Management Plans - The Sustainability Appraisal should also consider the current classification of waterbodies and how to improve their</p>	

Respondent	Summary of Comments	Response
	<p>ecological health and chemical status, as set out by the objectives of the Thames River Basin Management Plan (TRBMP).</p> <p>Water Resources Management Plans (WRMPs) assess pressures on future water supplies. WRMPs are an essential evidence source for ascertaining water availability within the context of climate change. Water company drainage and wastewater management plans account for climate change, ensuring drainage infrastructure can cope with increased intensity of storms. The Environment Act (2021) has made these plans statutory, collaborative and they should be integrated into long term planning documents such as the JSP.</p> <p>Water stress areas – their evidence on water stress should be referred to in consideration of water efficiency requirements. Available at: https://www.gov.uk/government/publications/water-stressed-areas-2021-classification</p> <p>CHAPTER 3 – BASELINE INFORMATION: BIODIVERSITY</p> <p>In reference to Chapters 3.57 - 3.61, we welcome comments referencing the main priority habitats within the area. However, we note no reference has been made to the main priority/protected species. For example, Water Vole (<i>Arvicola amphibious</i>) have been reintroduced to the St Albans District. Work by the combined effort of Herts and Middlesex Wildlife Trust and the Colne Valley Fisheries Consultative has shown that this species is more widespread than initially realised, with a good population found in the Rickmansworth area. This species is iconic to chalk streams and should be protected along with the priority habitat. Additionally, no reference has been made to the impacts of invasive species within the area. This information should be included in the Sustainability Appraisal.</p> <p>CHAPTER 4: KEY SUSTAINABILITY ISSUES AND THEIR LIKELY EVOLUTION WITHOUT THE JSP</p> <p>Agree with the numerous sustainability issues recognised in this chapter. However, they have the following comments to make in regard to Issues 1, 3 and 13.</p> <p>Sustainability Issue 1</p> <p>Note that flood risk is mentioned in Issue 1 in respect of the impacts of climate change. However, climate change should be linked more directly to an</p>	

Respondent	Summary of Comments	Response
	<p>increase in flooding, especially since people who are not at risk now may become at risk in the future. Strongly recommend that flooding is put forward as being a separate sustainability issue, and the potential increase in the risk of flooding through development should be highlighted as a key concern. This is in line with paragraph 153 of the NPPF (July 2021).</p> <p>Sustainability Issues 3 and 13 Regarding Issue 3 which considers access to natural green space, and Issue 13 on the potential to harm local landscape, they recommend reference is made to the lack of connection to river corridors and engagement with communities and rivers and the wider water environment. Specifically in respect of Issue 13, adding a reference to the protection of chalk streams would be beneficial.</p> <p>CHAPTER 5: SUSTAINABILITY APPRAISAL FRAMEWORK This next section considers the Sustainability Appraisal (SA) objectives that fall within the EA's remit and that have been identified through this Scoping Report.</p> <p>SA Objective 1: To minimise SW Hertfordshire's contribution to climate change and build resilience for adaptation to the changing climate Pleased to see a strong vision and strategic objective on climate change mitigation and adaption. Significant climate impacts are inevitable, especially on several constraints within our remit, such as flood risks, water management, freshwater wildlife and industrial regulation. In regard to climate change resilience, we encourage the use of nature-based solutions (NbS) to support local environments in becoming more resilient to climate impacts, such as flooding, drought and overheating, and absorb and store greater quantities of carbon. Without that resilience, there is a risk that progress on net zero will be undermined.</p> <p>SA Objective 3: To improve the health and wellbeing of SW Hertfordshire's population Strongly support the consideration of maintaining, connecting and creating multifunctional open spaces and green infrastructure. We encourage that this is considered alongside natural flood management approaches, such as river restoration, the protection of existing assets, as well as the discouragement of culverting.</p>	

Respondent	Summary of Comments	Response
	<p>In regard to encouraging and facilitating walking and cycling, they recommend consideration is given to enhancing green corridor networks and local nature recovery networks.</p> <p>For information, Public Health England have produced guidance on improving access to greenspace, in the context of protecting and improving health and wellbeing. This document is accessible online at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904439/Improving_access_to_greenspace_2020_review.pdf</p> <p>SA Objective 7: To reduce the need to travel by car As mentioned in reference to Objective 3, the provision of new cycling and walking infrastructure should also seek to maximise opportunities to integrate connected green and blue infrastructure along transport corridors.</p> <p>SA Objective 8: To minimise air and noise pollution in SW Hertfordshire Recommend the inclusion of approaches to waste management when considering the reduction of air, noise, and odour pollution. For example, improved efficiency and compliance by regulated facilities will decrease emissions of pollutants, as well as greenhouse gas emissions, in particular carbon dioxide from combustion.</p> <p>SA Objective 9: To maintain and enhance water quality and quantity Considering the question of how to help safeguard the water quality and ecological integrity of waterbodies, they recommend consideration is given to the Thames River Basin Management Plan (TRBMP). The TRBMP requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery, including that of groundwater bodies (GwB). This is consistent with the SA Objective 9. The relevant GwBs within the area of the JSP are:</p> <ul style="list-style-type: none"> • Mid-Chilterns Chalk - Classification Poor • Upper Lee Chalk - Classification Poor • Radlett Tertiaries - Classification Poor • Chiltern Chalk Scarp - Classification Poor • Upper Bedford Ouse Chalk - Classification Poor <p>Welcome the acknowledgment in in SA Objective 9 regarding appropriate development in Source Protection Zones (SPZs). Particular care should be</p>	

Respondent	Summary of Comments	Response
	<p>taken regarding the types of developments considered within SPZ1, which are generally the most sensitive locations with respect to potable supplies. It is important to note that the distribution of SPZ1s is not uniform, for example a significant area of Hertsmere District B lies within an SPZ1, as does Watford District B and Three Rivers District. Due to the scale of this JSP, they consider it to provide an excellent opportunity to identify the less sensitive groundwater areas to develop.</p> <p>SA Objective 10: To reduce the risk from all sources of flooding in SW Hertfordshire</p> <p>Welcome the questions put forward regarding flood risks. Please ensure that all flooding related guidance; including the relevant paragraphs of the National Planning Policy Framework and the relevant chapter of the planning practice guidance (PPG) are considered. In addition, up-to-date climate change data should be used to inform assessments and plans around flood risks.</p> <p>The EA have powers over and responsibilities for watercourse management, including working on main rivers and managing flood risk. Therefore, new development should not restrict access to main rivers and flood defence assets. As a minimum, we will be looking for an 8 metres undeveloped buffer zone to facilitate this access.</p> <p>Opportunities to de-culvert watercourses and remove obstructions to flow and fish passage should be pursued. Additionally, reconnecting to the floodplain by softening banks and allowing rivers to expand where possible and appropriate, may provide natural storage upstream of towns at risk.</p> <p>Considering the question of how to help promote the use of SuDS and flood resilient design, they agree there are multiple benefits from SuDs, including for water quality. However, careful consideration must be given to their location and design. Proposals involving infiltration SuDs in SPZ1 must be supported by a hydrogeological risk assessment. Whilst not mentioned explicitly, of particular concern are the use of deep borehole soakaways. They concentrate the discharge on location and bypass the soil layers, which limits the ability of the ground to attenuate pollutants and presents a greater risk of groundwater pollution. When considering drainage schemes, every effort should be made to ensure that alternative drainage options are used.</p>	

