

The Harpenden Neighbourhood Plan: Employment and Retail

Employment

72% of residents in the Neighbourhood Plan area are aged between 16-74 are in full time employment. Of those:

- 49% worked in either managerial/senior or professional roles.
- 28% worked in associate professional, technical, administrative or secretarial roles.
- 22% of the working population worked in skilled trade, care, leisure, sales, customer services, process, plant, machinery or elementary occupations.

In addition, 7% of people in Harpenden work from home.

There are some employment sites in and around Harpenden that the District Council intend to protect. These are:

- Coldharbour Lane;
- Southdown Industrial Estate; and
- Rothamsted Research.

Retail

Harpenden town centre is noteworthy for its mix of uses, including a number of independent and national retailers selling a range of comparison and convenience goods. It also has a diverse range of eating and drinking establishments.

A variety of retailers are located in the town centre, including three supermarkets (Sainsbury's, Waitrose and Marks and Spencer Simply Food) as well as a number of major national retailers, such as Boots, Argos and WH Smith.



Should new shopping areas be considered?

Is more business space required in Harpenden?

Would a hub for those who work from home in Harpenden be useful?

Employment and Retail



HARPENDEN
TOWN COUNCIL

CLOSER TO THE COMMUNITY

Hopes

for the future of Harpenden

Fears

for the future of Harpenden

The Harpenden Neighbourhood Plan: Environment, Sustainability and Design

Environment

Harpenden benefits from a number of parks and community green spaces. These include:

- Harpenden Common;
- Rothamsted Park;
- Batford Springs;
- Lydekker Park;
- Porters Hill Park; and
- Westfield Recreation Ground.

A large proportion of undeveloped land (including golf courses and Harpenden Common) is located within the Metropolitan Green Belt.

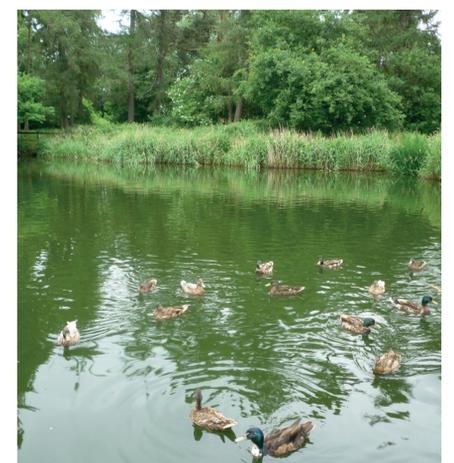
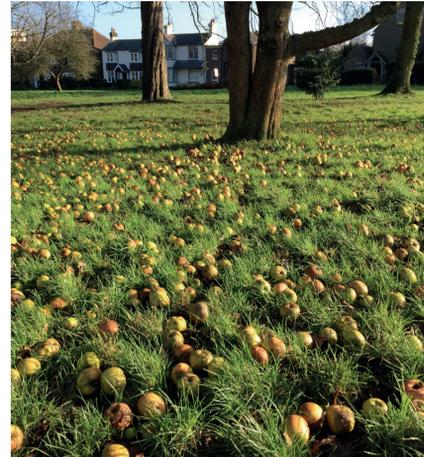
Batford Springs is a Local Nature Reserve which centres on the part of the Upper Lea Valley that passes through Harpenden and is a key asset to the town.

Sustainability

Planning policy is increasingly supportive of sustainable low and zero carbon development. This desire must always be considered alongside the need to protect character and heritage.

Design

The character of buildings and streetscape in the town define Harpenden and plays a key role in its identity. The design of new buildings and homes could be an important consideration for the Neighbourhood Plan.



Does Harpenden need more green space?

How can new development reflect Harpenden's historic character?

What design and sustainability requirements for new buildings could the Neighbourhood Plan include?

Environment, Sustainability and Design



HARPENDEN
TOWN COUNCIL

CLOSER TO THE COMMUNITY

Hopes

for the future of Harpenden

Fears

for the future of Harpenden

The Harpenden Neighbourhood Plan: Housing

In terms of age profile, the 2011 Census shows that:

- There is a low number of residents in the 20-29 age bracket compared to St Albans District and national averages.
- Young children and teenagers (5-17 years) comprise 19% of local residents in Harpenden Town, which is similar to the St Albans District and national averages.
- Those generally above retirement age (65+) make up 16% of the population in Harpenden Town, which is similar to St Albans District and slightly higher than the national average.

‘Call for Sites’

The Harpenden Neighbourhood Plan Steering Group launched a ‘Call for Sites’ on 20 March 2017. This will run until 17 April 2017.

We are asking the local community to identify any potential development sites within the Neighbourhood Plan area that could be allocated for housing, employment, education, health, leisure and community or other land uses. Anyone is welcome to submit a site, however, we recommend that if you are not the landowner you seek the landowner’s permission to do so.

If you or someone you know has a potential development site that might be suitable we would like to hear from you.

To download the Call for Sites Form and see the explanatory Frequently Asked Questions please visit the Harpenden Neighbourhood Plan website (Harpenden.gov.uk/neighbourhood-plan).



Are any groups in particular in need of new housing (e.g. first time buyers, families, older people)?

Should housing sites be within walking distance of the town centre?

Hopes

for the future of Harpenden

Fears

for the future of Harpenden

Appendix B – Survey

Introducing Your Harpenden Neighbourhood Plan

Something exciting is happening in Harpenden. We are introducing the Harpenden Neighbourhood Plan, YOUR opportunity to help shape the future of our special town.

Your views are necessary to move the Neighbourhood Plan forward and create a clear framework to improve the community we live in.

What are your views on some of the most critical issues that will affect you over the next 15 years? Housing? Shopping amenities? Employment opportunities? The environment?

Please complete this questionnaire to help shape this stage of the neighbourhood plan. We are also running a number of drop in days for you to find out more about the neighbourhood plan so please come to these too.

- **Wednesday 29th March (4-8pm) at Batford Memorial Hall, Tallents Crescent, AL5 5BS.**
- **Wednesday 5th April (4-8pm) at Park Hall, Leyton Road, AL5 2LX.**
- **Tuesday 11th April (4-8pm) at Kinsbourne Common Hall, Luton Road, AL5 3QE.**

Harpenden Neighbourhood Plan is being taken forward by Harpenden Town Council.

More information is available at <http://www.harpenden.gov.uk/neighbourhood-plan>



**HARPENDEN
TOWN COUNCIL**
CLOSER TO THE COMMUNITY

What is a Neighbourhood Plan?

Neighbourhood Plans are a new type of document that enable local people to write planning policies for their local area. Planning policies will help influence the development and growth in the town in future. Future planning applications by developers and householders will be judged on the Plan, alongside national and local authority policies, so it will be a powerful document.

Why do we need a Neighbourhood Plan?

The Neighbourhood Plan will form part of St Albans City and District Council Development Plan and will be used to guide development in Harpenden. The Neighbourhood Plan allows the local community to decide where and what type of development is provided within Harpenden.

How is the Neighbourhood Plan being put together?

A Steering Group, including Councillors and residents, will meet regularly to review the evidence and consultation feedback to move the Plan forward.

Where are we at now and what happens next?

This is the first stage where residents help set the vision and objectives and scope of the Plan. The next stage will be to consult in more detail on the draft vision, objectives and development options. There will be a formal public consultation later on for a draft Plan and finally a Referendum where residents will vote YES or NO for the Plan.

A decorative vertical bar on the left side of the page, consisting of two parallel dark blue lines.

The Neighbourhood Plan is a community led document and we want to engage widely with residents, community groups and key partners. The Harpenden Neighbourhood Plan Steering Group, consisting of local Councillors and residents, have identified five themes that will be covered in the Neighbourhood Plan. These are:

- Housing
- Infrastructure and community facilities
- Transport and movement
- Environment, sustainability and design
- Employment and Retail

The survey on the following pages aims to get your views on some of the key areas for each theme.

Please complete the questionnaire on the following pages or fill it out online at www.surveymonkey.com/s/Harpenden

1) Social Infrastructure and Community Facilities

	Strongly Agree	<----->	Strongly Disagree		
A) Harpenden needs improved cultural and arts facilities.	1	2	3	4	5
B) Harpenden needs to protect and retain existing community facilities.	1	2	3	4	5
C) Harpenden has a good range of schools.	1	2	3	4	5
D) Harpenden needs more sports and leisure facilities.	1	2	3	4	5
E) Harpenden needs more health care facilities.	1	2	3	4	5
F) New development should include sufficient services infrastructure i.e. broadband, gas, electricity etc.	1	2	3	4	5

Tell us more

.....

.....

2) Transport and Movement

	Strongly Agree	<----->	Strongly Disagree		
A) Public transport needs to be improved in Harpenden.	1	2	3	4	5
B) More town centre parking is needed.	1	2	3	4	5
C) We should introduce measures to slow traffic and prioritise pedestrian safety.	1	2	3	4	5
D) A transport hub is needed in the town centre.	1	2	3	4	5
E) Walking routes to schools must be made safer.	1	2	3	4	5
F) Existing cycle routes should be improved and new ones should be implemented.	1	2	3	4	5
G) Footpaths and walkways should be improved in Harpenden.	1	2	3	4	5
H) New development should consider the impact on existing roads.	1	2	3	4	5

Tell us more

.....

.....

Please return your completed survey in the enclosed pre-paid envelope by Monday 10th April to:

Harpenden Town Council
Town Hall
Leyton Road
Harpenden
Herts
AL5 2LX

Or, simply bring it along to the Town Hall or with you to one of the drop-in days (see cover).

You can also complete this survey online by visiting www.surveymonkey.com/s/Harpenden

About you

Your views are valuable to us. We require that you provide basic information including name and address so we can be assured that all responses are genuine. All personal information is guaranteed by Harpenden Town Council to be treated as fully confidential under the Data Protection Act.

Name

Address

Postcode

How long have you lived in Harpenden?.....

Do you have children? If so how old are they?.....

Are you? Male Female

Which age group do you fall into?

Under 16 17-24 25-49 50-64 65 and over

Keep in Touch

If you'd like to keep updated about the Harpenden Neighbourhood Plan, please provide your email address:

.....

Appendix C - Hopes and Fears Comments

STAGE 1 ENGAGEMENT REPORT - APPENDIX

Harpenden Neighbourhood Plan – Engagement 1 “hopes and fears”

In addition to the survey undertaken as part of Engagement 1, the Harpenden Neighbourhood Plan Steering Group sought the “hopes and fears” of local residents at the three engagement events held in the Neighbourhood Plan Area. Attendees were asked to provide this information for each key theme in the Neighbourhood Plan. The tables below include the hopes and fears of local residents, as shared at the three engagement events in Batford, Harpenden Town Centre and Kinsbourne Common. These are taken from post-it notes and the text is not altered. While the response rate was lower than the primary survey, this process allows some further understanding of residents’ views.

Batford Memorial Hall

Wednesday 29th March 2017

Social Infrastructure and Community Facilities	
Hopes	Fears
More adequate provision of infrastructure	Basic utilities will not be able to cope with expansion

Transport and movement	
Hopes	Fears
Parking	
Need more commuter parking to reduce on-street parking in residential areas	
Adequate parking	
Parking is like building roads, it leads to more cars! But parking should be improved particularly towards the north end of town	
Far more parking associated with new build than SACD min	
Congestion / traffic flow	
Reduce traffic	Impact from traffic at new secondary school
The Station Road congestion was brought about by giving planning consent for a school in the old library. i.e. self-inflicted by planners and local councillors	Continued traffic chaos as Luton Airport grows
Need a major effort to reduce ‘the school run’. My generation walked to local schools. Now the kids sit in a car and are fat!	A bypass to the north of Harpenden. Traffic flow on Lower Luton Road is horrific at weekday rush hour. I presume much of it is Luton/Hatfield/WGC and vice versa. This will only get worse when a) New school is built at the bottom of Common Lane and b) Proposed new industrial/office estate is built near Luton Airport
	Interesting to see plans are in place for a new school at Lower Luton Road. No consultation has been done with local residents that are directly affected. No planning application has been lodged. The safety of students walking along the Lower Luton Road and considerable increase of traffic have (hopefully) been fully addressed. So far no evidence of that
	The more roads you provide, the more car traffic will result but to some extent it self regulates.

	I'm against a by-pass – because where you put it urban development will spread up to it
	Fears that unmanaged congestion will progressively overtake the town. A number of factors can potentially contribute to this
Walking / cycling	
More bicycle routes, including better routes	
Pedestrian safety is clearly a priority and should be the number one consideration when planning any new systems	
Other	
Rothamsted Park to be preserved	

Employment and retail	
Hopes	Fears
Retail	
The number of charity shops (13!) and Estate Agents and hairdressers make up a large percentage of retail. Harpenden shops are becoming less and less diverse	Not enough diversity in retail uses. No hardware, no odds & ends shops. Clothes shops are expensive
The growth of e-retail has seen an explosion in home delivery and customer collect. Plans should encourage provision of walkable collection points – probably involving the ability to park and collect	Loss of retail in favour of restaurants
Loss of varied size units for companies of all sizes	
Retail is not the only source of employment	
Should include that in Southdown – co-op supermarket and the only hardware shop in Harpenden	
No need for new shopping (in fact, have to work to keep all current shops viable).	
Employment	
Business space – I don't know. A hub – to some extent the Skew Bridge pub has something like it – their Tuesday 'computer friendly' gatherings	Businesses driven out by property development
	Some concern that ring fencing Rothamsted may overload development into other areas of town

Environment, sustainability and design	
Hopes	Fears
Green spaces	
Keep green spaces we love	
No real need for more green space – we do well enough as it is	
Keep green space and allotments	
More allotments	
Design	
	Its whole character will be degraded by increased development, increased traffic, and increased demand for car parking. The Marquis Ford area, an attractive rural boundary to the

	town will be flattened by the new access road to the (badly sited) new school
Sustainability	
	Sustainability will be ignored

Housing	
Hopes	Fears
Retain balance character. Encourage affordable housing	Enough homes for first time buyers including key workers as rents are high
Yes to 1 and 2 bed units for first time buyers. Yes to fairly intensive use of the available land. Yes, as necessary, to go upwards rather than outwards and ideally near the town centre to reduce the need to drive into the already congested High Street	Overwhelmed by incomers (like post-war London overspill but for which there was a reason) – encouraged by London based estate agents advertising “move out of congested London to leafy Herts”. Hope that a level off of birth rate and Brexit will reduce the apparent future demand
Pleasant place for all to live, not just the wealthy	The Neighbourhood Plan should complement the Local Plan and key developments in housing (and associated infrastructure) should be addresses through this route
Need housing that people can afford i.e. 3 to 4 times average national salary	Dies as luxury flats trump all commercial property

Park Hall

Wednesday 5th April

Social Infrastructure and Community Facilities	
Hopes	Fears
Sports and Leisure	
New leisure centre looks great (time for a positive comment!)	Late night pub/bar music venues causing litter and anti-social activities, concern is new music / bar in Station Road (Old Post Office)
Main swimming pool should be bigger. Can there be a provision for seating at the poolside	Larger heated pool please
More youth clubs – facilities for secondary aged children	Cultural hub should reflect Harpenden’s heritage – including a drop-in centre for using local archives
New sports/leisure complex really good news for the town	500 seating for new theatre is too large
Pool, gym and hall redevelopment is good	The leisure centre hall is meant to have seating for 500 – surely this is much too large
Could the new leisure centre include space for a local museum / art display as well as opportunities for local theatre / music productions	Why not work with Rothamsted conference centre. Great idea – along the same lines as shared use of Uni of Herts sports facilities
Hockey pitch	
Existing public hall – to become useful community space and not apartments	
All weather 3G pitch for football	
New arts centre – yes.	
Bigger library located in the new cultural centre, bring it all together	
Transport	
Resurface Salisbury Avenue	Improve our roads before spending all this money on more leisure facilities
Multi storey – yes	What about the traffic/parking implications
	Please maintain the roads – the potholes are terrible
Education	
The new secondary school is essential. Harpenden children being placed in St Albans is unacceptable	Herts County Council has taken too long with plans for new secondary school. With the addition of new homes on green belt land next to Bloomfield Road, will we be assured of timely infrastructure to accommodate additional school children?
Additional schools required for any new housing are built in a timely fashion	Fear the location of school as proposed ignores traffic impacts. Seems undeliverable
New secondary school is essential. Can't understand why this is taking so long	
Health	
The pharmacy serving the whole of Southdown (which has many elderly residents) is retained	Consolidate doctor's surgeries into 1 building, fill with appropriate services, bloods, asthma, day surgeries etc. With 1 building and appropriate parking and public transport. Raise tax to pay for proper services
Development of Harpenden Memorial Hospital into a health and wellbeing centre – as well as providing existing services (e.g. blood clinics)	Excellent idea to consolidate doctor's surgeries and additional services

Elderly care facilities. Day care centre	Local A&E's are a thing of the past. I hope I never need one
Visitor accommodation	
We need a hotel of B&B for people to stay in when they visit Harpenden. Also it would be nice if land could be used by community groups instead of for housing etc. e.g. scouts/guides/leisure	Tourists – visitors. How can we encourage people to visit when there is almost nowhere to stay (loss of two hotels recently, less of guests houses in 1990's)
Harpenden now has very limited rooms for people visiting – a hotel is needed	
Hotel – yes.	
Hotel!	
Work with Rothamsted to provide a hotel	
Appearance of Harpenden	
Please can we have another road sweeper as one can't cope. Also, station approach is appalling full of rubbish in the grounds of Bornfield and elsewhere	
Road sweepers get lost on route from St Albans. Drain cleaners too. St Albans is better looked after	
How about the public learning to be tidy with their rubbish – bin it	

Transport and movement	
Hopes	Fears
Traffic calming	
Speed cameras on the Lower Luton Road	Please not an attempt at a 20mph limit.
20 mile per hour limit to reduce air pollution and accidents	Please don't slow the traffic any more than it already is. Educate pedestrians!
	Make the Lower high Street pedestrian priority with a 5mph speed limit
	20mph zones yes. Speed bumps no
Public transport	
Hopper develops and grows its routes	Station approach entrance/exit and main station car park entrance/exit are both dangerous at peak times. Needs to be looked at
Terrible drop off zone at station. Tiny entrance / exit, 6pm train = 15 min queue to leave	Buses are so expensive it is cheaper to drive and park in St Albans for my family, I would get the bus if it was cheaper to reduce traffic
Better train service	The station is at saturation level. Because of the configuration, access is very congested. It really cannot take more commuters and the layout of the centre makes it difficult if not impossible to solve that
A cheap, frequent bus to St Albans	Station capacity is challenged at peak times - - will only get worse. Can take a long time to get out and platforms are really full in the morning
Encourage use of public transport	
More community buses taking shoppers up the hills from centre	
Parking	
We need multi-storey car park	Decent improved car-parking in car parks i.e. double storey
Train car park is a mess, not enough spaces.	Multi storey car park at station and Bowers Way

East side station car park access points are unsafe – needs an overhaul. Hope for an improvement	Too many people, not enough car parks, nor enough traffic wardens to enforce.
Support development for multi-storey parking on both station car parks including going over the railway including designed entry and access roads	Commuters should be encouraged to park at station. This means more parking there but it must be at a price most people will pay. Not keen on additional parking elsewhere in town as this will encourage people to use cars more
More taxi ranks / parking required to stop them illegally parking in residential areas	There is not enough parking for the station – unless you are at the station by 8am there are no spaces
Lots more parking needed – I can walk in now but not forever – It stops me shopping in Harpenden – How about instead of a new leisure centre	Need to improve management of on-street parking – too many permit areas are empty of cars during the day. Need a strategic parking plan. Redevelop public halls site as a multi-storey car park
Introduce sever parking control via wardens	More car parks
Stop parking on major roads i.e. Station Road and the like	More parking is needed for the town. Why not an extra storey at station and Bowers Way
It is essential to have additional car parking with second level parking at Bowers Way car park and Amenbury Lane car park	Is there a possibility of building a multi-storey car park on Bowers Way site? 5 mins from the station and the shops, position good away from the main road
Land being so expensive, could more parking be built above/below ground e.g. station car park and Amenbury Lane	Limited parking spaces taken up by huge cars – which have made short very environmentally damaging journeys
More parking	
More parking will only encourage more traffic	
A second tier on Bowers Way	
SADC stopped larger car park @ station, should we be grateful?	
Multi storey car park at the station	
Parking for town employees (inexpensive)	
Stop builders vehicles blocking pavements driving pedestrians onto the road, especially if they have pushchairs	
Definitely more car parking is needed in the town	
More parking set aside for environmentally friendly cars	
More parking at reasonable charges	
Pressure please on Network Rail to provide a double storey car park at the station to ease parking in residential areas elsewhere	
National rail must be required to provide more parking at the station	
Walking / cycling	
Routes created so that more children can walk / cycle to school	Cycling is a brilliant activity. For the vast majority of people cycling will never be the way they get to the High Street
Improved cycle paths around Harpenden	Child dying if a zebra crossing is not put at the junction of St Nicholas school and Rothamsted Avenue / Church Green – Red Brock Road causes confusion
A safe integrated network of cycle routes	Encourage motorists to stop when pedestrian lights tell them. Ensure cyclists are charged when jumping lights (frequently!)

Public need to be encourage to walk and cycle – cycle paths could be useful if space can be found for them	Do not pedestrianise Bowers Way, you will kill the shops and cause loss of parking spaces
Many footpaths too narrow or non-existent (e.g. Ox Lane and Walkers Road)	Cyclists still use roads even when special pathways and signage are created for them – please restrict further special cycle paths
I agree that better crossing of the A1081 to the common would be good	No to any thoughts of pedestrianisation of the Lower high Street, it will kill off the High Street
Walking route from Crabtree to station please	
Boris bikes in centre of Harpenden	
Congestion / traffic flow	
New development will bring centre to a standstill without major infrastructure (which I support)	Keep the traffic flowing through the town
Traffic flows will increase with new secondary school on Lower Luton Road. New houses north of Harpenden. Therefore a bypass is required before any development	The new school is badly placed. Lower Luton Road is too busy already. Are you going to build the bypass. Move the school to Wheathampstead
Introduce more one way systems in the narrow roads and lane	500 homes at the end of Amenbury Lane is ridiculous given the pressure already on Ambrose Lane. It's a rat run already
Introduce rush hour traffic lights	
Bypass town centre of Batford	
Not sure slowing traffic will help at high traffic times	
Maintenance	
Potholes and pavements need repairing esp pavement on Crabtree Lane either side of the railway bridge	Bloody awful road markings. Destruction of pavements by builders – charge a levy prior to all building. Before and after photos taken
Pavements (and roads actually) desperately in need of repair. So many pot holes and uneven pavements. We should pay for this before new sports facilities which only serve a few	
Promote more road maintenance and new developments	
Other	
We need an update on the Red House development. What is going to happen to this site	

Employment and retail	
Hopes	Fears
Retail	
Small shopping areas in Batford, Southdown and North Harpenden would decrease car traffic in Harpenden and have no great effect on the High Street	Too many charity shops! Other independent retailers cannot compete due to charities having no stock of staffing costs rents only charities can afford
Good mix of independent shops retained	There are lots of shops and not enough parking
My son would like a much bigger “shaken Cow”. Take that as a vote for somewhere young teens can go and meet	Lower business rates so that there can be more independent shops. The variety is declining year by year
I consider a problem to be high rents in Harpenden. Sadly a town centre can't easily be revitalised unless rents can be forced down and new shops able to try opening, but not any more charity shops	No more restaurants, cafes of food or takeaway shops, Harpenden already has far too many. No more charity shops – again far too many
Could business rates be made more affordable for independent shops, rather than chains	Need for hardware and electrical stores in town centre

No to new shopping areas as this would kill the High Street	There is nothing wrong with having coffee shops that bring footfall to the High Street
Build shopping facilities for basic provisions in the new development at the north end of Harpenden	Because of high rents – many of our independent shops are going. Very sad as it is these shops that give our town character
Although we don't need anymore, I think charity shops serve a useful purpose in helping items get reused rather than throw them away and probably useful for those not on bigger salaries	The cost and ease of parking is essential for a thriving High Street
The retail world as we know it is declining, fact! Because of on-line shopping. But the high Street is still the hub of the community, we should allow more health, leisure and arts uses	Lower business rates to allow independent shops to flourish and to encourage more to move to Harpenden
The current standard of a certain percentage of shop frontages (A1 use) should be relaxed	Do we really need two of the same coffee shops in the centre of town (Costa)
Encourage more independent shops	
What can be done about high rents charged by absentee landlords	
Support local shopping areas as well as town centre shops. Encourage independent shops	
Employment	
Good to protect employment sites. More business space would be great to encourage people to live and work in the town and strengthen our town economy	What is not said here is that a very large number of workers are commuters needing to use the trains. More population will only increase these numbers
It would be good to encourage more home working or occasional commuting to live in Harpenden – decrease the dormitory effect and ease pressure on the station	
No need for a business space but a hub may be useful	

Environment, sustainability and design	
Hopes	Fears
Green spaces	
Preserve small woodland areas within the town	More care of verges and green areas. More effort to remove litter particularly near take away and fast food outlets
Keep the common and green spaces – encourage small green spaces, grass verges, gardens, play areas and allotments	Sacrifice green belt when necessary BUT plan properly with appropriate infrastructure. Too many golf clubs – plenty of available land. This would remove loss of genuine green belt
Keep green corridors all through the town	No building on green belt land
Retain the commons	No building on green belt. Harpenden is full
Keep common and green places and spaces	Preserve green belt
Probably not more green spaces but protect the existing ones and no intrusion into the green belt over and above those proposed in the District Plan	More green spaces? Nonsense, we have more green space than any nearby town. Our common stretches right into the town centre
Nickey Line is vastly improved thanks to volunteer efforts – feels safer but a night time safe walking route from Harpenden is needed	Small green spaces, including verges should continue to be part of new developments
Design	
Need a survey of existing housing / streets and identify architectural features e.g. Art Deco, Modernist etc which are not in the conservation Area	Implement plans in Red House building before it falls down – already in a very sorry state

	The Red House. What is happening? Not more housing I hope
Sustainability	
New developments are truly environmentally friendly – very efficient housing, walking/cycling routes to town, local facilities	
Provide gas supply to the remote areas within the Plan boundary	
Really energy efficient housing and other buildings for lower costs and environmental impact	
Sustainability is about planning for future ways of working (from home), energy efficiency of old and new property	
Energy efficiency important for all buildings. Encourage solar panels – maybe some neighbourhood schemes to reduce costs for individual house owners	
Other	
Provide more post offices and letter boxes generally	Further growth of the Airport is a big fear
	We should welcome the fact we have an excellent airport as conveniently situated for Harpenden
	Prevent aircraft noise and routing problems from Luton Airport

Housing	
Hopes	Fears
Tenure	
Need more social and affordable housing. Mixed community. Somewhere for our children to live	When my children grow up they won't be able to live here if they want to stay in Harpenden. Totally unaffordable for normal people/ave. earners
First time buyers and more social housing	No one bedroom flats
Affordable housing for all the workers needed to support our aging community	No one bedroom flats. Old people need to have room for visitors. Young people need storage space / computer space
I hope my son will be able to get a starter home / flat in Harpenden if he chooses to live here	
We need more affordable housing for key workers and first time buyers. Not everyone needs/wants a 6 bedroom, 6 bathroom mansion.	
Need more small housing units with gardens. So many houses have been extended / enlarged, there are few smaller units left. No more luxury flats!	
The town needs more social housing – if necessary on green belt land or the outskirts of town	
Agree we need proper social housing (council housing association properties) for people who work in Harpenden. Affordable housing should be affordable for lower/middle income people – not high earners who commute to London	
“Young” people in their 40s still have to live with parents as rents are excessive for those with ordinary jobs	

Council / housing association properties, NOT 5 bed £1m houses. For local residents (Not Luton/St Albans)	
More apartments for first time buyers	
Downsizing	
Not all retired people only want 1 or 2 bedrooms when they downsize. Put a reasonable percentage of 3 bed flats	
Housing for older residents within walking distance of the town centre	
Additional housing enables retired people who want to move out of large family houses to move to more suitable, convenient locations	
More 3 bedroom, small garden houses for retirees to downsize	
More sheltered/retirement housing reserved for those over set ages. Can these be reserved for people moving from family homes in Harpenden. Is that possible / legal?	
Not all older people want to move to apartments. Please provide smaller properties with small gardens (near town centre)	
More apartments for older people wanting to downsize	
Infrastructure	
No issue with more housing provided matched with infrastructure	So many of the facilities are being knocked down for yet more expensive housing. Two hotels removed, now Pan autos and Jewsons going, as well as public halls. Less facilities for a town this size is not good
No point in encouraging young families to Harpenden when the local schools cannot seem to cope at the moment	Harpenden cannot cope with any more housing, Harpenden is gridlocked.
We need the infrastructure, schools, hospitals, GPs, roads parking etc before more housing is built	Housing development in the last 30 years has pushed Harpenden beyond capacity for all services. There must be no new development without clear and deliverable sustainable services to match
No new housing without planning for infrastructure roads, parking, schools	Growing too big for the infrastructure, prefer to support creation of new towns for planned expansion
Harpenden is full. Infrastructure is creaking now	Less 4 and 5 bed houses, more 1 and 2 bed
Vital that any new housing should be within walking distance of shops / schools etc/ Too much traffic in Harpenden already	Infrastructure as it exists is overstretched – more houses in the town will make the town grind to a halt
	We really can't cope with lots more housing and the people and cars that go with it. We are full up and out infrastructure is groaning as it is
	Infrastructure cannot cope with major new housing developments
	What about doctors, dentists, schools to cope with all the extra people. Parking must be included with any homes. Roads are incredibly busy
Green spaces	
No further intrusion on the green belt beyond those identified by the District Plan	No more housing on the green belt
If locals don't want town to expand into fields, lets build higher	

Build on brownfield sites with parking	
Other	
Need to engage with District regarding strategic allocations. North East Luton road preferred, only site with a road access	

Kinsbourne Common

Tuesday 11 April 2017

Social Infrastructure and Community Facilities	
Hopes	Fears
That great kids facilities like the LX can be expanded and funded, to continue in its path.	Schools (curious site inaccessible to 500 new homes around Bloomfield Road). But medical services already compromised by fewer Doctors and higher aging population.
Sustainable development essential to have a growing population	

Transport and movement	
Hopes	Fears
Pavement along Luton Road maintained so can be used by cyclists and runners. Work with Bedfordshire for when it becomes Bedfordshire.	State of pavements, cars parking on pavements, walking-running. Pavement along main Luton Road very poor and overgrown- how to run in road.
Hope weight restriction for B653 (Lower Luton Road) can be reinstated. Possible traffic calming- chicanes or similar.	Concerns over heavy traffic at all hours of day along Lower Luton Road (B653).

Environment, sustainability and design	
Hopes	Fears
Hope these green spaces continue to be protected and valued.	That Harpenden won't have the ability to adapt and grow because people don't want things to be built.

Housing	
Hopes	Fears
	St Alban's plan for housing!
	That I won't be able to get a house/flat in Harpenden when I come back after all of my education.
	No new smaller houses for young families or 'downsizers'. Young families and downsizers don't all want flats, they still want a 'house' and garden and parking.

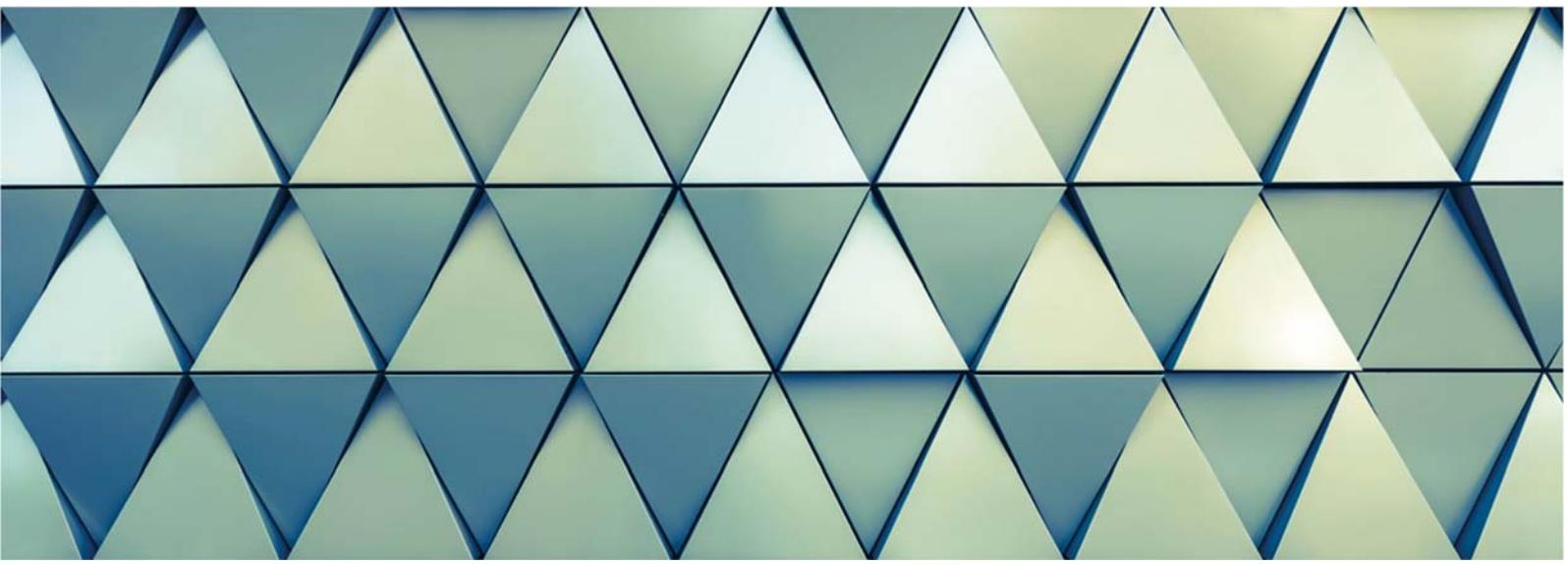
Appendix B: Engagement 2 Report

Harpenden Neighbourhood Plan

Stage 2 Engagement Report

on behalf of Harpenden Town Council

28th July 2017



Introduction

As part of the process for bringing forward the Harpenden Neighbourhood Plan, a public engagement exercise on the Vision and Objectives for the area was undertaken between 19th June and 17th July 2017.

The engagement was promoted through:

- Town Council website
- Coverage in local media
- Leaflet distributed to all households in the Harpenden Neighbourhood Plan area
- Leaflet distributed by local councillors at the train station
- Drop-in sessions at 4 locations within Harpenden
- Hardcopy and online questionnaires

In addition, specific promotion to engage younger people was undertaken. These included –

- Providing information leaflets via email to all Harpenden Schools on two separate occasions, the second time clarifying that we were trying to reach parent age groups as well as children
- A number of schools confirmed they had sent the information out with their e bulletins
- One primary school requested 180 surveys which were provided and sent home with all pupils
- The Sustainable Schools Ambassador, and two other persons including a community member of the NP Steering Group promoted the NP information further amongst schools
- A person who is both a scout leader and school class rep circulated the information to scouts
- Surveys and information leaflets were taken to Youth Connexions.

Events were held on the following dates:

- Monday 3 July - 4-8pm - St Marys Church Hall, Luton Road, AL5 3QE
- Thursday 6 July - 4-8pm - Southdown Methodist Church, 130a Southdown Road AL5 1PU
- Monday 10 July - 4-8pm - Harpenden Town Hall, Council Chamber, Leyton Road AL5 2LX
- Wednesday 12 July - 4-8pm - Batford Memorial Hall, Tallents Crescent, AL5 5BS

Around 300 residents attended the drop-in sessions. The drop-in sessions consisted of information engagement boards, including a board for each of the Neighbourhood Plan themes to allow people to leave comments and a questionnaire that each attendee had the chance to complete. Comments left on the boards consisted of comments relevant to each Neighbourhood Plan theme and can be found in the appendix to this document.

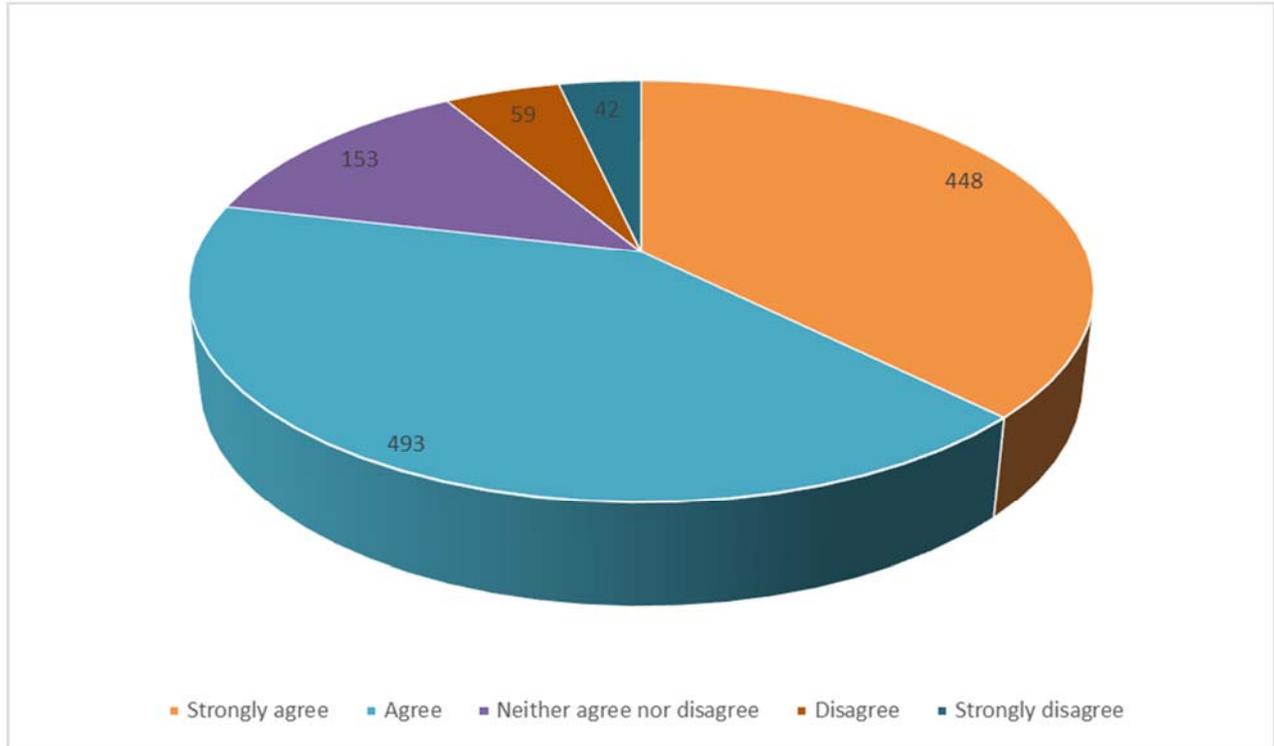
The events were staffed by members of the Harpenden Neighbourhood Plan Steering Group and consultants from Nexus Planning. At the close of the engagement period a total of 1,305 responses had been received via the online and hardcopy questionnaires.

Respondents were asked for their opinion on the Vision and Objectives across the following 5 key themes:

1. Social Infrastructure and Community Facilities
2. Transport and Movement
3. Environment and Sustainable Design
4. Employment and Retail
5. Housing

Vision

Respondents were asked if they agree with the Vision for Harpenden.



Number of responses

- Over three quarters of respondents (78%) agreed/strongly agreed with the proposed Vision for Harpenden.

	Strongly Agree		Agree		Neither Agree nor Disagree		Disagree		Strongly Disagree	
	No	%	No	%	No	%	No	%	No	%
Vision for Harpenden	448	37	493	41	153	13	59	5	42	4

Comments received regarding the Vision for Harpenden include:

Comment	No.
Parking issues need to be dealt with (town centre, station and residential)	56
School places need to be available	54
Congestion is an issue in Harpenden	49
Protect the green spaces /Green Belt	41
Infrastructure needs to be put in place	35
Harpenden is no longer a village / has a village feel	31
Provision of healthcare needs to be in place	28
Harpenden does not need to grow	27
The village feel should be retained	24
Shop rents/rates need to be reduced	23

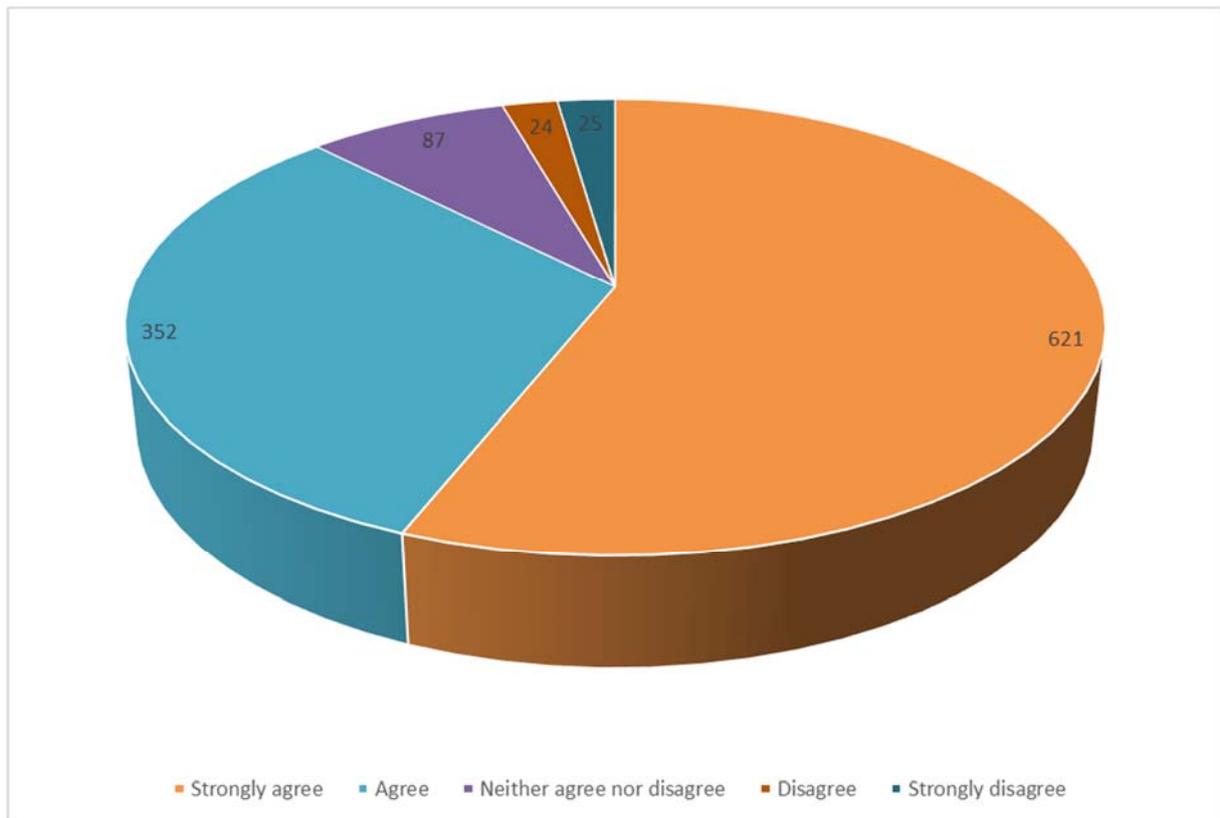
More details needed	17
Local businesses need to be encouraged	17
The vision sounds great, but how will it be implemented / paid for	16
Housing needed for downsizers	13
The vision is too vague	13
Housing needed for local people (affordable)	12
Don't over extend properties	11
Harpenden is already full	11
Housing needed for first time buyers (affordable)	11
Less luxury developments wanted	11
People will still want to use their cars	11
Too many charity shops	11
Improvements needed to the bus service	10

Comments mentioned less than 10 times have not been included in this table

Environment and Sustainable Design

Vision

Respondents were asked if they agree with the Environmental and Sustainable Design Vision for Harpenden.