Respondent	Summary of Comments	Response
	<p>SA Objective 11: To protect SW Hertfordshire’s soils and ensure efficient use of land</p> <p>Considering the question of how to take an appropriate approach to remediating contaminated land, they are happy to see the remediation of land acknowledged in SA Objective 11.</p> <p>Would like to clarify that remediation should ensure that it is ‘suitable for use’, which means suitable for the environment as a whole, and not just for use by people. Protecting groundwater and surface water may mean carrying out work on land affected by pollution over and above that required to make the land suitable for the proposed development and to protect human health. When dealing with land contamination the process set out in Land contamination risk management (LCRM) should be followed. Available at: https://www.gov.uk/government/publications/land-contamination-risk-management-lcrm</p> <p>SA Objective 13: To conserve and enhance SW Hertfordshire’s biodiversity and geodiversity</p> <p>Strongly support the objectives to conserve, connect and enhance ecological networks, and to achieve biodiversity net gain. Biodiversity net gain offers considerable scope to help create resilient places, through maximising opportunities to improve the water environment, manage flood risk and addressing climate risks. This should be considered alongside efforts to help tackle climate change, such as nature-based solutions. Furthermore, it is expected that Local Nature Recovery Strategies will be used to help inform how and where biodiversity net gain should be delivered. As mentioned earlier in this response letter, we encourage the protection of the area’s chalk streams, which are a priority habitat, are considered and incorporated into the Sustainability Appraisal.</p>	
Natural England	<p>Natural England broadly agrees with the conclusions of the Sustainability Appraisal Scoping Report.</p> <p>The report assesses the potential impacts associated with six different growth types: The report states that “Growth types c, d and g are likely to have the most potential negative effects because they may result in more new growth across the more rural areas of the area, where environmental assets are more likely to</p>	<p>Support noted.</p> <p>The Scoping Report will be updated to include additional references to chalk streams and reference to the recreational pressure on the Chilterns Beechwoods SAC will be</p>

Respondent	Summary of Comments	Response
	<p>be adversely affected and where accessibility may be less good and levels of car use higher.” Natural England advises that any growth type should seek to minimise impacts on environmental assets (including habitat loss and greenbelt impacts) and be directed towards the most sustainable locations. Denser development in urban areas and/or around sustainable transport nodes would make district heating easier and use less energy per dwelling than lower density communities. This, combined with the reduced need to travel, would likely result in significant positive effects from Growth Types a, b, e and f on SA objective 1 (climate change). This has the potential to help minimise negative effects on biodiversity assets and achieve the more efficient use of land.” Given the strong focus on climate change within the JSP, Natural England suggests that any growth type that has significant positive effects for this objective should be given greater weight. However, Growth Type b in particular is still likely to result in large urban extensions at existing settlements, resulting in the loss of greenfield land. Furthermore, the densification of existing centres could result in fewer green spaces in and around urban areas, with associated losses of biodiversity. Natural England would stress that any growth type must be sustainable and ensure positive outcomes for the environment. Would not support a growth type that reduces the availability of greenspace and leads to losses in biodiversity. Growth Types d and g could result in growth within the rural areas of SW Hertfordshire away from the main service centres. As such, it is likely these Growth Types will utilise more greenfield land for development compared to the other Growth Types, resulting in less efficient use of land and greater potential for the loss of habitats. In addition, there are many Local Wildlife Sites, patches of Ancient Woodland, Local Nature Reserves and SSSIs that could be adversely impacted by development in the rural areas of the area, resulting in the potential for significant negative effects on SA objectives 11 (soils) and 13 (biodiversity). Similar to Growth Types d and g, Growth Type c is likely to utilise Page 8 of 8 more greenfield land for new settlements compared to the other Growth Types, resulting in less efficient use of land and greater potential for the loss of habitats. Natural England would like to see a strong commitment to protection and enhancement of existing greenspaces, protected sites and local nature sites, including ambitions to develop and expand the nature recovery network.</p>	<p>included where appropriate. It should be noted that a separate Habitats Regulations Assessment (HRA) will be commissioned as part of the JSP process.</p>

Respondent	Summary of Comments	Response
	<p>Any growth type must align with the commitments of the Environment Act. The report states that the JSP will “provide an opportunity to encourage better and more sustainable use of water resources”. Natural England supports the principle of this but we would want the wording to be strengthened from “encourage” as this is likely to be insufficient in such a populated area with high growth pressure.</p> <p>As mentioned above, rare chalk stream habitats are already at risk from over abstraction and this is likely to increase in the future. This strengthening of language should be applied across the Plan to ensure a greater commitment to environmental targets.</p> <p>The report should also make greater reference to the risk of drought, particularly given the current pressures on water resources and the impacts of climate change.</p> <p>The report makes reference to the impacts associated with air quality – particularly in relation to transport. This should also consider air quality impacts from other sources, such as construction and agriculture.</p> <p>Note the reference to the Chiltern Beechwoods SAC and recreational pressure. This will need to be considered within the Sustainability Appraisal as it’s a key issue within South West Hertfordshire (refer to section on designated sites for more information).</p> <p>The Report acknowledges that the impacts of the JSP will need to be reviewed in isolation as well as in-combination. This is strongly encouraged and the report should take a holistic approach, with clear links between themes, acknowledging the multifunctional benefits associated with a healthy environment.</p>	
Historic England	Encourage local authorities to work with local conservation officers, archaeology officers and local heritage community groups in the preparation of the Sustainability Appraisal. Our advice note provides more guidance to developing a robust sustainability appraisal framework.	Noted.
OTHER SPECIFIC CONSULTATION BODIES		
Hertfordshire County Council - Minerals and Waste Team	Glad to see the inclusion of SA Objective 12: To safeguard SW Hertfordshire’s mineral resources.	Support noted.

Respondent	Summary of Comments	Response
Croxley Green Parish Council	<p>Question what ‘sustainable growth’ means? Considers this is an oxymoron and no amount of analysis can paper over the fact that the level of development within SW Herts is already unsustainable in the longer term.</p> <p>Chapter 2 sets the “policy context” for the JSP and demonstrates that there is already a plethora of plans. What targets have been set within them, how are they measured and monitored, and where are they reported?</p> <p>Chapter 3 sets out the “baseline information” but with differing perspectives leads to inevitable conflicts.</p> <p>The conflict between national statistics and the Government’s policy framework on the need (the unsustainable need) for local housing is evident.</p> <p>There is no analysis of occupancy levels in existing housing – neither of overcrowding, nor of “under occupancy” (implying waste) in the existing stock. (An issue of inequity)</p> <p>Some of the data presented is very out of date (2011 census) and, in some places, there are no comparisons between local and national data trends. (e.g. pregnancy and maternity)</p> <p>Paragraph numbering goes awry after 3.44</p> <p>The river CHES is omitted from para 3.51(sic)</p> <p>Chapter 4 lists 13 “sustainability” issues. How many of these are (a) national issues, (b) purely local issues and (c) directly incompatible with one another? What are the relative priorities between them?</p> <p>Stresses the Importance of getting the right appraisal framework (asking the right questions, setting the right priorities), as the results of any appraisal process will confirm any biases built into the framework and the questions.</p> <p>Given that the current development pattern within SW Herts is already unsustainable this approach is simply tinkering with the problems. An alternative approach should be based on a planning for a sustainable future WITHIN the environmental constraints and our geographic and administrative area.</p>	<p>Noted.</p> <p>Chapter 2 of the SA report sets out the JSPs relationship with other relevant plans and programmes and outlines environmental protection objectives at international and national levels, as required by the SEA Regulations. It is not the role of the SA to seek to report on how these are measured, reported and monitored.</p> <p>The baseline information will be updated with the most up to date evidence in every iteration of the SA report.</p> <p>The SA does not itself assess issues such as occupancy levels of existing housing. These are matters for specific technical studies such as Local Housing Needs Assessments, which will inform future stages of the JSP process. Any such evidence will be reflected in the SA baseline where relevant.</p>
Tring Town Council	<p>Document is too technical at this point and need budgetary and implementation data to give proper feedback.</p>	<p>Noted. The SA Scoping Report is by its very nature a technical document. Its content will expand as it is updated through the plan-preparation process. Budgetary and</p>

Respondent	Summary of Comments	Response
		implementation data does not form part of the SA Reporting process.
GENERAL CONSULTATION BODIES		
Save Our Shenley	<p>The response of Hertfordshire County Council officers and Hertsmere Borough planning and environmental health officers in terms of upholding the policy direction of SW Hertfordshire stated on your webpage -“The onus will be to encourage people to avoid using their cars, while ensuring that there are realistic and affordable alternative ways to move around" has been very poor to date (see planning application reference 22/0971/OUT).</p> <p>Would also like:</p> <ol style="list-style-type: none"> 1. a commitment to go above and beyond minimum policy requirements i.e. regarding the approach to biodiversity offsetting; and 2. a greater commitment to localism. When a community has expressed its views in sufficient numbers, the council should take this on board There is massive support for sustainable development and huge anger building about the continued development of green belt land in unsustainable locations. 	Noted. These are matters to consider through the JSP itself, rather than the SA Report.
Look After Nature, Ridgeway Residents	<p>Main issue is that the supposed demand for housing is based on 2014 data. The answer is not to decimate green belt to let more and more people live there but to make the places that people are trying to leave, more attractive.</p> <p>Should make better use of existing small green spaces within towns and change planning policy so that gardens are not decimated by development, turned into areas devoid of any wildlife habitat and corridors closed off by gravel boards.</p> <p>The most acceptable development would be to improve existing building stock and or convert to smaller, more affordable units.</p>	Noted. Comments relate to general planning issues rather than anything specific within the SA Scoping Report
RESIDENTS / INDIVIDUALS		
Kenneth A Gallagher	<p>Questions what ‘sustainable growth’ actually means.</p> <p>Concerned that the amount of detail in the report is simply concealing the fact that SW Herts is already unsustainably overdeveloped.</p> <p>Some of the baseline data is already out of date.</p> <p>The paragraph numbering breaks down at 3.44.</p> <p>The River Chess has been omitted from the chalk stream listed in para 3.51.</p>	Noted. With or without the JSP, SW Hertfordshire will be subject to population growth and change. The role of the JSP is to ensure that this growth is carried out in as sustainable a manner as possible. There will always be tensions

Respondent	Summary of Comments	Response
	<p>Unclear how the long list of sustainability issues fits together and the relative priority between them.</p> <p>It is very important that the sustainability appraisal asks the right questions and sets the right priorities, otherwise it will not give a meaningful result when it is simply concealing the basis facts.</p> <p>As SW Herts is already unsustainably overdeveloped the propose analysis won't reveal anything meaningful in terms of sustainability.</p> <p>There is a better, bottom-up approach, starting from the existing environmental constraints and social needs, as set out in 'Doughnut Economics' by Kate Rawoth. The starting point should be what is needed in SW Herts and what can be afforded in terms of the environmental constraints.</p>	<p>between growth and many of the sustainability objectives identified.</p> <p>The aim is to balance the often-conflicting objectives in the most appropriate way possible. The preparation of an SA report is an important (and statutorily required) tool to inform how best to achieve this balance.</p> <p>The baseline information will be updated with the mots up to date evidence in every iteration of the SA. Reference to the River Chess will be added to paragraph 3.51 and the paragraph numbering checked prior to final publication of the document.</p> <p>The content sand approach of SA Reports is set by the SEA Regulations.</p>
Julia Battersby	<p>Disappointed there is no data showing the basis upon which the Housing Projection Requirement was calculated including the number of disabled people requiring purpose built homes, the gap between social housing demand and supply, a breakdown of demand per year from people currently living out of county who take up residence in South West Herts and net loss of locals.</p> <p>Does not agree that development would create regeneration in deprived areas. In some it might and in many it will make matters worse. The Map of Areas of Multiple Deprivation is also misleading and over-states some areas of relative deprivation. For example, the large expanse of Batchwood Hall is shown as a relatively deprived area even though it is mainly farmland and a golf course.</p> <p>There is no consideration of the impact of previous proposals for the Chilterns to attain National Park Status. This would have an impact across areas of the South West including housing, transport and employment.</p>	<p>Noted, however the SA process is focused on assessing the JSP and many of the factors that are picked up in this comment go beyond the scope of the SA. For example, it is not relevant to the SA process to take account of proposals or to explain why certain trends such as relating to recycling may be occurring – as in many cases this is not known.</p> <p>Further to this, the suggested additions to the SA objectives are too detailed for inclusion in a SA</p>

Respondent	Summary of Comments	Response
	<p>3.46 There is no indication of why recycling rates went down in some areas. Charities not accepting donations during early covid period or something else?</p> <p>3.47 It would be helpful to know whether the report is referring here about actual consumption of water by households, or in general. Also would be helpful to have estimates of the amount used in industry/manufacturing, used in domestic consumption and lost through infrastructure failure such as broken pipes and leaks.</p> <p>3.48. We have many natural springs throughout South West Herts and places where run off can be collected. The most obvious thing – planning for places where new reservoirs can be created is missing and should logically be part of a strategic area plan.</p> <p>3.51. With many steep sided valleys in the vicinity, run-off of rain water and associated surface water flooding should be included here.</p> <p>Fig 3.8 Biodiversity. Shows designated Wildlife Sites but does not show high quality wildlife areas 1 and 2 as defined by Herts Records. Grade 1 areas should be set aside for protection and grade 2 as an opportunity for enhancement of biodiversity. Nor does this map show designated wildlife corridors which are also key to maintaining biodiversity.</p> <p>Historic Environment – does not include recognised World Heritage Award sites such as Apsley Paper Trail which potentially have international importance, or important Archaeological areas such as Roman settlements, or notable historic farming features such as fields with Saxon farming layouts and watercress beds.</p> <p>Landscape – The importance of preventing habitat fragmentation and loss of wildlife corridors should be highlighted here.</p> <p>3.77 Fig 3.12 should state what the definition is of the areas that are not designated Green Belt or urban areas e.g. around The Gaddesdens. Assume it is rural?</p> <p>Comments on the SA Objectives as follows:</p> <ul style="list-style-type: none"> – (9) Measures should help safeguard water quality and ecological integrity of the waterbodies including the chalk streams. – (10 & 11) to reduce flood risk consideration of measures to green areas on upper slopes of valleys particularly through increasing tree cover which slows down run-off 	<p>framework which is used to assess a strategic-level plan.</p> <p>It is also not possible to reference and map every single landscape / heritage / biodiversity designation within SW Hertfordshire. It is considered that the information currently included is proportional to the scope of the SA.</p> <p>The matters raised under Health Impact Assessments are not planning matters and therefore not suitable for inclusion in this report.</p>

Respondent	Summary of Comments	Response
	<ul style="list-style-type: none"> - (12) The strategic overview should identify future mission critical needs in the event of international or domestic interruption of supplies such as war e.g. minerals, food, key resources that we would locally need and how they could be transported in i.e. extreme contingency planning. - (13) Suggest this is amended to safeguard, expand and enhance SW Herts woodland. Planning that considers mitigating the emerging disease threats to trees such as Ash Dieback that could affect large areas of woodland and wood production would be a positive inclusion here. - (14) Include remnants of local historic industry, their settings and management practice within considerations for conservation. - (15) Would like to see that the characters of villages are preserved by maintaining some green space separation and rural/ semi-rural boundaries (e.g. ancient lanes with hedgerows) between one historical village and the next where it is still possible to do so. <p><u>Health Impact Assessment</u> Training and local retention of health and care staff is as key to providing efficient health facilities as providing surgeries for them to practice from. Consideration of Halls of Residence near our new hospital facilities for nurses for example, or preferential housing stock should be incorporated here.</p> <p><u>Biodiversity</u> Often biodiverse zones are on the periphery of existing settlements, particularly those that have very old hedges and orchards. These old hedgerows are actually more important for the preservation of biodiversity and vulnerable wildlife than the field they enclose. The impact of biodiversity measures, greenspace and activities such as volunteering to maintain them all contribute to positive mental health which is a benefit not recognised here.</p> <p>6.18 The impact of human behaviour and convenience should be considered e.g. although within walking distance the car is used on the school run Connectivity – need to take into account topography as cross valley travel transport is more challenging to individuals than movement from one end of a valley to the other. There are significant hills in many areas which can affect mobility of the elderly for example.</p>	

Respondent	Summary of Comments	Response
	<p>Settlement types – using settlement types as a premise for planning is flawed as every settlement area has different features so should be looked at individually. Better to follow general principles for development e.g. 1) develop brownfield sites; 2) increase density only where the character of the area is not adversely affected 3) preserve semi-rural features of current green sites and settlement boundaries 4) identify sites suitable for infrastructure development e.g. solar power, waste removal, water provision, etc</p> <p>SA13 – add trees /tree lined verges to improve character</p> <p>There should be a clear requirement to establish an expectation that increasing biodiversity means preserving and enhancing vulnerable and uncommon native species, not substituting them with larger numbers of common species such as occurs when a few oak trees are planted after a hedgerow is removed. In doing the latter there may be a local (but meaningless) increase in biodiversity but on a county, national and international level it would be seen that we have brought about a decrease in overall biodiversity through loss of our rarer habitats and species.</p> <p>Page 135 Include to develop a native recovery network to protect and restore native wildlife including reintroductions e.g. water voles; and removal of invasive species such as Mink and Himalayan Balsam.</p> <p>General Note – the 500m exclusion zone around the Chiltern Beechwoods does not take account two key factors:</p> <ol style="list-style-type: none"> 1) The impact that the vast number of people who travel in from as far afield as Luton. 2) That locals tend to respect and care for the local environment more than non-locals. <p>I would argue that the exclusion zone should be increased to at least 1km and that Green Belt areas should be protected.</p>	
Malcom Gesthuysen	<p>Comments relating to perceived poor English, relating to compound modifiers and compound nouns lacking hyphens, missing and incorrect commas and incorrect / complex words.</p>	<p>As the questionnaire recognised, the SA Scoping Report is by its very nature is a technical document that uses specific terminology and wording that is not necessarily common. The final report will be</p>