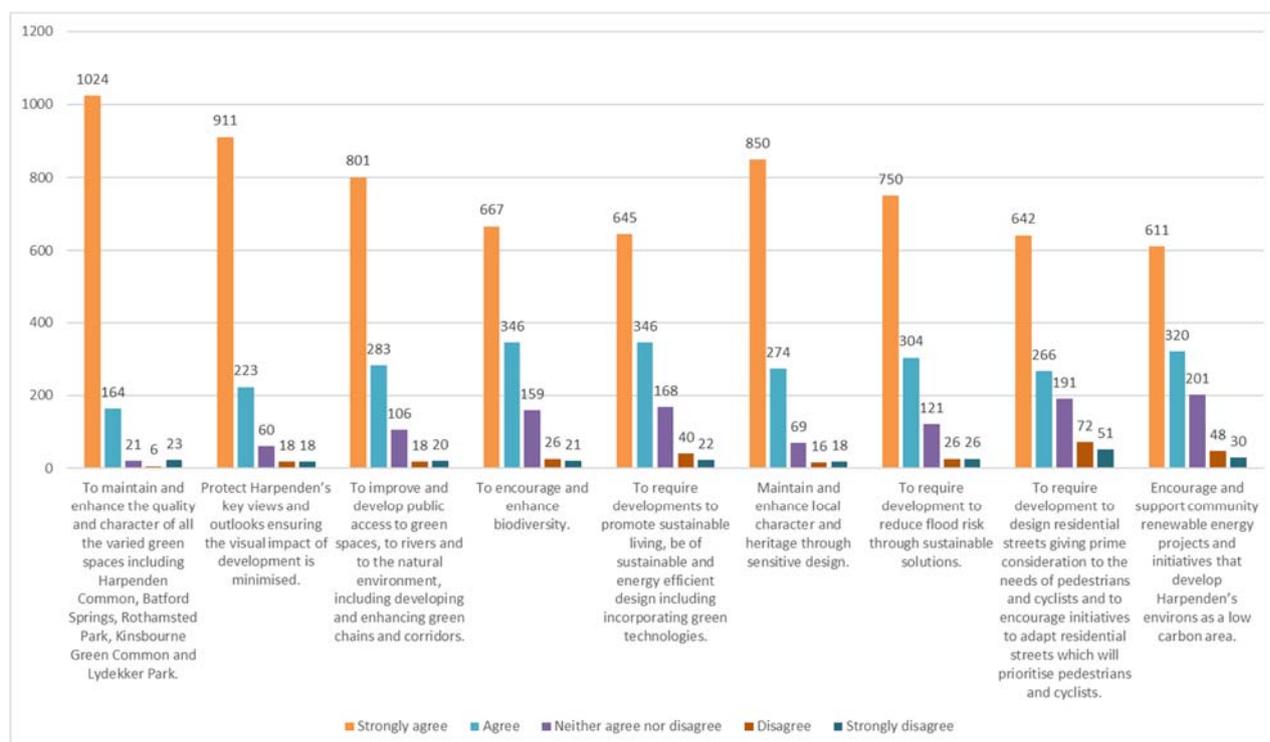
Number of responses

- Over three quarters of respondents (88%) agreed/strongly agreed with the proposed environmental and sustainable design Vision for Harpenden.

	Strongly Agree		Agree		Neither Agree nor Disagree		Disagree		Strongly Disagree	
	No	%	No	%	No	%	No	%	No	%
	621	56	352	32	87	8	24	2	25	2

Objectives

Responses can be found summarised in the chart and table below.



Please see appendix A for a larger version of this table. Figures denote number of responses

Over ninety percent of respondents agreed/strongly agreed with the following objectives:

- To maintain and enhance the quality and character of all the varied green spaces including Harpenden Common, Batford Springs, Rothamsted Park, Kinsbourne Green Common and Lydekker Park (96%)
- Protect Harpenden's key views and outlooks ensuring the visual impact of development is minimised (92%)
- Maintain and enhance local character and heritage through sensitive design (92%)

Over eighty percent of respondents agreed/strongly agreed with the following objectives:

- To improve and develop public access to green spaces, to rivers and to the natural environment, including developing and enhancing green chains and corridors (88%)
- To require development to reduce flood risk through sustainable solutions (86%)
- To encourage and enhance biodiversity (83%)
- To require developments to promote sustainable living, be of sustainable and energy efficient design including incorporating green technologies (81%)

Over seventy percent of respondents agreed/strongly agreed with the following objectives:

- Encourage and support community renewable energy projects and initiatives that develop Harpenden's environs as a low carbon area (77%)
- To require development to design residential streets giving prime consideration to the needs of pedestrians and cyclists and to encourage initiatives to adapt residential streets which will prioritise pedestrians and cyclists (74%)

	Strongly Agree		Agree		Neither Agree nor Disagree		Disagree		Strongly Disagree	
	No	%	No	%	No	%	No	%	No	%
To maintain and enhance the quality and character of all the varied green spaces including Harpenden Common, Batford Springs, Rothamsted Park, Kinsbourne Green Common and Lydekker Park.	1024	83	164	13	21	2	6	0	23	2
Protect Harpenden's key views and outlooks ensuring the visual impact of development is minimised.	911	74	223	18	60	5	18	1	18	1
To improve and develop public access to green spaces, to rivers and to the natural environment, including developing and enhancing green chains and corridors.	801	65	283	23	106	9	18	1	20	2
To encourage and enhance biodiversity.	667	55	346	28	159	13	26	2	21	2
To require developments to promote sustainable living, be of sustainable and energy efficient design including incorporating green technologies.	645	53	346	28	168	14	40	3	22	2

Maintain and enhance local character and heritage through sensitive design.	850	69	274	22	69	6	16	4	18	1
To require development to reduce flood risk through sustainable solutions.	750	61	304	25	121	10	26	2	26	2
To require development to design residential streets giving prime consideration to the needs of pedestrians and cyclists and to encourage initiatives to adapt residential streets which will prioritise pedestrians and cyclists.	642	53	266	22	191	16	72	6	51	4
Encourage and support community renewable energy projects and initiatives that develop Harpenden's environs as a low carbon area.	611	50	320	26	201	17	48	4	30	2

Comments received included:

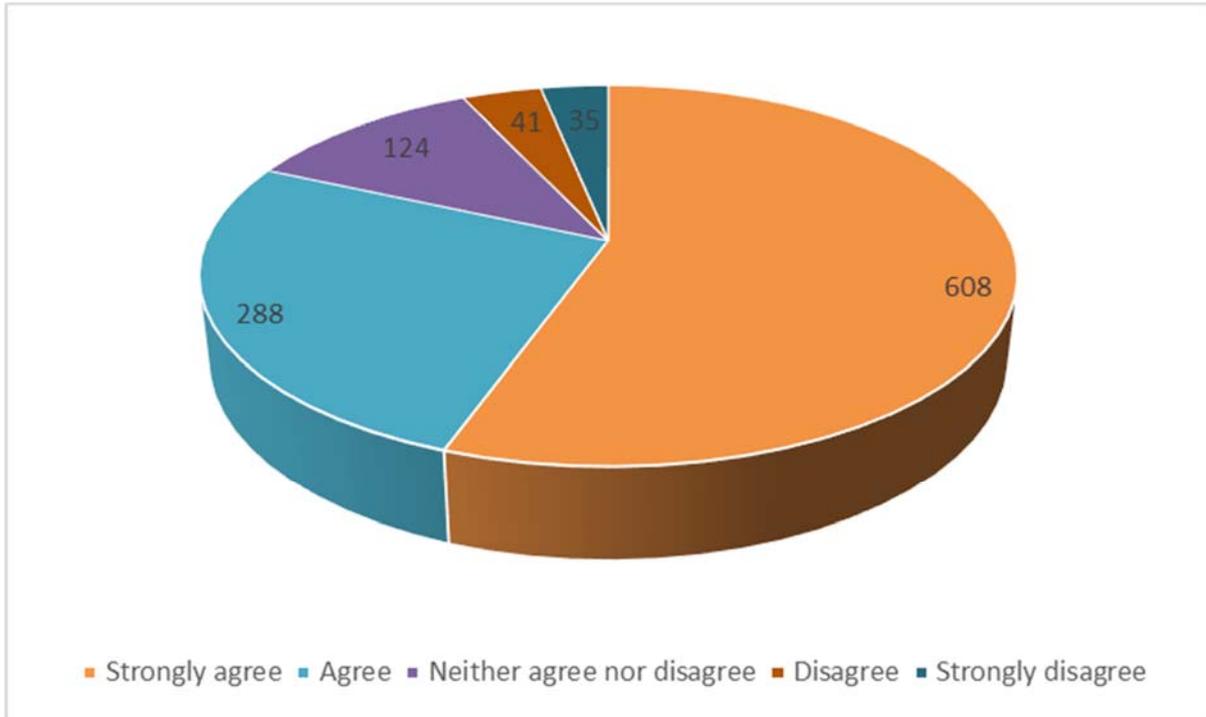
Comments	No.
Motorists also need to be considered / cars will still be used	26
Consideration need to be given to those with reduced mobility	16
Sufficient parking to be included in new developments	16
Cycle lanes wanted throughout Harpenden	15
Parking issues need to be resolved	15
Congestion issues need to be resolved	14
Cyclists and pedestrians should be kept separate	14
Green spaces and the Green Belt should be protected	14
Concerns regarding appearance of renewable energy	14
No parking allowed on pavements	11
Roads are in need of repair	11
Local character lost with new developments	10

Comments mentioned less than 10 times have not been included in this table

Transport and Movement

Vision

Respondents were asked if they agree with the Transport and Movement Vision for Harpenden.



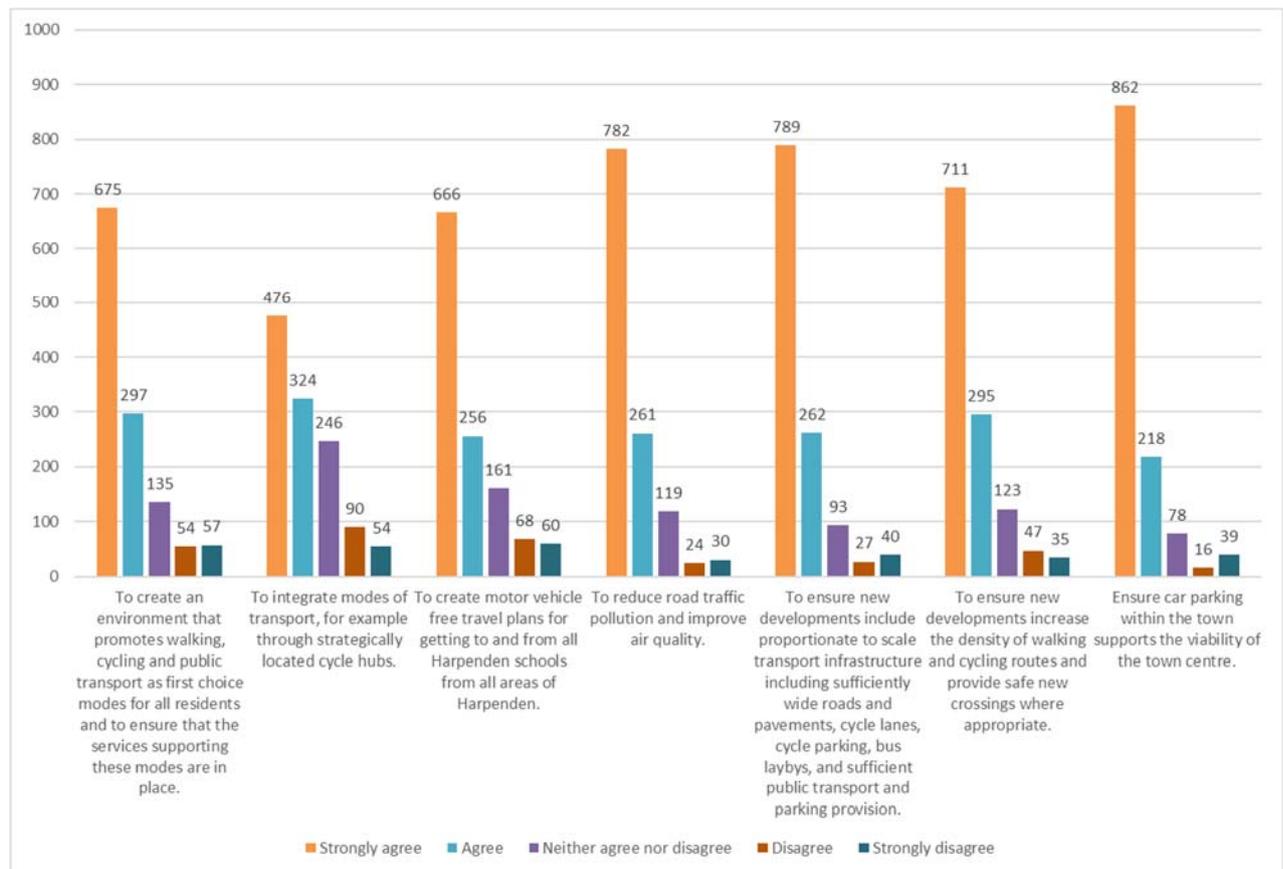
Number of responses

- Over three quarters of respondents (82%) agreed/strongly agreed with the proposed transport and movement Vision for Harpenden.

	Strongly Agree		Agree		Neither Agree nor Disagree		Disagree		Strongly Disagree	
	No	%	No	%	No	%	No	%	No	%
	608	55	288	26	124	11	41	4	35	3

Objectives

Responses can be found summarised in the chart and table below.



Please see appendix A for a larger version of this table. Figures denote number of responses

Over eighty percent of respondents agreed/strongly agreed with the following objectives:

- Ensure car parking within the town supports the viability of the town centre (89%)
- To ensure new developments include proportionate to scale transport infrastructure including sufficiently wide roads and pavements, cycle lanes, cycle parking, bus laybys, and sufficient public transport and parking provision (87%)
- To reduce road traffic pollution and improve air quality (86%)
- To ensure new developments increase the density of walking and cycling routes and provide safe new crossings where appropriate (83%)
- To create an environment that promotes walking, cycling and public transport as first choice modes for all residents and to ensure that the services supporting these modes are in place (80%)

More than three quarters of respondents agreed/strongly agreed with the following objectives:

- To create motor vehicle free travel plans for getting to and from all Harpenden schools from all areas of Harpenden (76%)

Over two thirds of respondents agreed/strongly agreed with the following objectives:

- To integrate modes of transport, for example through strategically located cycle hubs (67%)

	Strongly Agree		Agree		Neither Agree nor Disagree		Disagree		Strongly Disagree	
	No	%	No	%	No	%	No	%	No	%
To create an environment that promotes walking, cycling and public transport as first choice modes for all residents and to ensure that the services supporting these modes are in place.	675	55	297	24	135	11	54	4	57	5
To integrate modes of transport, for example through strategically located cycle hubs.	476	40	324	27	246	21	90	8	54	5
To create motor vehicle free travel plans for getting to and from all Harpenden schools from all areas of Harpenden.	666	55	256	21	161	13	68	6	60	5
To reduce road traffic pollution and improve air quality.	782	64	261	21	116	10	24	2	30	2
To ensure new developments include proportionate to scale transport infrastructure including sufficiently wide roads and pavements, cycle lanes, cycle parking, bus laybys, and sufficient public transport and parking provision.	789	65	262	22	93	8	27	2	40	3
To ensure new developments increase the density of walking and cycling routes and provide safe new crossings where appropriate.	711	59	295	24	123	10	47	4	35	3
Ensure car parking within the town supports the viability of the town centre.	862	71	218	18	78	6	16	1	39	3

Comments received included:

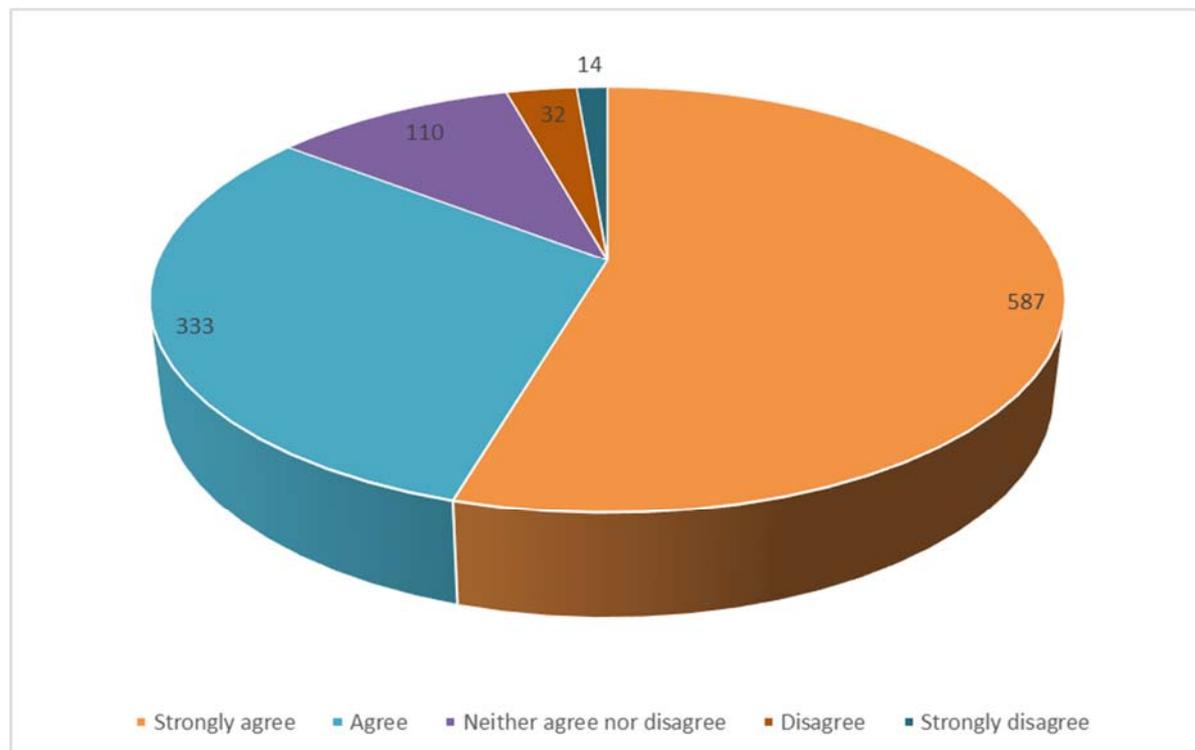
Comments	No.
Parking issues need to be resolved	95
Cars are still needed / people won't give up their cars	44
Congestion issues need to be dealt with	42
People with reduced mobility need to be considered	35
Multi-storey car parking needed, especially at the station	34
Improved bus services needed	29
Encourage walking and cycling	24
Cheaper parking wanted	22
Free parking wanted	17
Parking shouldn't be allowed on pavements	16
Cycling is not a viable option, too dangerous	14
Walking to school should be encouraged	14
Children should be sent to the nearest school	13
Sufficient parking needed at new developments	12
Speeding needs to be reduced	11
Larger cars / 4x4's should be discouraged	10

Comments mentioned less than 10 times have not been included in this table

Employment and Retail

Vision

Respondents were asked if they agree with the employment and retail Vision for Harpenden.