Respondent	Summary of Comments	Response
		checked for grammatical errors and written in Plain English as far as is possible for a technical document. A non-technical summary will also be prepared to accompany the final SA report, in line with the requirements of the SEA Regulations.
Helena Holliday	<p>There is an assumption that the population must grow. There is data that we will have less water than before. Hence, growth is unsustainable (Sustainability Issues 1 - Climate Change and 11 - Water). Urban heat island effect would accelerate climate change if further growth in population.</p> <p>Considers population growth is also unsustainable as:</p> <ul style="list-style-type: none"> - Much of the county is Green Belt. - There is a deficiency in green space (3.26) and a desire to improve links to the West of the county. However, there is already pressure on the Chiltern Beechwoods Special Area of Conservation (SAC) in the West. Also, Sustainability Issue 13 refers to harm to the Chilterns Area AONB. 	Noted. With or without the JSP, SW Hertfordshire will be subject to population growth and change. The role of the JSP is to ensure that this growth is carried out in as sustainable a manner as possible. There will always be tensions between growth and many of the sustainability objectives identified. The aim is to balance the often-conflicting objectives in the most appropriate way possible. The preparation of an SA report is an important (and statutorily required) tool to inform how best to achieve this balance.
Miklos Bansagi	More and better built bike lanes required, with existing ones needing better maintenance and connecting up to make them more suitable for use by commuters. Also need to be electric busses and separate bus-lanes to speed up journey and some bike storage next to bus shelters.	Noted. This comment relates to the general approach that needs to be taken to the future transport policies in the SW Herts JSP, rather than commenting specifically on the SA Scoping Report.
Jane Slatter	The response to COVID does not take into account the type of housing people now want because of the health and wellbeing problems of living in some dwellings (eg flats) during a pandemic.	Noted. The potential implications of Covid on how the future of SW Herts is planned is covered by the 'Our

Respondent	Summary of Comments	Response
		World is Changing' section of the Realising Our Potential document. It is referenced in Sustainability Issue 8 regarding its impact on economic productivity, and the baseline will be updated to incorporate the various social and economic impacts.
Johnbelljubble	<p>The report is very long and wordy. The key findings of the report could and should be summarised, and the information laid out in a format more easily accessible to the audience (the general public).</p> <p>The report is generally qualitative rather than quantitative and lacks numerical analysis and evidence to back up the statements made. For example, on p55 there is a statement that walking and cycling networks are considered to meet current demands, where the reference is to the "Dacorum Local Plan (2020-2038) Emerging Strategy for Growth Interim Sustainability Appraisal Report Appendices (November 2020)", which itself simply states this as a fact without providing evidence or quantifying the demand or provision.</p> <p>In particular and of more importance, the first bullet point on p80 states that "Without the emerging JSP, it is likely that the impacts of climate change will still be mitigated against". There is no evidence or reference whatsoever to back this statement up. If the JSP is written on the basis that sufficiently mitigating against climate change will just simply happen, then it is fundamentally flawed. This document and the JSP must quantify exactly how climate change will be mitigated against.</p> <p>The Appraisal Questions are all qualitative and give no numbers with which to judge how positive or negative one action will be. They need to have numbers associated with them so they can be challenged.</p> <p>Notes that all Growth Types are expected to have a negative impact on biodiversity, which surely means they must all therefore be rejected?</p> <p>Notes that Growth Types a, b, e and f are expected to have a strong positive effect on climate change. How can this be the case, where new houses are to be built, provisioned and heated? Is their construction expected to suck carbon</p>	<p>The statement on page 80 will be updated to state that there will be national and local targets set by the Government and local authorities via their Local Plans, regardless of whether a JSP is prepared.</p> <p>Many of the issues considered through the SA Scoping Report are almost impossible to quantify as such, it will be the role of the JSP itself as it progresses through the plan-making process to establish a series of quantifiable criteria that can be measured and reported on as part of the Authority Monitoring Reports to gauge how successful the performance of key policies are.</p>

Respondent	Summary of Comments	Response
	out of the air? This must be grossly inaccurate, and again there is a lack of evidence or numerical analysis to understand how this can possibly be accurate.	
This_frog	Any plans to build on the green belt should be scrapped indefinitely. The small towns of Hertsmere cannot/should not be used as a dumping ground for London's overflow.	Noted. This comment relates to the spatial approach to the planning of SW Herts, rather than commenting specifically on the SA Scoping Report.
Potters Bar Ian	Given the importance the government and local residents attach to protection of the Green Belt the Sustainability Appraisal Scoping report makes very limited reference to this important issue. Given recent government statements "Brownfield, Brownfield, Brownfield" and the Levelling up agenda, the report needs to be rewritten to reflect latest government thinking.	The content of SA Reports is currently set by the SEA Regulations, not by Government policy. It is important to note that Green Belt is not a landscape issue. Whilst Green Belt land may be valuable in these respects it is not a requirement or purpose of the designation to provide such qualities. Furthermore, Green Belt is a policy designation and not an environment or sustainability designation. Therefore, the purposes of Green Belt are not inherently sustainability issues. However, matters often linked to people's understanding of Green Belt, such as protecting soils and ensuring efficient use of land, conserving biodiversity and geodiversity and enhancing SW Herts's landscape character and quality are clearly articulated within the proposed SA objectives, against which the

Respondent	Summary of Comments	Response
		emerging strategy and policies within the plan will be assessed.
Ann Johnson	It places too much emphasis on 'Growth' with is undefined and fails to comment, mention and protect the areas of Green Belt within it. Protecting green space, agriculture and the environment should come first with 'growth' second and subject to the aforementioned.	Noted. The comment encompasses general observations relating to the Realising Our Potential document and the general approach that needs to be taken to the future planning of SW Herts, rather than commenting specifically on the SA Scoping Report. As explained above, the Green Belt is not an explicit consideration for the SA as it is not an environmental / landscape designation.
Caroline 66	Concerned about the volume of population growth and whilst thought has been given to transport, infrastructure and health etc, none of that is currently forthcoming. All the while our natural habit and environment continue to decline. It seems that this is only being considered as something that needs to be done, alongside population growth, rather than the number 1 priority. We have seen the increasing impacts of extreme weather, and that is not going to hold off getting worse whilst South West Herts works out how and when it will get the money to do something. The green belt must be protected at all costs, and enhanced as a priority, building should be upwards in a few specific high density locations, Watford, Hemel and St Albans with green corridors to the defined green spaces. One of the most important Infrastructure projects, has to be fibre broadband for all. This would enhance the lives of many at the lowest infrastructure costs. It will provide opportunities for improved stay at home health care, monitoring, communication, entertainment etc.	Noted. The comment encompasses general observations relating to the Realising Our Potential document and the general approach that needs to be taken to the future planning of SW Herts, rather than commenting specifically on the SA Scoping Report. As explained above, the Green Belt is not an explicit consideration for the SA as it is not an environmental / landscape designation.
BJH	Agrees with the vision outlined by the document and would support plans to implement it locally. There will be tough decisions to take, but the objectives are worthwhile.	Noted. The comment relates to the Realising Our Potential document rather than the SA Scoping Report.

Respondent	Summary of Comments	Response
Cliff Hawkins	<p>Reports contains a good deal of important data but is far too complex and filled with acronyms and jargon. This makes it difficult, if not impossible for members of the public to gain enough understanding to comment adequately.</p> <p>The recent abandonment of Local Plans due to public disquiet is evidence that many of the outcomes of the planning process are deeply unpopular. By directing unpopular policy from above, the JSP could be used to justify development of contentious sites at local level. If the objective is to co-ordinate the provision of affordable housing that is to be commended, but not if it is to drive unacceptable over-building on green belt sites against popular public opinion.</p> <p>In terms of housing numbers and future provision, there is no discussion of the inconsistency of the population projections in Table 3.4 with the housing projections in para 3.29. The population across the five authorities is projected to grow modestly between now and 2040, yet it is suggested that we need many times more homes than would be needed to accommodate that increase. No sustainability appraisal can be taken seriously unless it addresses this fundamental inconsistency in a satisfactory manner.</p> <p>There is very little discussion of the vital importance of green belt in this report. Building on green belt is always unsustainable, since green belt cannot be replicated without effectively moving it out to neighbouring authorities.</p> <p>Sustainable has become the 'catch all' term to justify almost any policy. There is no formal agreement on the meaning of the word sustainable so it can be interpreted to mean whatever the author wishes it to mean.</p> <p>The proposals regarding development around transport hubs are really directed at railway stations. The assumption that they are the ultimate in terms of sustainability ignores the fact that Hertfordshire railways really only serve north - south routes.</p> <p>The recognition of flood risk in para 3.13 is welcome. Little attention is however paid to the ground conditions in south and east Herts. The heavy clay layer in these areas means that SuDS cannot provide the answer to the development of flood risk sites. Why this report should seek to provide support for the development of flood risk sites when the NPPF 'sequential test' should rule them out is puzzling.</p>	<p>Noted. Many of the comments relate to concerns about the role and potential future content of the JSP itself – rather than being directly related to the SA Scoping report. It is not the role of the SA to assess any discrepancies between population growth projects and the housing figure generated by the Government's Standard method calculation. These discussions will happen between the district authorities and Government which is outside of the SA process.</p> <p>The report does not indicate support for building in flood zones. SA Objective 10 is to 'reduce the risk from all sources of flooding in SW Hertfordshire'; and one of the appraisal questions relates to minimising built development in areas prone to flooding.</p> <p>The reference to Watford in para 3.14 regarding flood risk will be clarified.</p>

Respondent	Summary of Comments	Response
	<p>Also puzzling is the comment in para 3.14 regarding the highest flood risk area being Watford when the table beneath suggests Watford has the least number of properties with a 1 in 30 risk.</p> <p>Lack of reference to Potters Bar in the report – fear this indicates it will be forgotten.</p>	
Rodney Tucker	<p>His experience from working in the field of environmental scoping, impact and protection is that a key element of the final documents must include an environmental management plan that clearly defines responsibilities for ensuring that impacts are sustainably managed.</p>	Noted.
Jamie Trybus	<p>The Appraisal scores the 1st of the 6 pillars "Living green in a healthy natural environment" highly against: climate change, flooding, biodiversity and geodiversity.</p> <p>However there is a significant lack of focus on these elements within the SW Hertfordshire 2050: Realising Our Potential' document.</p> <p>Within the Sustainability Appraisal "therefore a significant positive effect is expected in relation to SA objective 13 (biodiversity and geodiversity).' Unsure as to how this will be realised with the heavy focus on growth within the SW Hertfordshire 2050: Realising Our Potential' document.</p> <p>A critique of the appraisal is the lack of score for SA15 - Landscape. Landscape should be a high scoring metric for the Sustainability Appraisal.</p>	Noted. Further assessment of the JSP will be undertaken in the next iteration of the SA. As such, the current findings may change as the spatial strategy and related policies evolve.
Tim Morris	<p>There are no keys to explain or define the graphics and colours used in the tables, so it is impossible to objectively assess and understand the SA findings in Chapter 6.</p>	Table 5.1 in Chapter 5 – 'Use of the SA Framework' provides a key to the symbols and colour coding used in the SA assessment in the following section. Cross referencing will be added to Chapter 6.
Anne Samson	<p>It all sounds good in principle. The test will be in actually making it happen – not because of legislation but because it is the right thing to do. Does not consider the report is good use of taxpayers' money. The simple strategy for ensuring all works in harmony is respect (love) for each other and our environment. This might sound naïve but by constantly working with this in mind, win win solutions</p>	Noted. The preparation of an SA Scoping Report is a legal requirement when preparing a plan such as the JSP and its broad content and coverage are also legally prescribed.

Respondent	Summary of Comments	Response
	can be found – there’s currently too much about individual rights at all layers of interaction and not enough about living together in community.	
DEVELOPERS / LAND PROMOTERS / PLANNING CONSULTANTS		
Barton Willmore on behalf of Railway Pension Nominees Ltd	<p>Generally accepting of the scoping work make following comments around the economic elements and growth options:</p> <ul style="list-style-type: none"> – The paragraph numbering within the report appears to have been formatted incorrectly as it jumps from paragraph 3.44 back to paragraph 3.1 on page 43. – Welcome the recognition in the second bullet of paragraph 3.21 on page 50 that there is an under-supply in employment space across the JSP area. As outlined in our response to Topic Paper 4, this under-supply has stifled employment opportunities and businesses investment plans and it is critical that this historic under-supply is accounted for when projecting forward for land supply and growth. The outcome of this is reflected in points 3.23 and 3.24 where the lack of high-quality business space and supply are known to be at a critically low level. – Believe the JSP area is well located to absorb the loss of employment floorspace being experienced in London. This is most pressing for industrial/logistics uses, where the most sustainable locations in built-up areas are under pressure to deliver higher density housing and town centre uses. For instance, over the last 20 years, London has lost some 24% of its industrial land². South West Hertfordshire as an adjacent neighbour, should be seeking to accommodate and attract these businesses moving out of the capital, rather than losing them to competing regions where it may be geographically far less sustainable to serve their natural markets. – Chapter 4 - consider that the text under: Sustainability 7 – ‘Critically low amount of available employment space’ should be expanded to addressing the chronic under-delivery and under-allocation of sites historically, and ensure future market trends and projected forward appropriately. – Chapter 5, SA Objective 6: ‘To support the development of SW Hertfordshire’s economy and achieve high and stable levels of 	<p>Noted. Further detail relating to the amount of available employment space and how to address this going forward are matters for an Economy Study to assess and advise on, rather than matters for the SA Scoping to assess further. The SA Scoping Report states that <i>“As the Issues and Options document explains, it is likely that a number of growth types would ultimately make up the spatial strategy for the plan.”</i></p> <p>The paragraph numbering will be amended.</p>

Respondent	Summary of Comments	Response
	<p>employment' does not address the existing under-supply clearly. Believe that this should reflect back and ensure that the growth options considered, can also address the historic chronic shortfall. The Savills proposed methodology would be the most appropriate way of ensuring the land supply requirements are appropriately understood.</p> <ul style="list-style-type: none"> - Chapter 6 contains 'pillars' which have been created to support the overall vision for the JSP area. Pillar 2 relates to 'growing opportunities to work locally', it is our view this should be widened to include meeting identified floorspace and employment requirements. Support the general premise of the pillar but it is not considered specific enough or measurable. - The growth option to be considered may require a mixed approach which involve new settlements, existing urban settlement growth and growth along key transport corridors. - The options put forward also fail to recognise that these options may not happen independent of one another. It is unlikely that there is a one size fits all approach to the whole JSP area, and one that meets all the demands of different uses (housing, employment, leisure, health, etc). The approach to growth needs to be flexible. For instance, it will be critical for I&L occupiers to be located on key transport routes with access to London. 	
Lichfields on behalf of Commercial Estates Group	<p>Whilst it is acknowledged that the Sustainability Appraisal (SA) can only provide a certain degree of detail at this early stage, the SA provides some initial findings on the 7 growth types that have been identified by SW Herts. It is evident that whilst all of the typologies can potentially provide for sufficient housing (save for perhaps any strategy that solely focusses on growth within existing built-up areas on brownfield sites only, which might see significant negative socio-economic and housing consequences), there are certain growth types that can deliver other particular benefits that will help SW Herts deliver their vision for sustainable growth.</p> <p>Table 6.2 of the SA confirms that Growth Type B (Growth of existing communities) would respond positively to the requirement to consider the need to mitigate against climate change, as well as provide benefits in respect of</p>	Noted. The response does not relate to any issues or concerns with the SA Scoping Report as currently written. It is acknowledged that further assessment work will need to be carried out on individual sites as part of future work on the JSP to ensure that specific characteristics are taken into account.