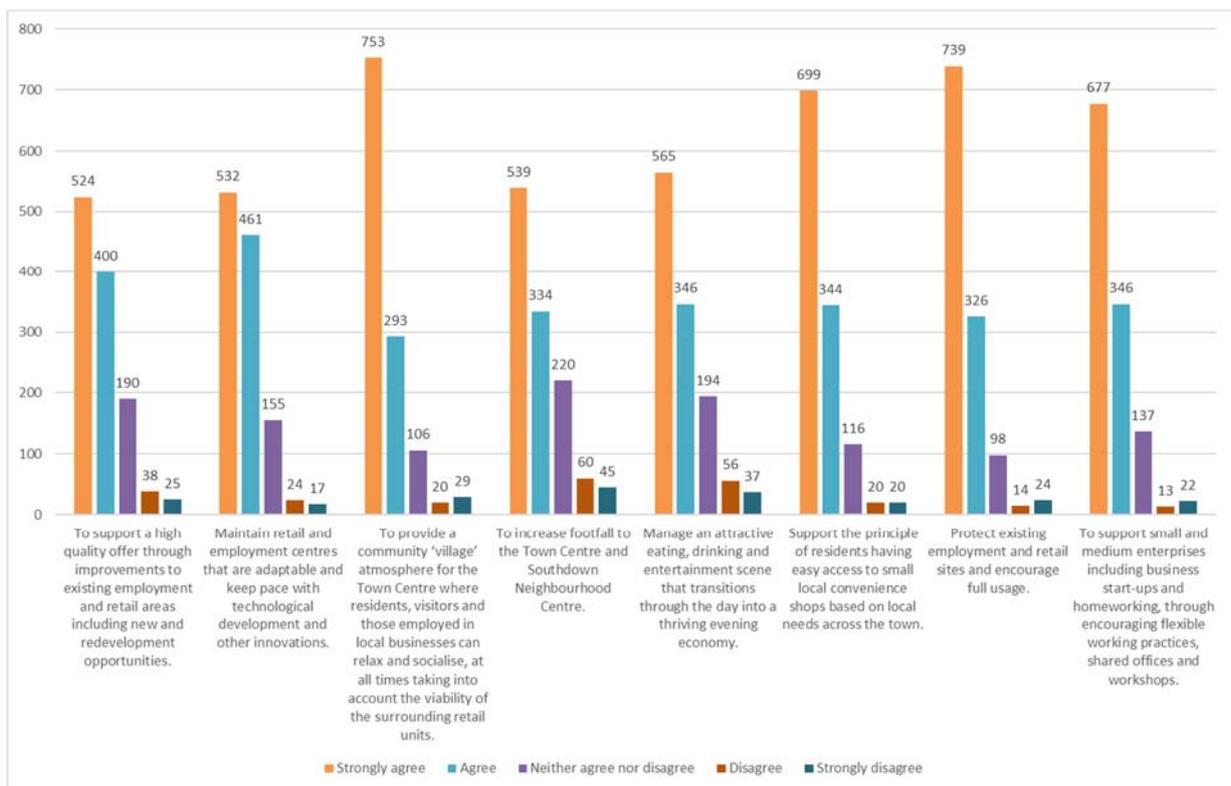
Number of responses

- Over three quarters of respondents (86%) agreed/strongly agreed with the proposed employment and retail Vision for Harpenden.

	Strongly Agree		Agree		Neither Agree nor Disagree		Disagree		Strongly Disagree	
	No	%	No	%	No	%	No	%	No	%
	587	55	333	31	110	10	32	3	14	1

Objectives

Responses can be found summarised in the chart and table below.



Please see appendix A for a larger version of this table. Figures denote number of responses

Over eighty percent of respondents agreed/strongly agreed with the following objectives:

- Protect existing employment and retail sites and encourage full usage (89%)
- To provide a community 'village' atmosphere for the Town Centre where residents, visitors and those employed in local businesses can relax and socialise, at all times taking into account the viability of the surrounding retail units (87%)
- Support the principle of residents having easy access to small local convenience shops based on local needs across the town (87%)

- To support small and medium enterprises including business start-ups and homeworking, through encouraging flexible working practices, shared offices and workshops (86%)
- Maintain retail and employment centres that are adaptable and keep pace with technological development and other innovations (84%)

Over seventy percent of respondents agreed/strongly agreed with the following objectives:

- To support a high quality offer through improvements to existing employment and retail areas including new and redevelopment opportunities (79%)
- Manage an attractive eating, drinking and entertainment scene that transitions through the day into a thriving evening economy (76%)
- To increase footfall to the Town Centre and Southdown Neighbourhood Centre (73%)

	Strongly Agree		Agree		Neither Agree nor Disagree		Disagree		Strongly Disagree	
	No	%	No	%	No	%	No	%	No	%
To support a high quality offer through improvements to existing employment and retail areas including new and redevelopment opportunities.	524	45	400	34	190	16	38	3	25	2
Maintain retail and employment centres that are adaptable and keep pace with technological development and other innovations.	532	45	461	39	155	13	24	2	17	1
To provide a community 'village' atmosphere for the Town Centre where residents, visitors and those employed in local businesses can relax and socialise, at all times taking into account the viability of the surrounding retail units.	753	63	293	24	106	9	20	2	29	2
To increase footfall to the Town Centre and Southdown Neighbourhood Centre.	539	45	334	28	220	18	60	5	45	4
Manage an attractive eating, drinking and entertainment scene that transitions through the day into a thriving evening economy.	565	47	346	29	194	16	56	5	37	3

Support the principle of residents having easy access to small local convenience shops based on local needs across the town.	699	58	344	29	116	10	20	2	20	2
Protect existing employment and retail sites and encourage full usage.	739	62	326	27	98	8	14	1	24	2
To support small and medium enterprises including business start-ups and homeworking, through encouraging flexible working practices, shared offices and workshops.	677	57	346	29	137	11	13	1	22	2

Comments received included:

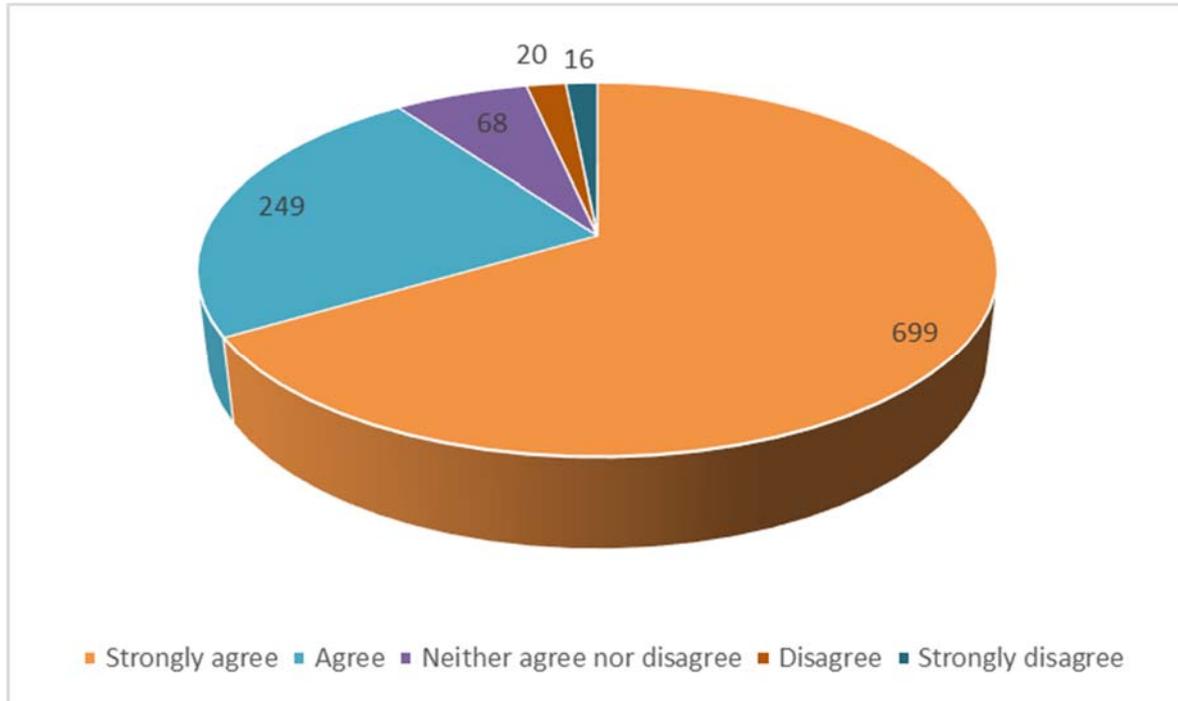
Comments	No.
Shop rents/rates need to be reduced	81
A more diverse range of shops wanted	60
Too many coffee shops in Harpenden	57
Independent shops preferred	46
Too many charity shops in Harpenden	40
There are enough restaurants / pubs already	39
Parking issues in the town centre need to be resolved	30
To many vacant units	21
Retain Southdown pharmacy	15
Careful thought needed regarding the evening economy (noise and anti-social behaviour concerns)	14
Too many hairdressers	14
Better quality restaurants wanted	14
No chain shops wanted	12
No more shops necessary	12
Too many estate agents	10

Comments mentioned less than 10 times have not been included in this table

Social Infrastructure and Community Facilities

Vision

Respondents were asked if they agree with the social infrastructure and community facilities Vision for Harpenden.



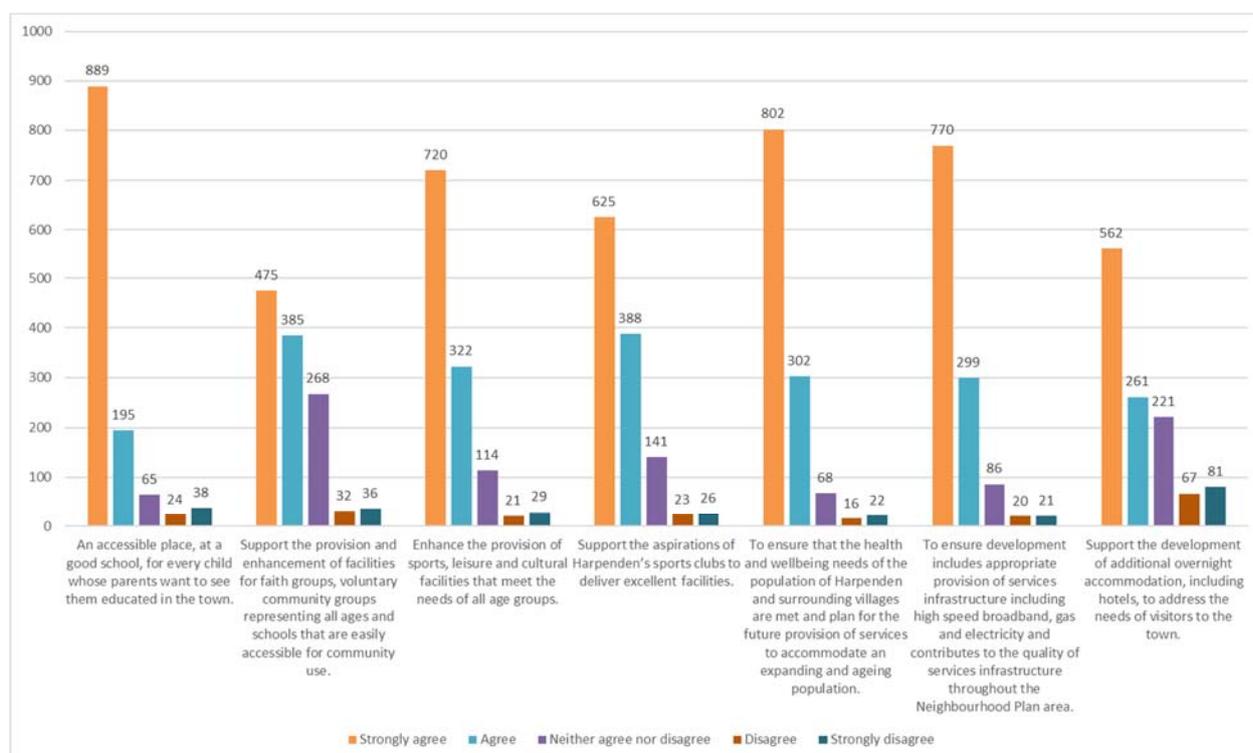
Number of responses

- Over three quarters of respondents (90%) agreed/strongly agreed with the proposed social infrastructure and community facilities Vision for Harpenden.

	Strongly Agree		Agree		Neither Agree nor Disagree		Disagree		Strongly Disagree	
	No	%	No	%	No	%	No	%	No	%
	599	66	249	24	68	6	20	2	16	2

Objectives

Responses can be found summarised in the chart and table below.



Please see appendix A for a larger version of this table. Figures denote number of responses

Ninety percent and over of respondents agreed/strongly agreed with the following objectives:

- To ensure that the health and wellbeing needs of the population of Harpenden and surrounding villages are met and plan for the future provision of services to accommodate an expanding and ageing population (91%)
- An accessible place, at a good school, for every child whose parents want to see them educated in the town (90%)
- To ensure development includes appropriate provision of services infrastructure including high speed broadband, gas and electricity and contributes to the quality of services infrastructure throughout the Neighbourhood Plan area (89%)

Over eighty percent of respondents agreed/strongly agreed with the following objectives:

- Enhance the provision of sports, leisure and cultural facilities that meet the needs of all age groups (86%)
- Support the aspirations of Harpenden's sports clubs to deliver excellent facilities (84%)

Over two thirds of respondents agreed/strongly agreed with the following objectives:

- Support the provision and enhancement of facilities for faith groups, voluntary community groups representing all ages and schools that are easily accessible for community use (72%)
- Support the development of additional overnight accommodation, including hotels, to address the needs of visitors to the town (69%)

	Strongly Agree		Agree		Neither Agree nor Disagree		Disagree		Strongly Disagree	
	No	%	No	%	No	%	No	%	No	%
An accessible place, at a good school, for every child whose parents want to see them educated in the town.	889	73	195	16	65	5	24	2	38	3
Support the provision and enhancement of facilities for faith groups, voluntary community groups representing all ages and schools that are easily accessible for community use.	475	40	385	32	268	22	32	3	36	3
Enhance the provision of sports, leisure and cultural facilities that meet the needs of all age groups.	720	60	322	27	114	9	21	2	29	2
Support the aspirations of Harpenden's sports clubs to deliver excellent facilities.	625	52	388	32	141	12	23	2	26	2
To ensure that the health and wellbeing needs of the population of Harpenden and surrounding villages are met and plan for the future provision of services to accommodate an expanding and ageing population.	802	66	302	25	68	6	16	4	22	2
To ensure development includes appropriate provision of services infrastructure including high speed broadband, gas and electricity and contributes to the quality of services infrastructure throughout the Neighbourhood Plan area.	770	64	299	25	86	7	20	2	21	2
Support the development of additional overnight accommodation, including hotels, to address the needs of visitors to the town.	562	47	261	22	221	19	67	6	81	7

Comments received include:

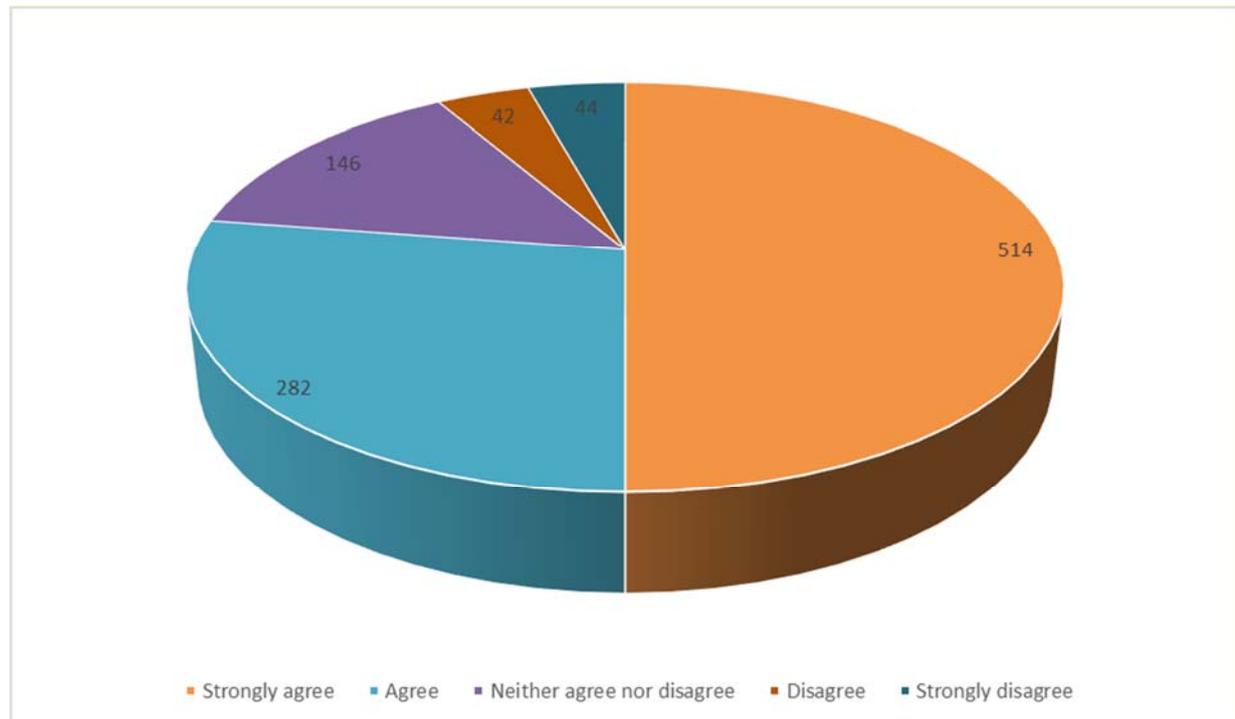
Comments	No.
Hotel is needed in Harpenden	107
School places should be for local residents	85
Hotels were demolished / redeveloped	69
Is a hotel viable / needed?	53
Reference to faith groups should not be removed	29
Increased health provision needed	19
Improvements needed to the swimming pool	14
Upgrades needed to sports facilities	14
Hotels available in neighbouring towns	11
Improved play areas wanted	10
Good existing sports facilities	10
Facilities at the Red House should be enhanced	10

Comments mentioned less than 10 times have not been included in this table

Housing

Vision

Respondents were asked if they agree with the housing Vision for Harpenden.



Number of responses

- Over three quarters of respondents (77%) agreed/strongly agreed with the proposed housing Vision for Harpenden.

	Strongly Agree		Agree		Neither Agree nor Disagree		Disagree		Strongly Disagree	
	No	%	No	%	No	%	No	%	No	%
	514	50	282	27	146	14	42	4	44	4

Objectives

Responses can be found summarised in the chart and table below.

Please see appendix A for a larger version of this table. Figures denote number of responses

Responses received include:

- Support the ability for older people to downsize should they wish to (81%)
- Support the redevelopment of housing stock that is coming to the end of its lifespan (80%)
- Provide a mix of housing that meets current gaps in housing market specifically 1 to 2 bed flat/bungalow and 2 to 3 bedroom family homes (76%)
- Encourage starter homes and intermediate housing including support for Key Workers (75%)
- Those that grow up in Harpenden should have the capability to live here should they wish to (74%)

	Strongly Agree		Agree		Neither Agree nor Disagree		Disagree		Strongly Disagree	
	No	%	No	%	No	%	No	%	No	%
Those that grow up in Harpenden should have the capability to live here should they wish to.	629	52	262	22	180	15	58	5	78	6
Encourage starter homes and intermediate housing including support for Key Workers.	590	49	312	26	178	15	69	6	49	4
Support the redevelopment of housing stock that is coming to the end of its lifespan.	271	48	385	32	166	14	35	3	38	3
Provide a mix of housing that meets current gaps in housing market specifically 1 to 2 bed flat/bungalow and 2 to 3 bedroom family homes.	599	50	314	26	176	15	58	5	51	4
Support the ability for older people to downsize should they wish to.	666	56	311	26	146	12	36	3	41	3

Comments received included:

Comments	No.
Infrastructure needed before housing can be considered	54
Affordable housing needed	53
Build less luxury developments	37
Congestion issues will be exacerbated	29
Housing in Harpenden is too expensive	29
Development driven by greedy developers	28
Local people don't necessarily have a right to live in Harpenden	27
Balanced mix of housing needed	26
Social housing needed	25
Housing for key workers needed	24
Redevelopment of bungalows should be stopped	24
Smaller houses are needed	23
Housing for downsizers needed	22
Parking for new development needs to be considered	20
The Green Belt needs to be protected	20
Housing needed for local people	19
Affordable homes needed for downsizers	18
Better health provision required	16
Starter homes should be provided	15
Comments received on the Call for Sites	14
Development needs to be in character	14
Housing needed for first time buyers	14
Housing for local people not practical / achievable	14
Bungalows needed	13
Family homes needed	12
Little planning control exercised regarding new development	11
No more houses needed in Harpenden	11
Vision for affordable housing in unrealistic	10
Houses (rather than flats) for downsizers	10
Look at tax / fees downsizers have to pay	10
The market dictates what is needed	10

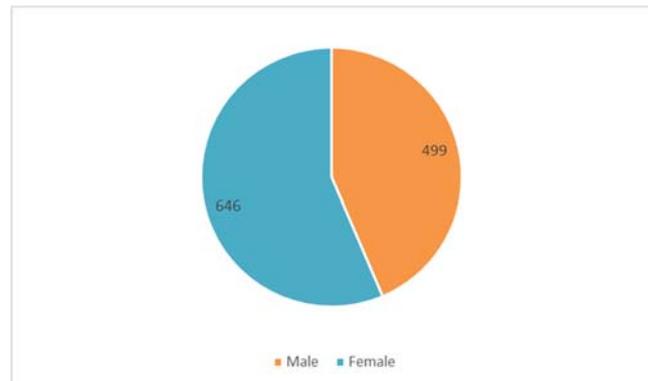
Comments mentioned less than 10 times have not been included in this table

Demographic data

Respondents were asked to provide some personal information about themselves, while identities are to be treated as fully confidential under the Data Protection Act, an overall demographic breakdown of respondents gender, age and years lived in Harpenden can be found below.

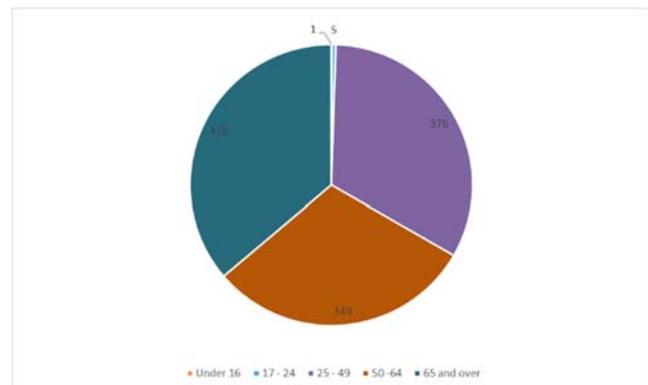
Gender

	No.	%
Male	499	44
Female	646	56



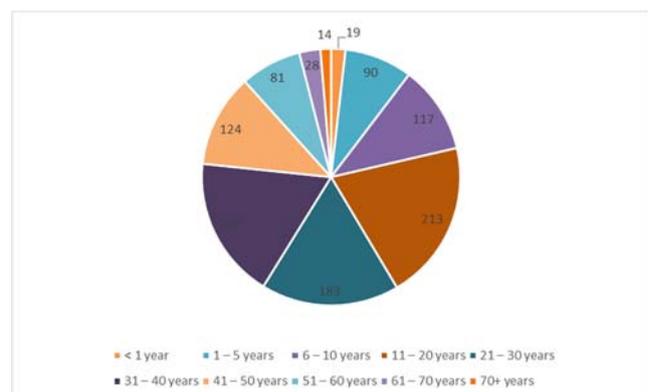
Age

Under 16	1	0
17-24	5	0
25-49	376	33
50-64	349	30
65 and over	415	36



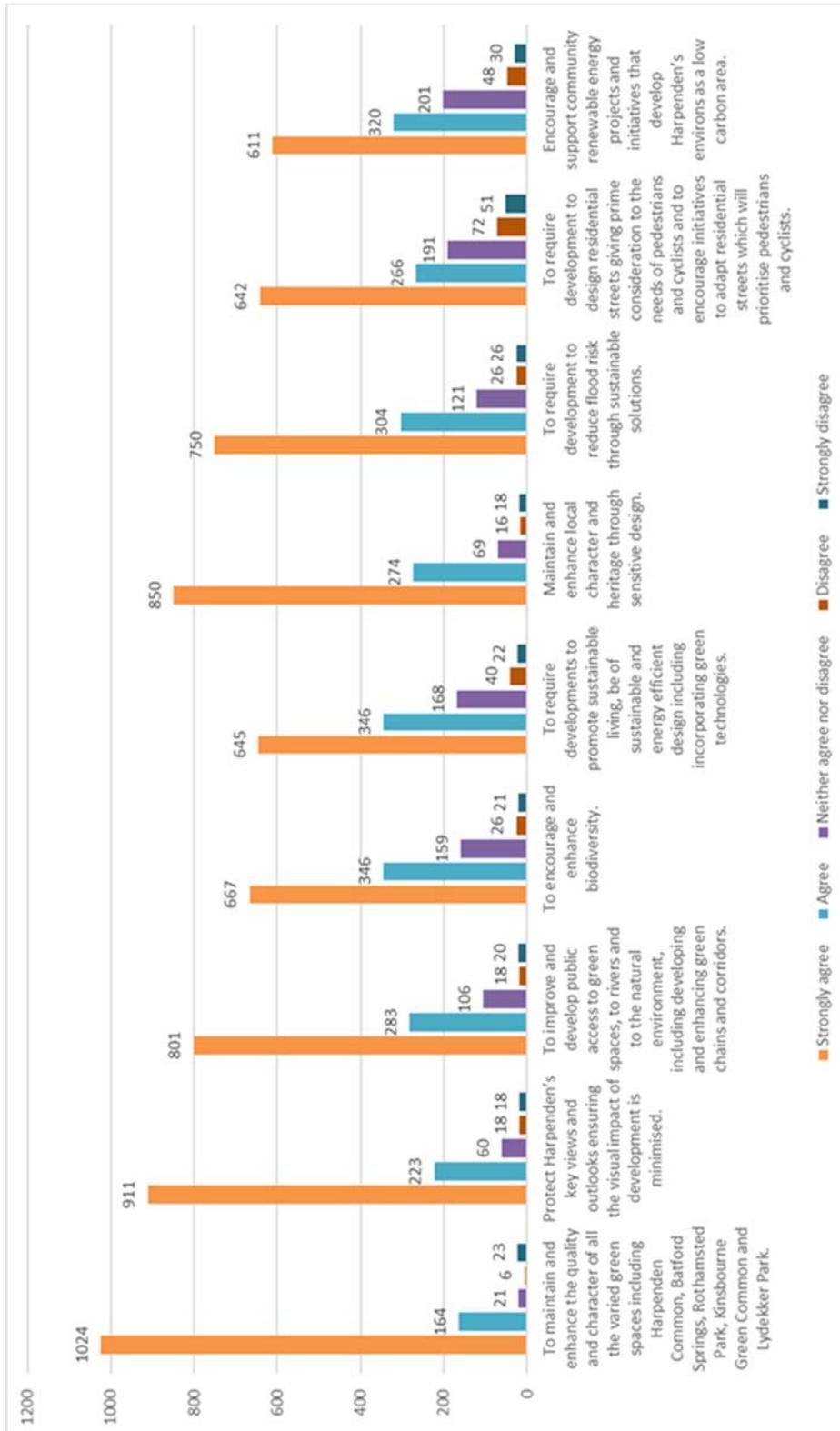
Years living in Harpenden

< 1 year	19	2
1 – 5 years	90	9
6 – 10 years	117	11
11 – 20 years	213	20
21 – 30 years	183	17
31 – 40 years	189	18
41 – 50 years	124	12
51 – 60 years	81	8
61 – 70 years	28	3
70+ years	14	1

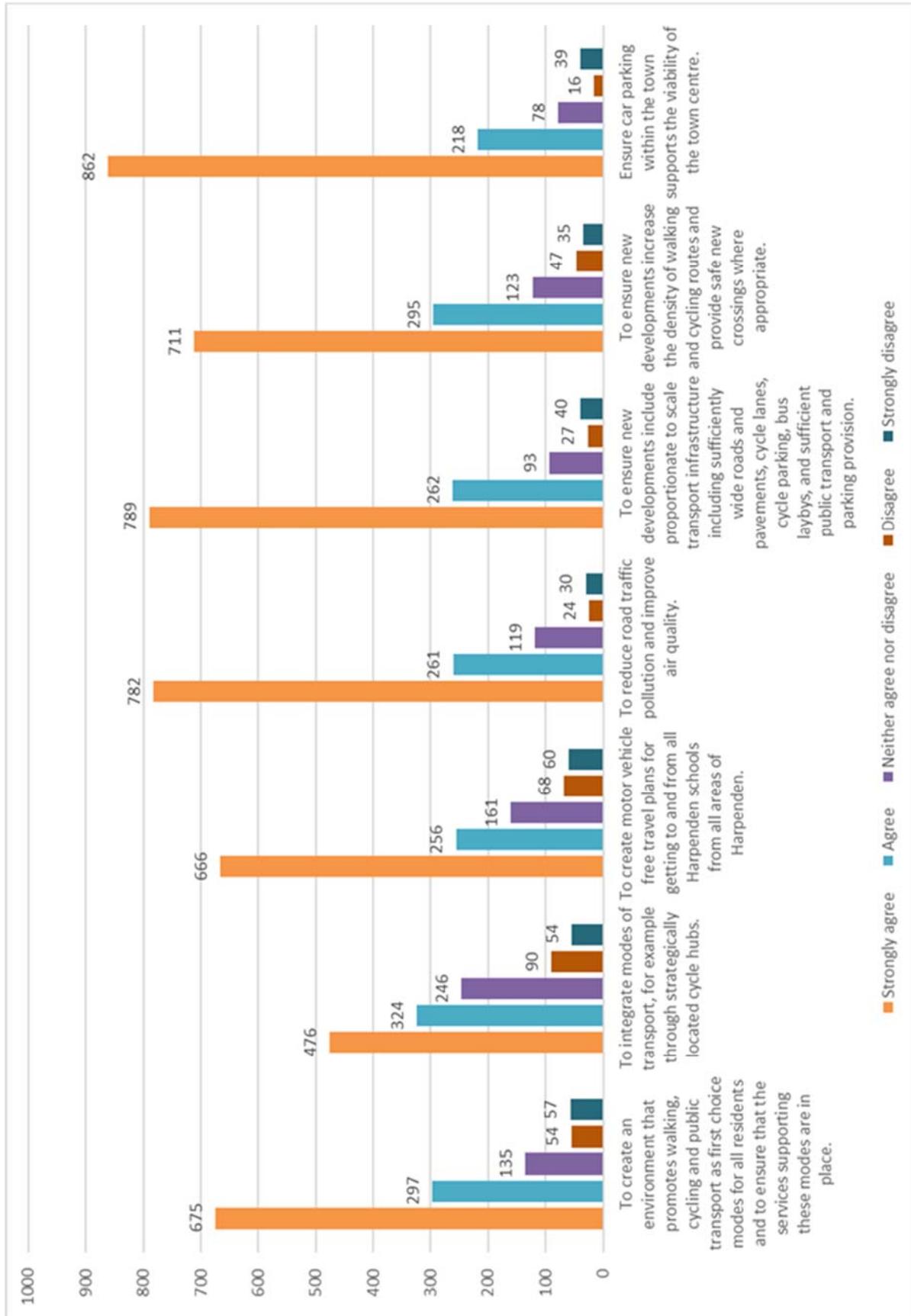


STAGE 2 ENGAGEMENT REPORT, OBJECTIVE GRAPHS – APPENDIX A

Environment and sustainable design



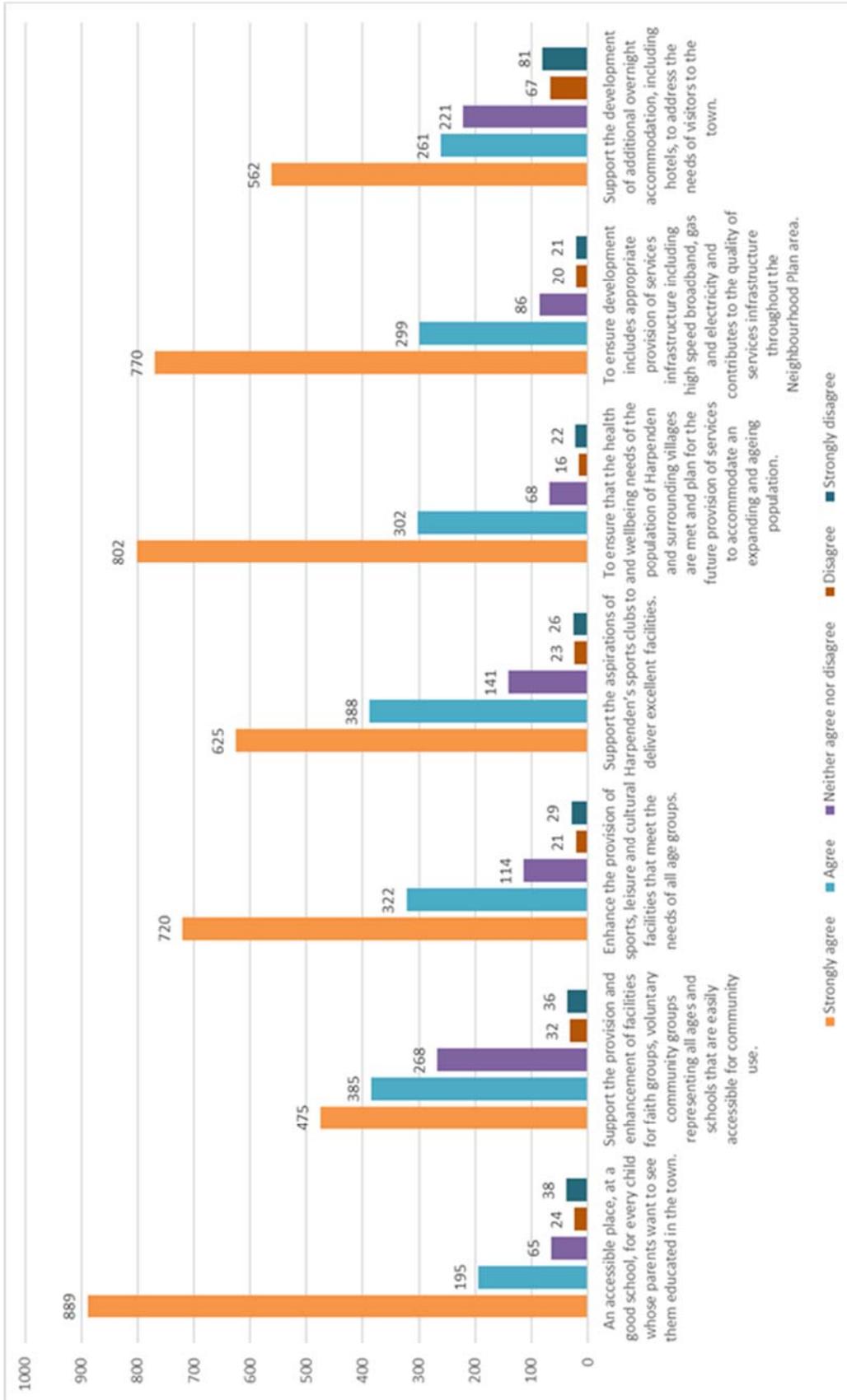
Transport and movement



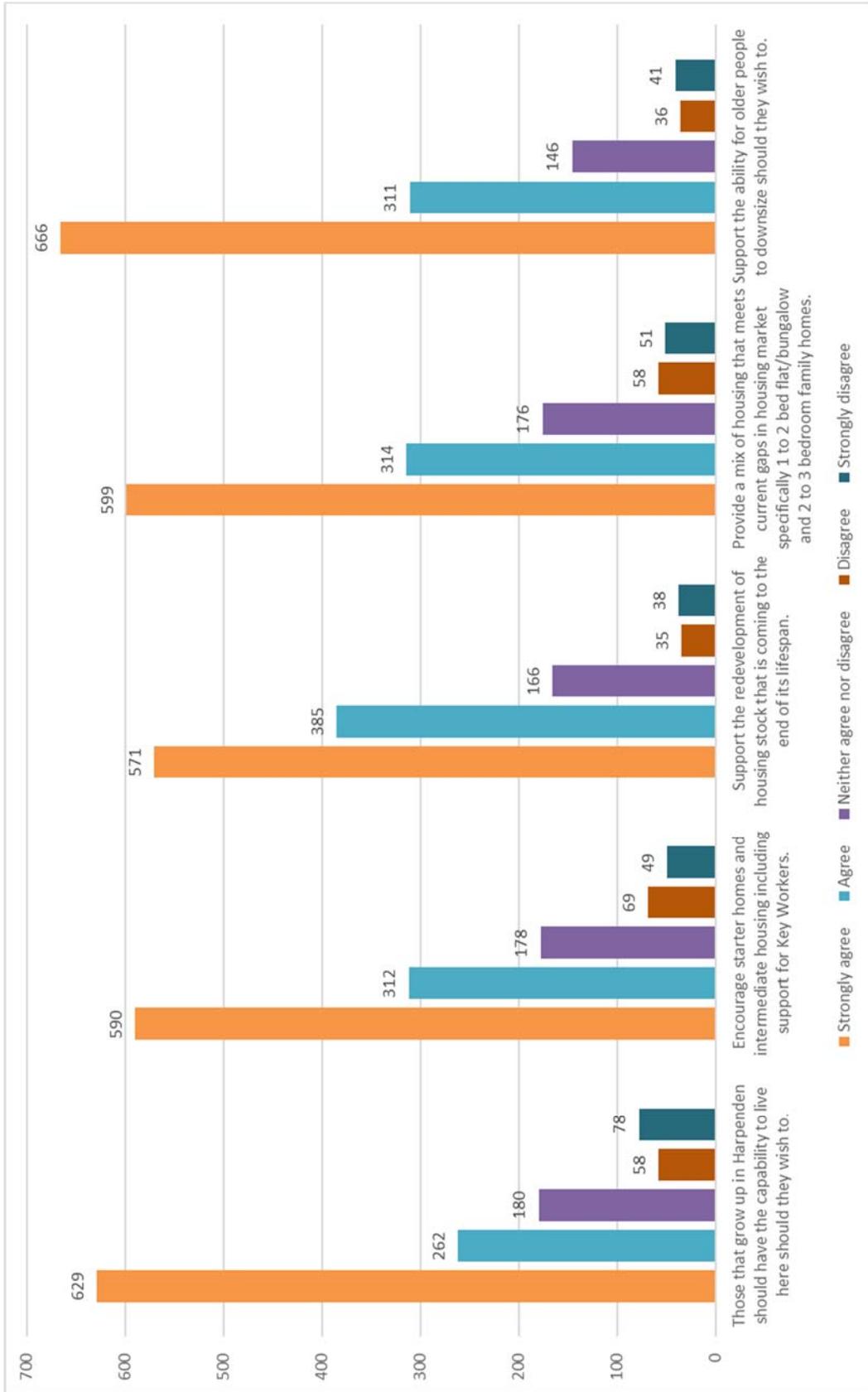
Employment and retail



Social infrastructure and community facilities



Housing



STAGE 2 ENGAGEMENT REPORT – APPENDIX B

In addition to the survey undertaken as part of Engagement 1, the Harpenden Neighbourhood Plan Steering Group sought the comments of local residents at the four engagement events held in the Neighbourhood Plan Area. Attendees were asked to provide this information for each key theme in the Neighbourhood Plan. The tables below include the comments of local residents, as shared at the engagement events in Batford, Harpenden Town Centre, Kinsbourne Common and Southdown. These are taken from post-it notes and the text is not altered. While the response rate was lower than the primary survey, this process allows some further understanding of residents' views.

HARPENDEN TOWN CENTRE

Environment and Sustainable Design

6 – both within the Conservation Area, and beyond, e.g. in Manland and Carisbrooke estate and streetscapes in the Lea Valley (Coldharbour Lane, Lower I Uton Road, etc)

8 – lighting in the streets to protect pedestrians (pre 6am / post midnight – traffic to and from station)

1 – green space and green belt

2 – there are some precious street scenes in downtown Harpenden which should be protected and enhanced – strict control of signage etc

Where is the parking for new housing and free school and commuters

How would Harpenden station cope. There is limited access and no room now

We need more transport but less petrol and gas so our world stops being polluted

More bins to put our litter from spreading to stop animals from being killed

Make sure that animals can survive here as well as we can. Nature is very important to us. Don't use too much concrete, tarmac or plastic.

Transport and Movement

There is no point formulating objectives and policies without evidence. Where is the traffic modelling?

Need some cycle lanes – one from St Albans stops short of Harpenden town centre

Safe cycle lanes please. The A1081 is only for very confident cyclists

Proposed development north east of A1081 will not enable objective 1

20mph limited throughout If Edinburgh can do it, why not Harpenden?