Respondent	Summary of Comments	Response
	<p>economic growth. Further, pursuing this growth type would also enable SW Herts to positively respond to objective SA7, which is to reduce the need to travel by car and promote walking and cycling. Developing within or on sustainably located places on the edge of existing communities promotes the delivery of well-connected local areas with facilities such as schools and shops within walking distances, which provide the basis for concepts such as the 15 minute neighbourhood.</p> <p>However, whilst certain Growth types initially score higher within the SA, different sites within the same growth types will perform differently based on their own particular credentials against the SA criteria. This is particularly notable for criteria such as SA3 (Health), SA4 (inequalities) and SA5 (communities), which the SA currently considers these to be '+/- 'i.e., having the potential for both positive and negative effects. For these particular criteria, the score to which an individual development could be graded will vary significantly on the quality and design of a particular scheme.</p>	
Lichfields on behalf of L&G	<p>The Sustainability Appraisal supporting the JSP notes the effects of Growth Type B (Outward Growth) as having significant positive effects in relation to the following objectives:</p> <ul style="list-style-type: none"> - SA Objective 6 (Economy): providing nearby access to local employment opportunities - SA Objective 7 (Travel): providing easily accessible and potentially 20-minute neighbourhoods - SA Objective 1 (Climate Change): reduction of travel distances - SA Objective 2 (Housing): Potential to deliver a significant number of new homes <p>All of these positive effects support the pillars and objectives of the JSP. This is supported by national planning policy and in particular NPPF para. 73.</p>	Noted.
Roebuck Land and Planning on behalf of Hallam Land Management	<p>The SA must be supported by a full Green Belt review. As part of the strategic plan, it is necessary to establish whether the Green Belt as currently defined across the constituent authorities currently fulfils the fundamental aim and purposes of Green Belt policy within the NPPF. Particularly, a comprehensive assessment of the Green Belt around the main towns and centres of population to check whether the boundaries are properly defined and recognisable.</p>	Noted. As stated above, Green Belt is a policy designation and not an environment or sustainability designation. Therefore, the purposes of Green Belt are not inherently sustainability issues.

Respondent	Summary of Comments	Response
	<p>There are several edges, particularly in Dacorum (i.e. north Hemel Hempstead) where the boundaries have no degree of permanence and are not clearly defensible in the long term.</p> <p>The consequences of achieving sustainable development in the Southwest Herts area is acknowledged by the partner authorities as requiring Green Belt release through their early work on the emerging local plans.</p> <p>The JSP provides an opportunity to plan for safeguarded land to meet longer term needs stretching well beyond the plan period to guide future local plan reviews. Whilst it does not intend to identify specific sites or boundaries, it must be sufficiently targeted to provide clear direction to local authorities to avoid lengthy examinations for any subsequent 'part 2' local plan stages thereafter.</p> <p>Acknowledge that the next Regulation 18 consultation for the JSP will seek to identify a preferred option or options for growth. The scale of growth to be considered through the JSP is not yet determined, nonetheless the JSP should carefully consider the site size threshold for identifying broad locations for growth.</p> <p>If the JSP is to operate beyond the current Local Plans being prepared to 2038 and only deal with Strategic Development Locations for 3,000+ homes for the period 2038/2040 onwards, then it must establish clear parameters for plan-making. HLM would expect all sites/new communities of that scale (and any parts thereof) to be excluded from the current Local Plan processes (i.e. Hemel Garden Communities).</p>	<p>Similarly, the issue of defining appropriate thresholds for the size of sites considered by the JSP is not a matter for the SA Scoping Report. As the plan making process progresses, the SA will assess various iterations of the JSP.</p>
<p>Pegasus Group on behalf of L&Q Estates</p>	<p>This sets out relevant policy and strategy as well as contextual information. From this latter source, sustainability issues and likely evolution without the Plan are identified. These are considered to be very relevant issues to be addressed, however, addressing issues such as high house prices and affordability issues, ageing population and critically low amount of available employment space without the remit of being able to review and amend, where justified the Green Belt boundary.</p> <p>In terms of the Sustainability Framework, it is suggested that a further appraisal question is added.</p> <p>"Is the economic strategy, and related land supply, aligned with the housing strategy, and related land supply, to enable its successful implementation?"</p>	<p>Noted. The SA Report will be updated to further assess housing and employment issues when there is clarity over the precise levels of homes and jobs that the JSP could seek to deliver and what an appropriate balance should be.</p>

Respondent	Summary of Comments	Response
	<p>In relation to the SA Findings for the Vision, Objectives and Growth Types, it is considered that throughout the benefit of providing housing to support the economy is not recognised. The scores should be updated to reflect this.</p> <p>In terms of the growth types, it is considered that a combination of the scenarios will be needed to accommodate the anticipated levels of growth and, therefore, considering each option is unrealistic, particularly when the development requirements have not been identified. All combinations and alternatives should be thoroughly examined so not to be vulnerable to challenge.</p>	
<p>Stantec on behalf of L&Q Estates</p>	<p>The results within table 6.2 show that outward growth of existing large settlements scores joint highest in terms of its response. The supporting text in chapter 6 of the report shows the benefits that result, such as benefits to the economy, and connectivity.</p> <p>A further advantage of outward growth relates to the provision of affordable housing. Redevelopment of previously developed land often brings with it large demolition and remediation costs. The potential impact is to affect the viability of bringing sites forward. More often than not, it is the affordable housing project which is used as a lever to reduce development costs, with a resulting reduction in provision. The risk of reduced affordable housing provision is much lower when considering outward growth, where development costs would generally be lower.</p> <p>The Report does criticise outward growth of settlements in terms of the loss of green space and associated losses in biodiversity. However, this does not need to be the case and should be assessed on a site by site basis. Our land interests provide the opportunity to ensure that the extension to the large settlement will be able to provide on-site biodiversity net gain accordingly.</p>	<p>Noted.</p>
<p>Turley on behalf of Crown Golf</p>	<p>It will be important for the SA to test a range of growth and spatial distribution scenarios. This will allow informed decisions to be taken to arrive at a preferred strategy in light of further public consultation. These options should extend beyond just minimum capped needs deduced by the current standard housing method (or other method to be confirmed through forthcoming planning reforms). This should consider the implications for meeting the actual assessed needs (i.e., uncapped), as well as the areas needs full need for affordable housing. It should also explore the extent to which adjustments are needed to support the</p>	<p>Noted. The SA must consider reasonable alternatives as a Plan evolves; therefore the next iterations of the SA report will consider this.</p>

Respondent	Summary of Comments	Response
	<p>social and economic objectives of the plan, including the benefits of accommodating the economically active workforce needed to support these objectives, and in locations that foster more sustainable patterns of growth. Finally, we suggest further options are tested to assess the contribution the plan could make to addressing the unmet needs of adjoining LPAs, such as those already identified through the London Plan.</p>	
<p>Claremont Planning Consultancy on behalf of European Property Ventures</p>	<p>The SA Scoping Report provides a useful high level assessment of the emerging Plan against key sustainability objectives. However, as the plan progresses it is considered critical that the Sustainability Appraisal takes a more detailed review of these sustainability issues, ensuring that the decision making process is fully informed. The reporting must be clear to provide sufficient transparency around the decision making process.</p> <p>The extent of the Green Belt within the Plan area, and the level of housing need that the Plan must address, is such that it is considered likely that the JSP must consider the release of land from the Green Belt. As it is a joint strategic plan, it is acknowledged that this may result in identifying the direction for future growth and Green Belt releases, rather than the release of specific sites. However, if this is an issue that the JSP intends to address, then the Sustainability Appraisal must consider the implications of releasing land from the Green Belt.</p>	<p>Noted. Further assessment of the JSP will be provided within the next iteration of the SA report.</p> <p>As stated above, Green Belt is a policy designation and not an environment or sustainability designation. Therefore, the purposes of Green Belt are not inherently sustainability issues.</p>
<p>Carter Jones on behalf of Beechwood Homes</p>	<p>We note with interest that paragraph 3.29 of the Sustainability Appraisal (SA) refers to the NPPF's Standard Method for assessing local housing need. It draws on 2014 - based household projections and increases the local housing need based on local affordability. It states that the average workplace-based mean affordability ratio in the Housing Market Area (HMA) is 13.9, when using the prescribed formula, the local affordability ratio results in an average uplift of 61%. This means the latest local housing need projection for the area, as set out in the Local Housing Needs Assessment, has increased from 2,888 dwellings to 4,043 dwellings per annum from the period 2020 to 2030. If 4,043 dwellings per annum are provided this would likely result in an additional 122,682 people in the area, over the period 2020-2036, likely to be divided as follows:</p> <ul style="list-style-type: none"> - Dacorum: 31,724 - Hertsmere: 21,765 - St. Albans: 26,128 	<p>Noted. Currently, housing numbers do not form part of the detailed consideration of the Regulation 18 plan. The document's focus is on setting a vision and objectives for the plan.</p>