8 – Very good – but 'site specific' sounds like a get out clause

New housing needs sufficient cycle parking so that families are encouraged to travel by bike

Without a relief road dealing with any airport traffic the whole plan will only alleviate – not improve

TM!£ - this is not possible. Traffic flow already highly congested at peak times. A1081 and Ambrose Lane cannot cope. No room for cyclists. Would be even worse if Beds developed beyond Cootes End Lane

Public transport limited to main roads with no presence in neighbourhoods. This forces us to use taxis creating more congestion and pollution

Appalling state of roads (potholes everywhere) makes it dangerous for cyclists and damaging/slow for vehicles

Station access between the trainline and Milton Road needs upgrading. It's dangerous and slows traffic across the whole junction. Please include strong pressure to improve

How could you possibly say all this with traffic stats for the whole town

Need to look at the whole picture – how does this link into planned extensive building e.g. traffic, schooling

If it is proposed that more housing should be built, then public transport needs to improve: more frequently and some areas, like Southdown are not well served at the moment

Support/encourage electric cars / taxis

Employment and Retail

Support the shaken in every possible way

Focus on home workers is welcome

Need to enforce some balance in retail outlets as little diversity exists. Too many restaurants / beauty outlets and estate agents. Only 2 butchers and no fish monger

No more betting shops

Why not Batford Mill

I agree. Too much traffic. Speed limits 20mph? Make life difficult for big cars – how?

I feel the village atmosphere is rapidly disappearing due to traffic and parking

We need a easy to drive to supermarket @ northern/kinsbourne green end of town towards Luton (maybe 1 mile out of town)

We need a clothing store for ages 6-14, maybe a H&M or Next as well as a shop for teenagers like a Top Shop

More for teenagers i.e. cinema/bowling alley/diner

Concerned about more cars when we are grinding to a halt now

Is Bedfordshire planning to build near Kinsbourne Green and if so will this be considered before putting more building near Thrales End? Luton and Harpenden will be joined. Where is the Green Belt

Southdown Pharmacy should not be closed until extra residential homes in the area are taken into consideration – it isn't good enough to say that the pharmacy is within a mile of the town centre – it is well over a mile from the users homes which is much more relevant

I'm not certain how all this is being proposed when Jacksons, builders and plumbers merchant, a long-term local company was forced to close

Social Infrastructure and community facilities

5 – add water, sewage, roads, parking

7 – strict limit on hotel vital. No premier Inn or similar. Max 30 rooms

This is very good, I don't know how you'll make it happen, but make it happen

Café in Rothamsted Park please

Please make more gym centres because I love gymnastics. Have more fun events like festivals and fairs

Why a new hotel when they have just closed 2 and converted to flats

Harpenden Memorial Hospital should absolutely not be developed for housing. It should remain as a very valuable health care facility. This is a community of over 30,000 and deserves and needs the facilities that are, or used to be, available there

S14d including museum display and access to Harpenden's extensive archives

When Redbourne school was closed parents in the village and nearby villages were promised there would always be places for their children in Harpenden schools. A promise broken many years ago, children from these villages now have to go to Hemel Hempstead or further afield for their education

Why build a 4th school when s many places in the current 3 are filled by non Harpenden students

S15 – Support playing out in the town / district

Provision of more youth clubs (non sporting ones)

S14 – provision for facilities for senior citizens

Harpenden needs a college for 16-18 year olds who are forced out of local 6th form due to not getting top grades but who legally have to remain in education until 18 years, they are forced to travel to St Albans/Luton/Bedford at a young age and are often the less mature and adaptable children in their age groups who still need pastoral care locally

Need extra GP provision for the total increased number of dwellings, not just for the new ones over 500 dwellings

Housing

I agree with this comment. The new flats in Southdown (where pub used to be) are an eyesore and way beyond budget for most hoping to move to the area or for the first time buyers – certainly not affordable, the 50 flats on Pan Auto site is a congestion nightmare

Most development within reach (walking) of schools / town centre is NOT affordable and has been a developers dream. To lose one hotel is unfortunate – but the Harpenden House Hotel closure FOR PROFIT was totally unacceptable

With many families in north London looking to buy houses in Harpenden objective 1 is not viable. There is no right of the children of an area to have homes in the same place that they grew up.

So the dream is to top all childrens salaries up to 100K

This objective is plain bonkers. Does it mean that the town council will provide all our children with the income they would need to afford a home. Our housing market is driven by London – we must be realistic

Commit to social housing. This is a town for all.

Objective 1 is pure 'pie in the sky'. Get real

More housing means more traffic – Harpenden cannot cope with current level of traffic at peak times.

Please no tower blocks in Harpenden

If the flats are anything like the new Cromwell Court they will certainly not be affordable housing and an eyesore too

Will the exceptional circumstance include a derisory sum being paid by the developer – as in the case of Harpenden House

I am concerned re proposal for 50 flats at Pan Autos site, Southdown. This is next to a school, a nursery, allotments, the dump and Jewsons. The traffic consequences are a nightmare and need to be extremely well thought through

Traffic in Harpenden is already too dense and many roads too narrow to support cycle lanes and even pavements in some places

Harpenden is already full

More rental accommodation for local people

Downsizing for older residents when private developers sell apartments at extortionate prices – 600K - £1m

If possible have some housing for local purchase

Call for Sites – Site Plan

I am horrified you are considering Highfield Oval for housing – it is a place of history to be conserved

Councillors do not have the expertise to select sites. They are not planners

Great that you are allocating sites as part of this plan

Do not dare to say this is a resident driven plan. It is driven by town councillors behind closed doors

SADC's assessment of sites is totally unreliable as they fiddled the scoring to achieve a political outcome. Harpenden town council need a proper, fair assessment based on evidence.

Site assessment criteria needs objectivity and transparency

Site 5 fails the following criteria: 1, 2, 3 and 4. If developed the likely development north by Central Beds, threatening all visions of the Neighbourhood Plan.

If permission granted on sites 3 & 5, there is a good chance that Luton BC can continue expansion of the town northwards. What consultation will we have for those plans?

If you build on S5, Central Beds will have no issue with building up to Thrales End farm

SOUTHDOWN

Environment and sustainable design

Defend the Green Belt

Transport and movement

8 – Surely 1 parking space per bedroom is terrible? It encourages a greater number of cars

Need cycle way Harpenden to Luton in A1081. Saw man knocked off his bike near the Fox pub

Harpenden – Redbourne and Harpenden to St Albans, cycle paths on roads for quicker travel

More transport – but less petrol so it doesn't pollute the environment

All car parking in town should be 2 hours allowing time to eat/shop etc

Maintenance of existing roads must be improved

49 flats on Pan Autos site – 49 spaces for cars where are visitors going to park bearing in mind Coleswood is congested.

Homezones – how does this tally with aim under TM3 of having one parking space per bedroom

Reduce near station parking restrictions

Employment and Retail

Harding parade has many useful charity shops, please leave it alone. The building and restaurants on the corner of Station Approach needs urgent redevelopment

Social infrastructure and community facilities

Hospital (A&E) required locally

Bring back outdoor pool

We need a hotel, it's a shame that the Harpenden House and Gleneagles Hotel closed.

If we're going to need more pharmacies to support GP surgeries, Southdown definitely needs to stay – no GP surgery in the area, all in the town centre.

What will happen to the public hall building?

Suitable number of pharmacies re also required

Thomsons Close and North High Street seem fine to me. Businesses come and go, but that's life

Arden Grove has recently been redeveloped – Do you mean the public hall?

Housing

More flats less houses – no thank you

The neighbourhood plan will give people more homes, so by doing this plan it will help Harpenden with things and their pets

More houses ok, but not more apartment blocks

The town council should stick to its previous position that Harpenden is not suitable for further growth, not doing this call for sites exercise. Builders must be licking their lips

Harpenden is not suitable for further growth, The town is totally congested with traffic. Harpenden town council should stand by their letter of June 2014 which states that Harpenden is not suitable for further growth

I hope the Plan is successful. Harpenden can incorporate sensible development and should encourage well managed growth

The town is already congested. It cannot take anymore

There is a need for good quality retirement properties that are not too small. That may encourage older residents to sell their family homes thus freeing up for families. They should include some outside space.

What proposals for Site 13. What is the likely target for increase in Harpenden population for the next 100 years? What proposals for more pedestrianisation? Is a Harpenden bypass being considered?

Other

I think the plan is going to be a great help

I love Harpenden

I love Harpenden Neighbourhood Plan

Good ideas for Harpenden

BATFORD

Environment and sustainable design

Keep the Highfield Oval and no to adding houses in it

Sewage works is at over capacity, 10 tankers a day need to be taken to east Hyde

Less pollution to Harpenden

More parks

Keep the high field oval no development'

Enough sewage treatment capacity?

More playgrounds and green spaces in central and north Harpenden

Allotments – Speak to the NSALG will advise best way to include in Neighbourhood Plans

Allotments – Please ensure existing allotments are detailed in the Plan re their protection and enhancement

Site 30 – Highfield Oval is like an extra park. The users are so welcoming it is wonderful and there are no many other green spaces for residents within walking distance of it. No to development

Site off luton road – Green Belt is scheduled for 50 homes. Site off C??? Lane – Green Belt for 1,400 houses. This is madness. No shops, GPs, infrastructure. Please no more

No recognition that Green Belt is sacrosanct

Transport and Movement

More cycling lanes (away from traffic)

What about traffic congestion on the B653! Has anyone looked at that? (only during half term)

New developments. 1 bedroom = 1 car parking space / 2 bedrooms = 2 car parking spaces. I see you propose this and is a must

Enough parking for commuters at the station?

TM3 – Assessments need to be done during busy periods, not during half term as per the recent proposed school assessments

Enough roadside parking without causing residents problems?

Harpenden is known as humps, so many on routes out of the village. Pollution – brake then accelerate. Pot holes develop. Sun Lane is well done – must take al out and 20mph instead

EN11 Our streets are narrow how do you intend to put in cycle tracks. Make sure all housing has its own off-road parking. Cars are needed

More cycle parking facilities across Harpenden – both town centre and across wider area

Rail station access for pedestrians and cyclists must be improved. More and safer access road are needed. E.g. access to platforms through north car park from multiple directions

It is essential that roads, transport and social infrastructure fully copes with the increased population

If cyclists used the cycle paths it would be less dangerous to all

More roads but less tarmac

Social infrastructure and community facilities

Can building a new girl guiding centre be considered as part of community planning

More cycling tracks and more litter picking around Harpenden

More schools

Enough surgeries?

We do not need a new school – should be where needed Redbourn, Wheathamspted. New one on Common Lane – NO

Any development in Batford area would necessitate more amenities locally – chemist, doctors, etc

How does building a school on common land support point 3 of the NP for transport of point 3 of environment and sustainable design

S16 accessible GP – encourage practices to have hoisting facilities for disabled

Why were the two hotels that were knocked down not declared community assets rather than developing future hotels

Too many of the brochure statements are either meaningless or hopelessly vague. The whole process is too vague, I agree. What are the real reasons for building a school on Green Belt. Are you going to overdevelop on area? Are you intending to sell off a nearby schools to developers as pay off

Why knock down 2 central hotels to build another one. Most of the proposals are unlikely to happen. The whole process is a red herring. You already know your plan. Why don't you just come clean and tell us what it is so we can comment

More schools for children and teenagers

Housing

H8 How high is that? Tower blocks? Vague

With the proposed developments it does seem like a good time to move

H8 How high do you intend to go

Too much demolish 1 house on large plot - £2m too large on single house build

H8 No tower blocks I hope

Vote for Jeremy Corbyn and get some affordable houses here

I think we need more than another 2000 houses so people who are homeless can live here

More homes for homeless people to live in. Homes are very important

There appears to be a disproportionate amount of potential development in Batford compared to other areas, in particular west common

No 35 – Why would you developer that to houses. HTC owned – nature reserve

H1 and H3 meets the current and future needs residents e.g. 1 and 2 bed dwellings not just 4 and 5 bedrooms

Call for sites

Site plan – how many of these are currently Green Belt? Why are most of the sites in est Harpenden. Not much in West Common or Southdown

Other

Most of these points are so vague, it's impossible to decipher exactly what you intend to do.

No litter

Concerned that views outside Batford will carry more weight, if only on the basis of the level of participation in this process

How many community members sit on the committee for the NP. How many of these come from East Harpenden

Is David Walliams involved in this process

We need to know what the actions are for these points not the platitudes, most of which it is hard to disagree with in theory

We welcome these

Right types of trees for the right location

KINSBOURNE GREEN

Transport and Movement

It is time we got rid of Jewsons – their lorries cause no end of problems

Motor free access to schools.

New road layout.

Social Infrastructure and Community Facilities

We do need a hotel, this is a good site.

Housing

Affordable housing please

Affordable? High Density?

I am concerned that there are not enough smaller houses in Harpenden, particularly Kinsbourne Green. The houses are all 4 beds and there is nowhere for anyone to downsize. Its no good building smaller houses and then granting permission for extensions. This just defeats the object.

Other

What vision. How??? Who??? Cost???

STAGE 2 ENGAGEMENT REPORT – APPENDIX C – EXHIBITION BOARDS

Your Harpenden Neighbourhood Plan



In March and April 2017, we asked local people for their views on the Harpenden Neighbourhood Plan. We sent surveys to all households asking for views on the key issues in the area and we received 2,162 responses.

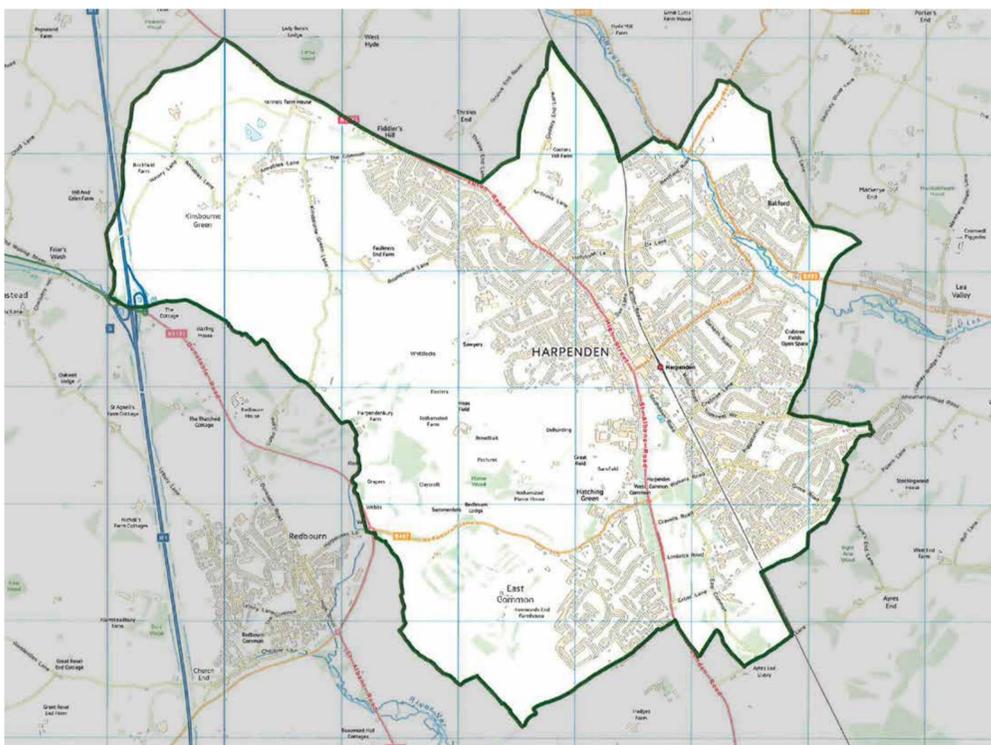
The findings of that engagement exercise have informed the draft Visions and Objectives presented today. These relate to the following key themes:

- Environment and Sustainable Design;
- Transport and Movement;
- Employment and Retail;
- Social Infrastructure and Community Facilities;
- Housing.

We are now carrying out a second round of engagement to get your views on these draft Visions and Objectives.

We will also be showing you some emerging Policy Ideas for the Neighbourhood Plan, which are currently being drafted.

This engagement event also provides an opportunity to showcase the findings of our Call for Sites, which has identified a number of potential sites for allocation in the Neighbourhood Plan.



Neighbourhood Plan Area Boundary

How can you get involved?

A questionnaire has been sent to every household asking **YOUR VIEWS** about the Neighbourhood Plan topics. Regular events are taking place providing an opportunity for you to come along and talk to someone about your ideas for the future of Harpenden.

Working Groups have been formed to look at aspects of the Plan in more detail.

Please visit the Town Council website or email to be kept updated throughout the Neighbourhood Plan process.



Town Council Website:

www.harpenden.gov.uk



Email:

Philip.wright@harpenden.gov.uk

Please sign up!

The Harpenden Neighbourhood Plan: Timeline



HARPENDEN NEIGHBOURHOOD PLAN



Mar 2016 - Neighbourhood Plan Area designated

St Albans City and District Council formally agreed the Neighbourhood Plan Area, which comprises the Parishes of Harpenden Town and Harpenden Rural.



Feb 2017 - Working Groups formed

Working Groups for 'Employment and Retail', 'Environment and Sustainable Design', 'Transport and Movement', 'Social Infrastructure and Community Facilities' and 'Housing' were formed from residents.



Feb - Apr 2017 - Baseline Report

The Baseline Report summarises a range of background reports and evidence-based studies that will inform the Neighbourhood Plan.



Jun - Jul 2017 - Stage 2 Engagement

Public engagement on the draft vision, objectives and policy intentions is being undertaken.



Apr - May 2017 - Develop vision, objectives and policy intentions

The Working Groups discussed the findings of the Stage 1 Engagement Report and analysed background evidence to create a draft vision and objectives for each theme and some policy intentions.



Apr - May 2017 - Stage 1 Engagement

Public engagement on Harpenden's key issues was held. This included a leaflet drop, questionnaires and drop in sessions.



Aug - Nov 2017 - Prepare draft Neighbourhood Plan

A first draft of the Neighbourhood Plan will be produced. A formal public consultation will be undertaken for 6 weeks on the draft Neighbourhood Plan.



Dec 2017 - Jan 2018 Prepare and submit final Harpenden Neighbourhood Plan

Finalise the Neighbourhood Plan incorporating comments from the consultation process and submit to St Albans City and District Council.



Jan - June 2018 - Examination, Referendum and Adoption



Overall Neighbourhood Plan Vision



“Harpenden has a village feel that is treasured by local residents. The Neighbourhood Plan will provide the foundations for Harpenden to grow sustainably for the benefit of those that live and work here.

The town centre and our other important local centres will continue to meet local residents’ needs, ensuring that local shopkeepers and other business owners can continue to trade in a prospering environment.

Harpenden is home to many important local businesses, as well as being considered a commuter town. The Neighbourhood Plan will promote Harpenden as an attractive place for businesses to locate and for people to work. Improvements will be made to facilities in the town, including provisions for small businesses and our growing number of home workers.

Harpenden has a vibrant voluntary sector that provides invaluable services across the local community. We have an active community that benefits from a number of popular sporting, recreation and community groups that contribute positively to the health and wellbeing of local people.

Where new housing is to be provided within Harpenden, it will be the right size in the right location, including developments that prioritise housing for residents through their life from first time buyers to older residents seeking to downsize. New development that conserves and enhances the existing built environment, including listed buildings and the Harpenden Conservation Area, will be supported and will continue the tradition of high quality architecture seen throughout Harpenden and the Harpenden Rural Parish.

An integrated network of infrastructure that works for local people and encourages the development of Harpenden’s sustainable transport network will support the growth of the town, reducing reliance on private vehicles and ensuring that new development is well connected. Investment in local schools, GP surgeries and other social infrastructure will accommodate new development to retain the quality of provision.

The natural environment is a key part of Harpenden and important green spaces within the town and across Harpenden Rural Parish will be protected, while development that incorporates highly sustainable design and seeks to protect biodiversity will be encouraged”.



The Harpenden Neighbourhood Plan: Environment and Sustainable Design



VISION

Maintain and enhance the character of Harpenden, its neighbourhoods, communities and green spaces. Develop Harpenden as a sustainable and low carbon town.



OBJECTIVES

- 1. To maintain and enhance the quality and character of all the varied green spaces including Harpenden Common, Batford Springs, Rothamsted Park, Kinsbourne Green Common and Lydekker Park.**
- 2. Protect Harpenden's key views and outlooks ensuring the visual impact of development is minimised.**
- 3. To improve and develop public access to green spaces, to rivers and to the natural environment, including developing and enhancing green chains and corridors.**
- 4. To encourage and enhance biodiversity.**
- 5. To require developments to promote sustainable living, be of sustainable and energy efficient design including incorporating green technologies.**
- 6. Maintain and enhance local character and heritage through sensitive design.**
- 7. To require development to reduce flood risk through sustainable solutions.**
- 8. To require development to design residential streets giving prime consideration to the needs of pedestrians and cyclists and to encourage initiatives to adapt residential streets which will prioritise pedestrians and cyclists.**
- 9. Encourage and support community renewable energy projects and initiatives that develop Harpenden's environs as a low carbon area.**



The Harpenden Neighbourhood Plan: Environment and Sustainable Design



HARPENDEN NEIGHBOURHOOD PLAN

POLICY IDEAS

EN1 - Design Brief Policy Option

For allocated sites listed in this Neighbourhood Plan and for other development, a Design Brief must be produced for the whole site, setting out the principles for development prior to the submission of a planning application.

Development must be implemented in accordance with the principles set out in the Design Brief. Applicants must seek to discuss the contents of the Design Brief with Harpenden Town Council and where appropriate Harpenden Rural Council.

Where appropriate the Design Brief should demonstrate consideration of:

- Promotion of sustainable development, green technologies and energy efficiency.
- How the development will promote sustainable living for housing developments and sustainable use for non-residential developments.
- How the development will encourage walking, cycling and green transport for residents and users.
- Location, type and management of open space and recreation facilities.
- Protection against the loss of or significant harm to ecological or landscape value.
- An assessment of views to and from the proposed development key views of townscape, including how views of landmark and gateway buildings, and important landscape features will be retained or enhanced. Visual impact should be minimized through the design of the site layout, buildings and landscape.
- Building use, scale, height, density and massing.
- How the development is sensitive to and makes a positive contribution to the local character of the area.
- How permeability of land surface has been maintained and / or enhanced in the development.

EN2 – Supporting sustainable living and sustainable development and creating a low carbon area

All development should support the development of the Neighbourhood Plan Area as a low carbon area, supporting sustainable living, sustainable working and sustainable leisure and mitigating the impacts of climate change.

Consideration is to be given to the development of a green living plan for the Neighbourhood Plan area.

EN3 – Ecology and landscape value

Development should not result in the loss of or significant harm to ecological or landscape value. Significant developments are expected to include new green spaces. These new green spaces will be expected to have in place an effective local management plan.

EN4 – Visual Impact

Development will only be permitted where key views of townscape, including landmark and gateway buildings, and important landscape features are retained or enhanced. Where possible, open views towards the countryside, townscape or across open spaces, must be maintained. Views along streets and/or open spaces to the surrounding countryside must be created within new developments where there are opportunities to do so.

EN5 – Access to the natural environment

Development should retain and enhance public rights of way and where possible create new public rights of way and cycle paths. These should improve accessibility and connectivity between and within existing and new communities across the town.

EN6 – Biodiversity and Trees

- The protection and enhancement of urban and rural biodiversity will be supported. Net gains in biodiversity, through the creation of new habitats, the enhancement of existing sites, and the development and implementation of ecological management plans will be supported.
- Development proposals must not result in unacceptable loss of, or damage to, existing trees or woodlands or hedges or significant landscaping during or as a result of development. Any trees lost as a result of the development must be replaced at a ratio of at least 2:1 within the site, additionally to plant an additional 2 trees per dwelling. A proportion, at least 50%, of the trees planted should provide edible nuts or fruit.

EN7 – Green technologies

Developments are required to utilise best practice green technologies and sustainable transport such as renewable energy generation, rainwater harvesting and electric car charging points.

EN8 – Maintaining local character

All development should be sensitive and make a positive contribution to the local character and heritage of the area maintaining or enhancing its strengths and seeking to address its weaknesses.

EN9 – Flood Risk

Developments are required to ensure that appropriate measures are in place to not increase flood risk from any sources within the site or elsewhere and where possible should reduce the causes and impacts of flooding. Proposals must incorporate a sustainable and integrated approach to the management of flood risk, surface water and foul drainage. These proposals should be robust to the expected impacts of climate change.

Developments should create/retain permeability through use of permeable materials for parking spaces, pavements, paths etc.

EN10 – Pollution

Appropriate best practice measures should be incorporated in developments to avoid pollution to air, water and soil.

EN11 – Streets as social spaces

Existing or new public realm should be designed to encourage the activities intended to take place within it. Streets should be designed to accommodate a range of users, create visual interest and amenity, and encourage social interaction. Developments should consider the principle of Home Zones which are residential areas designed with streets to be places for pedestrians and cyclists, rather than motor traffic. To encourage and support development initiatives to adapt residential streets which will prioritise pedestrians and cyclists.

EN12 – Community projects and facilities

Community energy projects will be supported and community facilities should aim to be carbon neutral.

The Harpenden Neighbourhood Plan: Transport and Movement



VISION

That Harpenden residents are able to walk and cycle around safely and comfortably, and travel is managed via predominantly environmentally friendly, interchangeable methods, with the appropriate quantity and quality of public transport, cycle storage and parking provision, in an atmosphere of sustainable growth and significantly reduced pollution.

OBJECTIVES

1. To create an environment that promotes walking, cycling and public transport as first choice modes for all residents and to ensure that the services supporting these modes are in place, from high quality safe routes to reliable and sustainable transport services.
2. To integrate modes of transport, for example through strategically located cycle hubs.
3. To create motor vehicle free travel plans for getting to and from all Harpenden schools from all areas of Harpenden.
4. To reduce road traffic pollution and improve air quality.
5. To ensure new developments include proportionate to scale transport infrastructure including sufficiently wide roads and pavements, cycle lanes, cycle parking, bus laybys, and sufficient public transport and parking provision.
6. To ensure new developments increase the density of walking and cycling routes and provide safe new crossings where appropriate.
7. Ensure car parking within the town supports the viability of the town centre.



The Harpenden Neighbourhood Plan: Transport and Movement



POLICY IDEAS

TM1

Allocated residential development sites will be required to provide a Travel Plan setting out how opportunities for encouraging, facilitating and supporting use of and improvement to sustainable travel modes have been maximised and will be delivered as part of the proposed development.

TM2

All new housing developments must, when appropriate and practical, provide safe pedestrian access to link up with existing or proposed footpaths, ensuring that residents can walk safely to bus stops, schools, work and other facilities.

TM3

All significant proposed developments will be supported by a Transport Assessment which must demonstrate predicted levels of generated traffic and the impacts of this on key roads and junctions within the town. This will include locations where we think we have traffic congestion (aim to reduce pollution levels).

TM4

We would be supportive of any measures in new road layouts that enhance the free flow of traffic (reduce pollution levels). The responsible planting of trees which reduce or absorb air pollution from traffic will be supported throughout the Neighbourhood Plan area.

TM5

Proposals that accord with the policies in the Plan and result in improvements to the free flow of traffic in Harpenden will be supported.

TM6

Proposals to improve the safe delivery of pupils to all Harpenden schools on foot, by bicycle, school bus or car will be supported.

TM7

An increase in parking capacity within the town will be supported, in particular by permitting and encouraging a multi level car park at the Station and additional car parking provision included in the proposed Leisure Development.

TM8

Proposals for all new homes to be built in Harpenden should provide for one off-street parking space for each bedroom, unless otherwise justified having regard to site specific circumstances and Herts County Council parking standards (or District).

TM9

Improvement of the Harpenden to St Albans cycle route will be supported, particularly through provision of a cycles only lane from Beesonend Lane past West Common.

TM10

Proposals requiring planning permission and which seek to increase the number of access points, or which would involve an increase in traffic generation, will need to demonstrate that they do not further inhibit the free flow of traffic, or exacerbate conditions of parking stress along the A1081 into Harpenden High Street.

TM11

Proposals for development which directly access onto the 1081 will be required to make provision for, and contribute to, appropriate measures to ease traffic congestion.

TM12

Developer contributions will be sought to improve safety road markings and visibility at any junction along the 1081 or Lower Luton Road.

TM13

In order to improve traffic flow and reduce congestion proposals to develop land at Site 5 must improve appropriate road layout changes to ensure that bus stopping areas are provided which do not impede traffic flow.

TM14

Schools and employers to provide travel plans.



The Harpenden Neighbourhood Plan: Employment and Retail



VISION

That Harpenden has accessible thriving and flexible retail areas, with a vibrant, attractive Town Centre that encourages people to spend time there, by offering a diverse range of quality retail and other Town Centre uses. To create a sustainable economy that protects existing, and supports new employment use where appropriate, making Harpenden an attractive and accessible place for both employers and employees to work.

OBJECTIVES

1. To support a high quality offer through improvements to existing employment and retail areas including new and redevelopment opportunities.
2. Maintain retail and employment centres that are adaptable and keep pace with technological development and other innovations.
3. To provide a community 'village' atmosphere for the Town Centre where residents, visitors and those employed in local businesses can relax and socialise, at all times taking into account the viability of the surrounding retail units.
4. To increase footfall to the Town Centre and Southdown Neighbourhood Centre.
5. Manage an attractive eating, drinking and entertainment scene that transitions through the day into a thriving evening economy.
6. Support the principle of residents having easy access to small local convenience shops based on local needs across the town.
7. Protect existing employment and retail sites and encourage their full usage.
8. To support small and medium enterprises including business start-ups and homeworking, through encouraging flexible working practises, shared offices and workshops.



The Harpenden Neighbourhood Plan: Employment and Retail



POLICY IDEAS

ER1 - Employment And Residential Above Shops

Residential and in particular employment uses above shops will be encouraged to enhance the vibrancy and vitality of the town centre and local economy.

ER2 – Supporting The Town Centre Economy

To support the regeneration of the Arden Grove, Station Approach and Harding Parade development area to create an attractive gateway into the town.

Promote the enhancement of the public realm in Harding Parade, Thompsons Close and North High Street.

ER3 - Supporting Harpenden's Economy

Improvement, enhancement and redevelopment of existing employment and retail sites for such uses, will be supported.

ER4 – Supporting Neighbourhood Retail Facilities

Proposals for local retail facilities which provide services to local neighbourhood areas will be supported

ER5 – Adaptable, Innovative Up To Date Retail And Employment Centres

New retail and employment sites must ensure that sufficient Infrastructure is in place and utilises latest technologies.



The Harpenden Neighbourhood Plan: Social Infrastructure and Community Facilities



VISION

Maintain and enhance a vibrant cultural and community life through excellent school and health care provision, high quality sports, leisure and community facilities and accessible social infrastructure.

OBJECTIVES

- 1. An accessible place, at a good school, for every child whose parents want to see them educated in the town.**
- 2. Support the provision and enhancement of facilities for faith groups, voluntary community groups representing all ages and schools that are easily accessible for community use.**
- 3. Enhance the provision of sports, leisure and cultural facilities that meet the needs of all age groups.**
- 4. Support the aspirations of Harpenden's sports clubs to deliver excellent facilities.**
- 5. To ensure that the health and wellbeing needs of the population of Harpenden and surrounding villages are met and plan for the future provision of services to accommodate an expanding and ageing population.**
- 6. To ensure development includes appropriate provision of services infrastructure including high speed broadband, gas and electricity and contributes to the quality of services infrastructure throughout the Neighbourhood Plan area.**
- 7. Support the development of additional overnight accommodation, including hotels, to address the needs of visitors to the town.**



The Harpenden Neighbourhood Plan: Social Infrastructure and Community Facilities



POLICY IDEAS

SI1 – School availability and places

Proposals to address any lack of good accessible school places within Harpenden will be supported specifically if they are:

- New housing developments which create new secondary school places to serve additional and existing residents.
- New housing developments which create new primary schools to serve additional and existing residents.
- Providing pre-school and/or early years' places.
- Enhancing or extending existing school sites.

All of these proposals should minimise any traffic impact and incorporate travel plans that discourage the use of private cars.

SI2 - Faith buildings, Community halls and School sites

We welcome the enhancement of existing and development of new, faith buildings, community halls and school dual use facilities providing that they comply with the latest design guidance set by the relevant regulatory authority, including the Charity Commission.

Any new proposal in relation to a school must:

- Set out how, and to what extent, the facilities will be made available to providers for sports and arts community use.
- Set out how, and to what extent, the facilities will be made available to providers of adult health and wellbeing activities.

SI3 – Provision of Sports and Leisure Facilities

Proposals, such as the redevelopment of Harpenden Swimming Pool, that enhance or provide new community sports and leisure facilities will be welcomed in particular where they are:

- Inclusive and suitable for residents with disabilities.
- Accompanied by an adequately-sized car park having regard to the likely modes of transport to and from the venue as well as nearby parking availability.
- Accessible by public transport, walking and cycling will be more strongly supported.
- Including a mix of facilities (in terms of sports provision for) that have been determined in consultation with the local planning authority, Town Council, local sports clubs and other stakeholders.



SI4 – Provision of Arts and Cultural Facilities

Proposals, such as the redevelopment of the existing Harpenden Sports Centre into a Cultural Hub, that enhance or provide new arts and cultural facilities will be welcomed in particular where they are:

- Inclusive and suitable for residents with disabilities.
- Accompanied by an adequately-sized car park having regard to the likely modes of transport to and from the venue as well as nearby parking availability.
- Accessible by public transport, walking and cycling will be more strongly supported.
- Including a mix of facilities that reflect a range of cultural pastimes that have been determined in consultation with the local planning authority, Town Council and other stakeholders.

SI5 – Health & Wellbeing Facilities

Support the redevelopment of the Harpenden Memorial Hospital into a Health and Wellbeing Hub that:

- Enables residents to access a wide range of health services and support in one place.
- Includes an increased GP provision.
- Provides specialist care for the elderly and those with physical and learning disabilities.

SI6 – Accessible GP practices

Ensure that any new development of over 500 dwellings has appropriate GP provision and that applicants engage with the relevant health authorities at the earliest possible stage.

SI7 – Visitor Accommodation including Hotels

Encourage development proposals that provide visitor accommodation, including hotels.



The Harpenden Neighbourhood Plan: Housing



VISION

To have a mixed housing offer that is affordable, well located and designed and that has the ability to meet the aspirations of different ages and demographic groups and flexibility to integrate and maintain people throughout their lifecycle.

OBJECTIVES

1. Those that grow up in Harpenden should have the capability to live here should they wish to.
2. Encourage starter homes and intermediate housing including support for Key workers.
3. Support the redevelopment of housing stock that is coming to the end of its lifespan.
4. Provide a mix of housing that meets current gaps in the housing market specifically 1 to 2 bed flat/bungalows and 2 to 3 bedroom family homes.
5. Support the ability for older people to downsize should they wish to.



The Harpenden Neighbourhood Plan: Housing



POLICY IDEAS

H1

New residential development will be supported as long as it meets the requirements set out in the latest Strategic Housing Market Assessment and is subject to Local and Neighbourhood Plan policies that are in place in force. Such housing should firstly come forward through infill and brownfield development wherever possible.

H2

The redevelopment of existing residential properties to create a higher density will be supported as long a high quality design is achieved that meets the requirements of other policies.

H3

- a) Developments that have a net gain of five or more homes, are required to submit a Dwellings Mix Strategy as part of the Design and Access Statement with any planning application. The strategy must clearly demonstrate how the proposed development addresses the objectively identified needs and must cover all needs including those for all forms of market and 'affordable' housing.
- b) On all such schemes, affordable housing and /or necessary infrastructure will, other than in exceptional circumstances, be provided on-site as part of the residential development.

H4

To secure the benefits of affordable housing for first and subsequent occupiers, only schemes that allow the retention of such affordable housing will be supported.

H5

New housing shall be of a type and size which is capable of meeting the changing needs of residents over their lifetimes. It should be accessible to those with limited mobility and capable of adaptation for residents who are wheelchair users. At least 20% of homes shall be built to be 'Wheelchair Adaptable' as defined by Building Regulations M(2) or whatever standard supersedes it.

H6

There is an expectation that housing for Older and Vulnerable People will be:

- a) Within easy access to a choice of sustainable travel options.
- b) Within walking distance, on a safe route to town centre shops and services.
- c) Well integrated with existing communities.
- d) Of a safe and stimulating design, which meets not only the needs of its future residents.

H7

Where new community facilities are being constructed in association with residential development the timing of their commissioning should ensure they are available for the new and existing community from the start of occupation.

H8

Support developments which look to build upwards as a way of increasing density.



The Harpenden Neighbourhood Plan: Call for Sites



CALL FOR SITES

A call for sites is an important part of our Neighbourhood Plan process and has assisted the Neighbourhood Plan Group and the local community to gain a better understanding of what land is available for all types of development within the Neighbourhood Plan area.

The Harpenden Neighbourhood Plan steering group is currently assessing 44 sites. These sites include 18 that were submitted directly through the Harpenden Neighbourhood Plan process and a further 26 sites that had previously been considered by St Albans City and District Council (SADC). These 26 sites are from the 2009 & 2016 Strategic Housing Land Availability Assessments (SHLAA) that SADC carried out. SHLAA sites that have been developed, are under construction or benefit from an existing planning permission are not included.

Site Assessment Criteria

A RAG (red/amber/green) assessment is being used to assess each of the sites against the following criteria:

Suitability

- **Criterion 1 - Connectivity:** Distance to the town centre, schools, station, shops, health centres and employment areas.
- **Criterion 2 - Access:** Existing and proposed vehicular and pedestrian access arrangements to the site.
- **Criterion 3 - Highway Impact/Parking:** Impact on highway network, resident safety and proposed parking arrangements.
- **Criterion 4 - Heritage Impact:** Impact on Listed Buildings, Conservation Areas or Locally Listed Buildings.
- **Criterion 5 - Biodiversity/Landscaping/Green Belt:** Impact on any biodiversity designations, landscape characteristics, topography, green infrastructure, local public space and location within the Green Belt.

- **Criterion 6 - Flood Risk:** Flood risk of the site.
- **Criterion 7 - Compatibility with surrounding land uses.** Will development cause negative impact regarding noise, pollution, light pollution, daylight/sunlight or privacy.

Availability

- **Criterion 8 - Available for Development:** Is the site readily available for development.
- **Criterion 9 - Appropriate Use:** Is the proposed development an appropriate land use.

Achievability

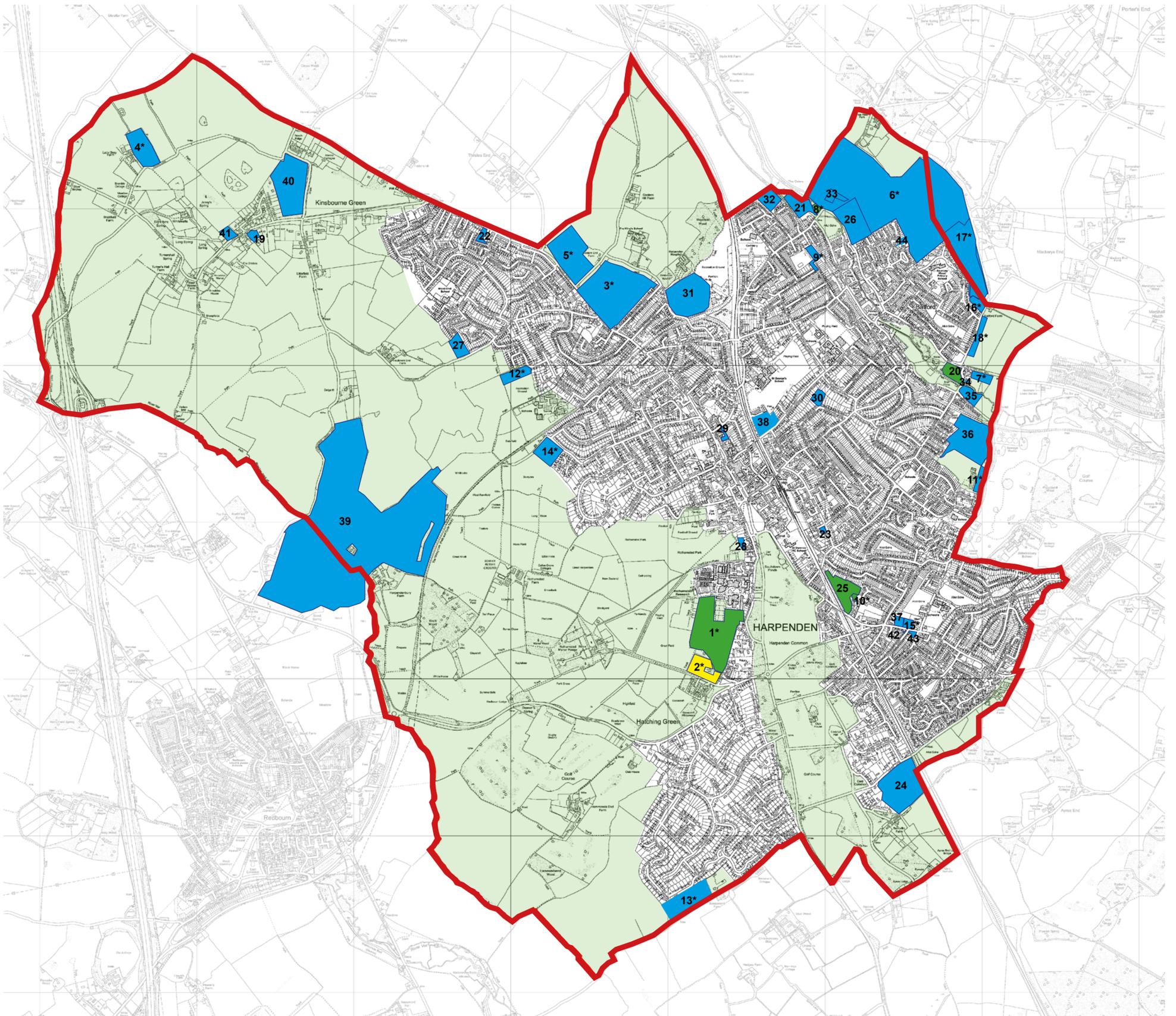
- **Criterion 10 - Achievable/Deliverable:** Is the proposed development realistic and likely to be financially viable.