Respondent	Summary of Comments	Response
Stantec on behalf of Urban & Civic	<p data-bbox="607 252 931 284">– Three Rivers: 18,294</p> <p data-bbox="562 300 1603 635">The Sustainability Appraisal Scoping Report (SA) considers the various options identified in terms of their impacts from a sustainability perspective. Paragraph 6.15 states that types c) new settlements, d) growth of groups of settlements, g) scattered growth, have the most potential for negative effects as they may result in more new growth across the more rural areas, where environmental assets are more likely to be adversely affected and where accessibility may be less good. This conclusion would clearly depend on the site in question and the approach taken to the landscape and other assets. This conclusion also fails to recognise that new settlements can bring forward high quality accessibility via sustainable modes.</p> <p data-bbox="562 643 1603 842">Paragraph 6.22 states that although new service centres would be created in new settlements, they are unlikely to be of a scale needed for the level of growth required in the area, meaning increase in vehicular movements. Again, this assumption fails to recognise the fact that new settlements are able to plan for new infrastructure and services at scale and in the case of the U&C master developer approach, alongside the delivery of new homes.</p> <p data-bbox="562 850 1603 1177">Paragraph 6.25 states that new settlements could promote the cohesion of new communities through the provision of social infrastructure, providing neighbouring communities with additional services and facilities, creating minor positive effects in Health, Inequalities and Communities. It is stated that given the delivery period, these minor positives can also be negative during to the timing of infrastructure. The delivery of services alongside new homes is facilitated through the U&C Master Developer approach. This allows for the effective and phased delivery of infrastructure alongside new homes and, in many cases, ahead of time as evidenced through U&C’s on-site delivery at sites such as Alconbury Weald, Waterbeach, Wintringham and Houlton.</p> <p data-bbox="562 1185 1603 1347">Paragraph 6.26 states that new settlements are likely to provide local job opportunities but still with questions of delivery, so mixed minor positive and negative effectives. It adds that the timing of infrastructure would increase the use of the private car which could be reduced through good design. This is not necessarily the case, and the delivery of new homes and employment can be</p>	<p data-bbox="1637 300 2096 499">Noted. The assessment of the growth types is intentionally high level at this initial stage of the SA process. As the plan progresses, a more detailed assessment will be undertaken.</p>

Respondent	Summary of Comments	Response
	<p>brought forward in tandem. Indeed, at U&C's site at Alconbury Weald in Huntingdonshire employment provision came forward ahead of homes. Paragraph 6.27 states that new settlements are more likely to be built on greenfield land resulting in less efficient use of land and greater potential for the loss of habitats, also potentially increasing the risk of flooding. Therefore, using the precautionary principle there could be uncertain significant negative effects in relation to flooding, soils, biodiversity, and landscape. Again, this entirely depends on the site in question and on the approach adopted. For example, the focus for U&C is to deliver at least 12% BNG (more than the national requirement of 10% set out in the Environment Act).</p> <p>Overall, U&C is concerned that the SA fails to recognise that if planned and delivered effectively, new settlements can deliver a critical mass of activity in a successful and phased manner with high quality design and is therefore unduly skewed towards spatial options that relate to existing urban areas as a result. As an example, urban extensions have the potential to place greater load on existing social infrastructure such as schools and may lack the critical mass to create additional infrastructure. The benefits of new settlements are that by planning holistically and at scale the infrastructure required to accommodate the residential development is provided largely onsite.</p>	
Stantec on behalf of Crest Strategic Projects	<p>The Sustainability Appraisal Scoping Report is supportive of our recommended hybrid growth type with Options A, B, E and F scoring 'highest' against the SA objectives. Most significantly, these options are the only to score positive (in each case being 'double positive') for climate change and travel (with the other options scoring negatively or neutral), supporting a number of the 6 Pillars.</p>	<p>Noted. The SA Scoping Report only seeks to provide a high level assessment of broad growth types at this early stage in the process. As the plan progresses, a more detailed assessment will be undertaken.</p>
Pegasus Group on behalf of Bloor Homes and the Department of Health	<p>Notes that Table 6.2 in the SA summarises the findings of the assessment of the growth types against the 15 SA Objectives and summarises these conclusions. The assessment states that C new settlements would most likely have negative because it may result in more growth across the rural areas. This is misleading as new settlements/garden villages can provide the opportunity for sustainable development. An objection is made to this sweeping assessment of new settlements, careful review of this growth scenario is required as it fails to look at the sustainable opportunities a new settlement/Garden village can deliver.</p>	<p>Noted.</p>

Respondent	Summary of Comments	Response
	At this stage as the level of growth is unknown the SA is an academic exercise. It is likely that the strategy will be a combination of the growth types with the exception of scattered growth.	
Turley on behalf of Tarmac	Paragraph 3.29 of the SA states that the average workplace-based mean affordability ratio in the Housing Market Area is now 13.9, when using the currently prescribed formula and that the local affordability ratio results in an average uplift of 61%. This means the latest local housing need projection for the area, as set out in the Local Housing Needs Assessment, has increased from 2,888 dwellings to 4,043 dwellings per annum from the period 2020 to 2030. Tarmac considers this situation to be untenable for such an important sub-region to the national economy and so requires a bold, creative and sustained planning response, taking into account the comments and suggestions made in the various criteria listed above. Offer to assist in this process and welcome further discussion with all of the relevant stakeholders in the Joint Strategic Plan making process.	Noted. Currently, housing numbers do not form part of the detailed consideration of the Regulation 18 plan. The document's focus is on setting a vision and objectives for the plan.
RPS on behalf of Richborough Estates	<p>Regarding baseline information the response notes that the report highlights:</p> <ul style="list-style-type: none"> - the housing affordability pressures facing households living in the area congestion being a major concern in SW Herts, and which is likely to continue to be an issue based on future trip forecasts. - the area around Croxley / West Watford is not impacted on by any Air Quality Management Areas (AQMAs). <p>Considers there should be recognition given to potential initiatives coming forward to address congestion and promote modal shift, notably the Hertfordshire Essex Mass Rapid Transit proposals. This infrastructure scheme should be identified in the SA as this will be relevant to the appraisal of sites and broad locations in the Croxley/West Watford area of search.</p> <p>Regarding key sustainability issues they consider that many of the issues identified can all be tackled positively through appropriately planned, well-designed and well-located development delivered at a scale that address a wider range of issues on a comprehensive basis, which should include larger-scale development on the edge of existing, accessible settlements.</p> <p>Notes the use of a 'coding' approach in the SA Framework graded from - - to ++ based on negative and positive effects. Consider it is not clear on what basis a</p>	<p>Noted. The role of the baseline section of the SA Scoping Report is to set out the current situation within the SW Herts area under key headings. Its role is not to consider potential future projects that may change this baseline position. However, updates to baseline information will be included in the next iteration of SA where available and appropriate.</p> <p>The approach to colour-coding used in the SA Scoping Report is standard practice for SA Reports and together with the associated commentary is considered to provide sufficient information regarding why a particular effect has been</p>

Respondent	Summary of Comments	Response
	<p>specific coding will be triggered and then applied to options against each SA objective, which will make it difficult to compare the scores for each option on a consistent basis. This runs the risk of a lack of clarity and transparency in the selection of preferred options (and rejection of reasonable alternatives) at a later stage. Consequently, a suitable system should be defined in the SA framework so the reader can understand why a particular effect has been assigned to each option to improve the robustness of the appraisal process.</p> <p>Notes that the report does not draw any conclusions on the seven growth types tested at this stage. Nonetheless, it is noted that options b, e, and f all perform markedly better than options c, d and g. The higher performing options would direct growth to the edge of major settlements (option b), for example Watford, and locations well-related to existing public transport corridors (option e) and areas where transport improvements could potentially come forward (option f). On this basis, RPS concludes that the SA process thus far is broadly supportive of directing growth at or adjacent to existing large settlements as well as on or in proximity to sustainable transport corridors, in favour of other less performing options. RPS would broadly accord with these findings.</p> <p>It is important that the initial appraisal findings are reflected on as part of ongoing appraisal work, in particular consideration should be given to identifying potential mitigation measures that could address any potential adverse effects of the options, which has not been carried out to date, in line with planning practice guidance.</p>	<p>identified. SA reports are based on overall assessments of likely effects – rather than being an exact qualitative process.</p> <p>Future SA work will be carried out in full accordance with the relevant regulations and guidance. As the plan progresses, a more detailed assessment will be undertaken.</p>
Carter Jonas on behalf of Apsley Developments Ltd	<p>Note that the report refers to the NPPF's Standard Method for assessing local housing need and refers to some of the conclusion in the HMA regarding affordability ratios. Considers this means there is now an even greater scale housing supply that is now required across South West Hertfordshire.</p> <p>Notes that the SA suggests that without the emerging JSP it is likely that housing and services and facilities would still be delivered through each of the District and Borough Local Plans, but without a strategic approach it may be more difficult to keep pace with demand, and it is likely that house prices will continue to rise within the area. As highlighted in the South West Hertfordshire Local Housing Needs Assessment (LHNA), there are affordability pressures</p>	<p>Noted. Currently, housing numbers do not form part of the detailed consideration of the Regulation 18 plan. The document's focus is on setting a vision and objectives for the plan.</p>

Respondent	Summary of Comments	Response
	within the South West Hertfordshire Housing Market Area (HMA), and without a strategic approach it will be difficult for affordable housing delivery.	
Studio LK on behalf of Affinity Water (estates team) ¹	<p>The baseline accompanying the report is quite thorough. It would be improved if, in addition to the Hertfordshire Water Study, it had regard to the relevant water companies' WRMPs too. LUC's assessment of the proportion of the JSP area covered by Green Belt is at odds with DLUHC data (66%).</p> <p>Affinity broadly agrees with the Sustainability Issues, but would like the term 'strategic' under Sustainability Issue 11 to be replaced with 'all'.</p> <p>SA objective 1 should be amended to specifically refer to water consumption. In addition SA objective 2 does not adequately address the affordability issues identified within the baseline. Therefore, it should be amended to: To provide a wide range of good quality new homes in sustainable locations to meet SW Hertfordshire's housing needs. Finally, the JSP authorities may wish to add a further objective: as follows: SA objective 16: To promote efficient use of natural resources including water</p>	<p>Noted.</p> <p>The baseline information will be updated to include reference to the relevant water companies' WRMPs. Additionally, Sustainability Issue 11 will be updated.</p> <p>SA objective 2 will be updated as suggested. It should be noted that water is addressed within SA objective 9: To maintain and enhance water quality and quantity, therefore an additional objective will not be added. However, an additional appraisal question will be included under that objective: 'promote the efficient use of water?'</p>

The following groups / individuals made reference to the SA Scoping in their responses, but did not make any comment on its actual content:

- Central Bedfordshire Council
- Open Spaces Society
- Woolf Bond Planning on behalf of Gilston Investments Ltd
- St Albans & District Footpaths Society

¹ It has been confirmed by Affinity Water that these comments are submitted by their estates arm and so should be treated separately for their formal response as a statutory consultee.

Recommended changes to R18 document

(A) VISION / OBJECTIVES

The following changes are suggested as a result of feedback received:

Section	Change suggested	Recommendation
VISION	Add clearer reference to the environment.	Wording changed to ' <i>...it will be a place where sustainable growth provides a better <u>and healthy</u> future for everyone <u>both people and the environment.</u></i> '
	Add reference to 'health/ healthy'.	
PILLAR: Living green in a healthy natural environment	Clarify explanatory text of 'Commit to net zero' objective to reflect the way other objectives are worded.	Refer to 'carbon performance of <i>the</i> existing built environment' rather than ' <i>...our</i> existing environment.'
	Add a specific reference to protection of water resources.	Amend the ' <i>Create sustainable buildings and infrastructure</i> ' by adding ' <i>... <u>and protect and enhance water resources</u></i> ' to the end of the explanatory text.
PILLAR: Growing opportunities to work locally	Amend wording of the 'Create space to grow' objective to ensure it is clear that it refers to both urban and rural economic sectors.	Amend the 'Create space to grow' objective to read ' <i>Support the delivery of a wide range of quality workspaces, where new and existing businesses from different sectors, <u>in both urban and rural areas, can grow and flourish.</u></i> '
PILLAR: Living in healthy, thriving local communities	Make more explicit reference to air quality.	Add new objective ' <i>Improve air quality</i> ' and explanatory text to read ' <i>Maximise opportunities to maintain and enhance air quality standards.</i> '
PILLAR: Moving easily in connected places	Make clear that reference to neighbourhoods is plural.	Change ' <i>a neighbourhood</i> ' (singular) to ' <i>neighbourhoods</i> ' (plural) under the 'Create walkable neighbourhoods' objective.
PILLAR: Building homes and places that people are proud of	Add more explicit reference to heritage protection.	Add a new objective entitled ' <i>Value the historic environment</i> ' and associated explanatory text to say ' <i>Development to reflect and <u>respect the historic environment.</u></i> '

PILLAR: Delivering robust and sustainable infrastructure	N/A	No changes.
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(B) OTHER SECTIONS OF CONSULTATION

The following table lists a range of other helpful comments and suggestions that were made regarding the wider Regulation 18 document. Whilst they do not directly impact on the wording of the vision and objectives, it is recommended that the suggestions are noted and taken forward through:

- Information being passed on to relevant consultants to inform technical work;
- Amending / updating the Topic Papers that will continue to accompany and inform future iterations of the JSP;
- Reflecting the points in the wording of future iterations of the JSP itself; and/or
- Influencing responses to consultation documents published by third parties.

Issue raised and recommendation re how they are taken forward
Refer to 'sites of nature value' within the area (alongside the landscape and countryside designations already referred to) in future iterations of the plan.
Ensure that the Chilterns AONB and Chilterns Beechwoods SAC are referred to as separate entities in future iterations of the plan, as they are different designations and cover different areas.
Ensure the fact that SW Herts's high quality environment is one of the reasons that attracts business and employees to the area is reflected in future iterations of the plan and relevant Topic Paper updates. This is already covered in the text under Pillar – 'Building homes and places that people are proud of,' where it says ' <i>Our area's distinct qualities have long attracted people to move here.</i> '
JSP team to keep an eye out for any consultations relating to potential extensions to HS2 which may affect the SW Herts area and respond accordingly.
Pass comments relating to the issues with infrastructure provision / quality with the area to consultants preparing a Strategic Infrastructure Baseline for the JSP.
Add reference to 'Living Landscapes' work to relevant Topic Papers when these are updated.
Add reference to the need to take account of flood risk and agricultural land quality to relevant Topic Papers when these are updated and ensure these factors are fully reflected in technical work to inform potential spatial options.
Add reference to the Hertfordshire Green Infrastructure Plan top relevant Topic Paper(s) when these are updated.
Amend the 'How the Joint Strategic Plan links to other key documents' graphic if this is used in further iterations of the JSP, to include reference to Minerals and Waste Plans alongside Local Plans.
Pass comments relating to the pros and cons of the growth types put forward for consideration to consultants carrying out the Strategic Growth Locations Study and Multi Modal Study, to ensure the relative merits of each growth option are fully considered.

Acknowledge SPZs as being a significant development constraint in future iterations of the plan and in relevant Topic Paper(s) and technical work.
Consider adding more explicit reference to the value of the chalk streams in the SWH area and the need for their protection, restoration and enhancement in future iterations of the plan and ensure they are referenced appropriately within relevant Topic Paper(s).
Check and correct number of registered parks or gardens if this is referenced again.
Reference should be to 'The Making of Harry Potter' Studio Tour rather than 'the Studio.'