The Harpenden Neighbourhood Plan: Call for Sites



Site	Reference	Address	Considered for (main use)
1	HNP-1	Rothamsted Experimental Station – Campus Development Zones 2, 3 & 4.	Employment
2	HNP-2	Rothamsted Experimental Station – Lodge Paddock Area	Hotel
3	HNP-3	Land North of Luton Road between Thrales End and Cooters End Lane (part of North West Harpenden Broad Location)	Residential
4	HNP-4	Braybourne End, Kinsbourne Green.	Residential
5	HNP-5	Land at Ambrose Lane (part of North West Harpenden Broad Location)	Residential
6	HNP-6	North East of Harpenden (including land outside HNP Area)	Residential
7	HNP-7	11 and 13 Lower Luton Road	Residential
8	HNP-8	Corner of Westfield Road and Lower Luton Road	Employment/residential
9	HNP-9	Former Westfield Allotments	Residential
10	HNP-10	Victoria, Alexandra, Littleport and Collingham Houses, South-down Industrial Estate	Employment/residential
11	HNP-11 (SHLAA-GB-H-59)	Land at Piggotshill Lane	Residential
12	HNP-12 (SHLAA-GB-H-60)	Land at Falconers Field, Harpenden	Residential
13	HNP-13 (SHLAA-GB-H-61)	Land North of Beesonend Lane	Residential
14	HNP-14 (SHLAA-GB-H-97)	Land at Townsend Lane	Residential
15	HNP-15 (SHLAA-U-H-298)	Pan Autos and adjacent uses, Dark Lane / Grove Road	Residential
16	HNP-16 (SHLAA-GB-H-421)	Sauncey View Lodge	Residential
17	HNP-17 (SHLAA-GB-H-441)	Land west of Common Lane (including land outside HNP Area)	Residential
18	HNP-18 (SHLAA-GB-H-442)	Land east of Common Lane	Residential
19	SHLAA-GB-H-53	Pennypond, Annables Lane, Kinsbourne Green	Residential
20	SHLAA-U-H-54	Batford Mill Industrial Estate	Employment/residential
21	SHLAA-GB-H-58a	Land at Rear of The Builders Yard, Westfield Road, Harpenden	Residential
22	SHLAA-U-H-65	Land at rear of Luton Road and Farm Avenue	Residential
23	SHLAA-U-H-66	Abbeyfield House, 28 Milton Road	Residential
24	SHLAA-GB-H-67	Land south of Cross Lane, west of railway line	Residential
25	SHLAA-U-H-69	Southdown Industrial Estate, Southdown Road	Employment/residential
26	SHLAA-GB-H-103	Land at Lower Luton Road	Residential
27	SHLAA-GB-H-106	Land at Roundwood Lane/ Brackendale Grove, Harpenden	Residential
28	SHLAA-U-H-130	Land to the rear of Harpenden Fire Station, Leyton Road, Harpenden	Residential
29	SHLAA-U-H-165	Land at 63 High Street, Harpenden	Residential
30	SHLAA-U-H-167	Elliswick Tennis Club, Elliswick Road	Residential
31	SHLAA-GB-H-175	Highfield Oval	Residential
32	SHLAA-GB-H-176	Land off Riverford Close	Residential
33	SHLAA-GB-H-177	Land at Bower Heath Lane	Residential
34	SHLAA-GB-H-178	Land at Batford Forge, off Lower Luton Road	Residential
35	SHLAA-GB-H-179	Land adjacent Marquis Lane	Residential
36	SHLAA-GB-H-180	Sewage Works and adjoining SADC owned land, Piggotshill Lane	Residential
37	SHLAA-U-H-299	Jewsons, Dark Lane	Residential
38	SHLAA-U-H-331	Harpenden Memorial Hospital	Residential
39	SHLAA-GB-R-428	Redbourn Golf Club, Kinsbourne Green Lane (including land outside HNP Area)	Residential
40	SHLAA-GB-H-440	Land at Kinsbourne Green	Residential
41	SHLAA-GB-H-465	Land between Garden Cottage and Rosalia Cottage	Residential
42	SHLAA-U-H-473a	Land and Garages at Longfield Road, Harpenden	Residential
43	SHLAA-U-H-473b	Land and Garages at Longfield Road, Harpenden	Residential
44	SHLAA-U-H-475	Garages at Noke Shot	Residential

The Harpenden Neighbourhood Plan: Site Plan



-  Site considered for Housing
-  Site considered for Housing and Employment or Employment only
-  Site considered for Hotel

Sites with an asterisk were submitted through the HNP Call for Sites.

STAGE 2 ENGAGEMENT REPORT – APPENDIX D – SURVEY

Please return your completed survey in the enclosed pre-paid envelope by Monday 17th July to:

Harpenden Town Council
Town Hall
Leyton Road
Harpenden
Herts
AL5 2LX

Or, simply bring it along to the Town Hall or with you to one of the drop-in days (see cover).

You can also complete this survey online by visiting www.surveymonkey.co.uk/r/HarpendenNeighbourhoodPlan

About you

Your views are valuable to us. We require that you provide basic information including name and address so we can be assured that all responses are genuine. All personal information is guaranteed by Harpenden Town Council to be treated as fully confidential under the Data Protection Act.

Name

Address

Postcode

How long have you lived in Harpenden?.....

Are you? Male Female

Which age group do you fall into?

Under 16 17-24 25-49 50-64 65 and over

Keep in Touch

If you'd like to keep updated about the Harpenden Neighbourhood Plan, please provide your email address:

.....



HARPENDEN NEIGHBOURHOOD PLAN

Have Your Say.....

Your Harpenden Neighbourhood Plan

In March and April 2017, we first asked local people for their views on the Harpenden Neighbourhood Plan. We sent surveys to all households asking for views on the key issues in the area and we received 2,162 responses.

These responses have now been turned into draft Visions and Objectives for our five themes which are:

- Environment and Sustainable Design;
- Transport and Movement;
- Employment and Retail;
- Social Infrastructure and Community Facilities; and
- Housing.

We have now produced a second survey to get your views on these draft Visions and Objectives.

We are holding four drop-in engagement events to share the information contained in this survey and to give you more information on our draft policies. We would encourage you to attend one of those events, which are detailed overleaf.

This survey is also available online and we would welcome you to complete it there at:

www.surveymonkey.co.uk/r/HarpendenNeighbourhoodPlan

Site Suitability Assessment Criteria

In reviewing the sites a RAG (red/amber/green) assessment is being used to assess each of the sites against the following criterion:

Suitability

- **Criterion 1 - Connectivity:** Distance to the town centre, schools, station, shops, health centres and employment areas.
- **Criterion 2 - Access:** Existing and proposed vehicular and pedestrian access arrangements to the site.
- **Criterion 3 - Highway Impact/Parking:** Impact on highway network, resident safety and proposed parking arrangements.
- **Criterion 5 - Heritage Impact:** Impact on Listed Buildings, Conservation Areas or Locally Listed Buildings.
- **Criterion 6 - Biodiversity/Landscaping/Green Belt:** Impact on any biodiversity designations, landscape characteristics, topography, green infrastructure, local public space and location within the Green Belt.
- **Criterion 7 - Flood Risk:** Flood risk of the site.
- **Criterion 8 - Compatibility with surrounding land uses.** Will development cause negative impact regarding noise, pollution, light pollution, daylight/sunlight or privacy.

Availability

- **Criterion 9 - Available for Development:** Is the site readily available for development.
- **Criterion 10 - Appropriate Use:** Is the proposed development an appropriate land use.

Achievability

- **Criterion 11 - Achievable/Deliverable:** Is the proposed development realistic and likely to be financially viable.

Call for Sites

A call for sites is an important part of our Neighbourhood Plan process and has assisted the Neighbourhood Plan Group and the local community to gain a better understanding of what land is available for all types of development within the Neighbourhood Plan area. We have had a good response to the “Call for Sites” exercise and those which have come forward as part of this project include the following:

- HNP1 Rothamsted Experimental Station - Campus Development Zones 2, 3 & 4
- HNP2 Rothamsted Experimental Station - Lodge Paddock Area (Hotel Site)
- HNP3 Land North of Luton Road between Thrales End Lane and Cooters End Lane
- HNP4 Braybourne End, Kinsbourne
- HNP5 Land bound by Ambrose Lane, Cooters End Lane, Luton Road and the gardens to the rear of Bloomfield Road
- HNP6 Land located to the north of Lower Luton Road, east of Lower Heath Lane and south of Common Lane
- HNP7 11-13 Lower Luton Road
- HNP8 Land at corner of Westfield Road and Lower Luton Road
- HNP9 Westfield Allotments, Westfield Road

The following sites have previously been considered by St Albans City & District Council, but have come forward through the “Call for Sites” exercise and will be assessed for the Neighbourhood Plan:

- SHLAA-GB-H-59 Land at Piggottshill Lane
- SHLAA-GB-H-60 Land adjacent to Falconer’s Field
- SHLAA-GB-H-61 Land north of Beesonend Lane
- SHLAA-GB-H-97 Land at Townsend Lane
- SHLAA-U-H-298 Pan Auto Services, Grove Road
- SHLAA-GB-H-421 Sauncey View Lodge, Common Lane
- SHLAA-GB-H-441 Land West of Common Lane
- SHLAA-GB-H-442 Land East of Common Lane

The sites that came forward are all currently being assessed, as are those already identified by St Albans City & District Council and more information will be on display at the drop-in events the details of which are set out on page 3 of this leaflet.

We are holding four drop-in engagement events to discuss with residents the information in this Survey:

Monday 3 July - 4-8pm - St Marys Church Hall, Luton Road, AL5 3QE

Thursday 6 July - 4-8pm - Southdown Methodist Church, 130a Southdown Road AL5 1PU

Monday 10 July - 4-8pm - Harpenden Town Hall, Council Chamber, Leyton Road AL5 2LX

Wednesday 12 July - 4-8pm - Batford Memorial Hall, Tallents Crescent, AL5 5BS

What is a Neighbourhood Plan?

Neighbourhood Plans are a Development Plan Document that enable local people to write planning policies for their local area. Planning policies will help influence the development and growth in the town in future. Future planning applications by developers and householders will be judged on the Plan, alongside national and local authority policies, so it will be a powerful document.

A key advantage of Neighbourhood Planning is that local people can get involved in the decisions of where to accommodate new growth required in our town over the next 15 years.

Where are we now and what happens next?

This is the second stage of Engagement, where residents will see the proposed Vision and Objectives, some policy ideas and potential sites for allocation. The policy intentions and potential sites for allocation for the Harpenden Neighbourhood Plan are emerging and to see more, please come to one of the Drop-in events, the details of which are set out above.

The next stage will be to prepare a first draft Neighbourhood Plan based on the feedback we receive. There will be a formal “public consultation” on that draft Plan and finally a Referendum where residents will vote YES or NO for the Plan.

More information is available at
<http://www.harpenden.gov.uk/neighbourhood-plan>

5) Social Infrastructure & Community Facilities

Do you agree with the Vision for social infrastructure & community facilities? Strongly Agree <-----> Strongly Disagree

1 2 3 4 5

Maintain and enhance a vibrant cultural and community life through excellent school and health care provision, high quality sports, leisure and community facilities and accessible social infrastructure.

Do you agree with the Objectives for social infrastructure & community facilities?

- | | Strongly Agree | <-----> | | | Strongly Disagree |
|--|----------------|---------|---|---|-------------------|
| 1. An accessible place, at a good school, for every child whose parents want to see them educated in the town. | 1 | 2 | 3 | 4 | 5 |
| 2. Support the provision and enhancement of facilities for faith groups, voluntary community groups representing all ages and schools that are easily accessible for community use. | 1 | 2 | 3 | 4 | 5 |
| 3. Enhance the provision of sports, leisure and cultural facilities that meet the needs of all age groups. | 1 | 2 | 3 | 4 | 5 |
| 4. Support the aspirations of Harpenden's sports clubs to deliver excellent facilities. | 1 | 2 | 3 | 4 | 5 |
| 5. To ensure that the health and wellbeing needs of the population of Harpenden and surrounding villages are met and plan for the future provision of services to accommodate an expanding and ageing population. | 1 | 2 | 3 | 4 | 5 |
| 6. To ensure development includes appropriate provision of services infrastructure including high speed broadband, gas and electricity and contributes to the quality of services infrastructure throughout the Neighbourhood Plan area. | 1 | 2 | 3 | 4 | 5 |
| 7. Support the development of additional overnight accommodation, including hotels, to address the needs of visitors to the town. | 1 | 2 | 3 | 4 | 5 |

Tell us more

.....

.....

.....

.....

2) Environment & Sustainable Design

Do you agree with the Vision for environment and sustainable design? Strongly Agree <-----> Strongly Disagree

1 2 3 4 5

Maintain and enhance the character of Harpenden, its neighbourhoods, communities and green spaces. Develop Harpenden as a sustainable and low carbon town.

Do you agree with the Objectives for environment and sustainable design?

- | | Strongly Agree | <-----> | | | Strongly Disagree |
|---|----------------|---------|---|---|-------------------|
| 1. To maintain and enhance the quality and character of all the varied green spaces including Harpenden Common, Batford Springs, Rothamsted Park, Kinsbourne Green Common and Lydekker Park. | 1 | 2 | 3 | 4 | 5 |
| 2. Protect Harpenden's key views and outlooks ensuring the visual impact of development is minimised. | 1 | 2 | 3 | 4 | 5 |
| 3. To improve and develop public access to green spaces, to rivers and to the natural environment, including developing and enhancing green chains and corridors. | 1 | 2 | 3 | 4 | 5 |
| 4. To encourage and enhance biodiversity. | 1 | 2 | 3 | 4 | 5 |
| 5. To require developments to promote sustainable living, be of sustainable and energy efficient design including incorporating green technologies. | 1 | 2 | 3 | 4 | 5 |
| 6. Maintain and enhance local character and heritage through sensitive design. | 1 | 2 | 3 | 4 | 5 |
| 7. To require development to reduce flood risk through sustainable solutions. | 1 | 2 | 3 | 4 | 5 |
| 8. To require development to design residential streets giving prime consideration to the needs of pedestrians and cyclists and to encourage initiatives to adapt residential streets which will prioritise pedestrians and cyclists. | 1 | 2 | 3 | 4 | 5 |
| 9. Encourage and support community renewable energy projects and initiatives that develop Harpenden's environs as a low carbon area. | 1 | 2 | 3 | 4 | 5 |

Tell us more

.....

.....

.....

.....

3) Transport and Movement

Strongly Agree <-----> Strongly Disagree

Do you agree with the Vision for transport and movement?

1 2 3 4 5

That Harpenden residents are able to walk and cycle around safely and comfortably, and travel is managed via predominantly environmentally friendly, interchangeable methods, with the appropriate quantity and quality of public transport, cycle storage and parking provision, in an atmosphere of sustainable growth and significantly reduced pollution.

Do you agree with the Objectives for transport and movement?

Strongly Agree <-----> Strongly Disagree

1. To create an environment that promotes walking, cycling and public transport as first choice modes for all residents and to ensure that the services supporting these modes are in place, from high quality safe routes to reliable and sustainable transport services.
2. To integrate modes of transport, for example through strategically located cycle hubs.
3. To create motor vehicle free travel plans for getting to and from all Harpenden schools from all areas of Harpenden.
4. To reduce road traffic pollution and improve air quality.
5. To ensure new developments include proportionate to scale transport infrastructure including sufficiently wide roads and pavements, cycle lanes, cycle parking, bus laybys, and sufficient public transport and parking provision.
6. To ensure new developments increase the density of walking and cycling routes and provide safe new crossings where appropriate.
7. Ensure car parking within the town supports the viability of the town centre.

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

Tell us more

.....

.....

.....

.....

4) Employment and Retail

Strongly Agree <-----> Strongly Disagree

Do you agree with the Vision for employment and retail?

1 2 3 4 5

That Harpenden has accessible thriving and flexible retail areas, with a vibrant, attractive Town Centre that encourages people to spend time there, by offering a diverse range of quality retail and other Town Centre uses. To create a sustainable economy that protects existing, and supports new employment use where appropriate, making Harpenden an attractive and accessible place for both employers and employees to work.

Do you agree with the Objectives for employment and retail?

Strongly Agree <-----> Strongly Disagree

1. To support a high quality offer through improvements to existing employment and retail areas including new and redevelopment opportunities.
2. Maintain retail and employment centres that are adaptable and keep pace with technological development and other innovations.
3. To provide a community 'village' atmosphere for the Town Centre where residents, visitors and those employed in local businesses can relax and socialise, at all times taking into account the viability of the surrounding retail units.
4. To increase footfall to the Town Centre and Southdown Neighbourhood Centre.
5. Manage an attractive eating, drinking and entertainment scene that transitions through the day into a thriving evening economy.
6. Support the principle of residents having easy access to small local convenience shops based on local needs across the town.
7. Protect existing employment and retail sites and encourage full usage.
8. To support small and medium enterprises including business start-ups and homeworking, through encouraging flexible working practises, shared offices and workshops.

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

Tell us more

.....

.....

.....

.....

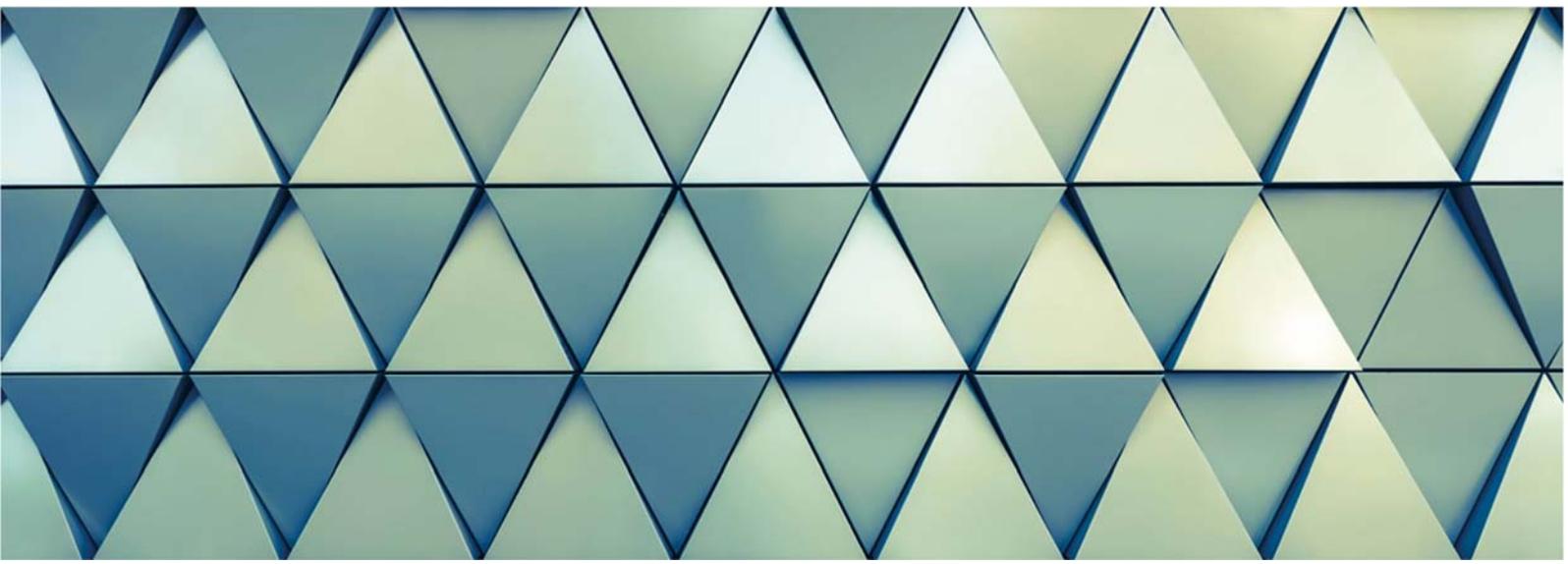
Appendix C: Engagement 3 Report

Harpenden Neighbourhood Plan

Stage 3 Engagement Report

on behalf of Harpenden Town Council

January 2018



Contents

1	Methodology.....	2
2	Representations and Updates to the Neighbourhood Plan.....	6

Appendices

A	Letter issued to Statutory Consultees
B	Leaflet sent to all households
C	Screenshot of Harpenden Town Council webpage advertisement
D	Survey
E	Exhibition Boards
F	All responses to the survey
G	All independent submissions
H	Post it note responses
I	Table of amendments to Regulation 14 Neighbourhood Plan

1. Methodology

1.1 In accordance with Regulation 14 of The Neighbourhood Planning (General) Regulations 2012 ("The Regulations"), a formal public consultation on the Draft Harpenden Neighbourhood Plan took place for six weeks between 25th October and 6th December 2017.

1.2 By virtue of detailing conformity with Regulation 14, this methodology section addresses Regulation 15(2)(a) and Regulation 15(2)(b) of the Regulations.

1.3 The primary advertisements of the public consultation, in accordance with Regulation 14(a) of the Regulations, were:

- A leaflet distributed to all households in the Harpenden Neighbourhood Plan area;
- Letters and emails to relevant consultation bodies (see Paragraph 1.6) and
- A webpage on the Harpenden Town Council website.

1.4 The primary advertisements, in accordance with Regulation 14(a)(i)-(iv), included:

- Details of the proposals for a neighbourhood development plan;
- Details of where and when the proposals could be inspected (see Paragraph 1.4);
- Details of how to make representations (see Paragraph 1.5); and
- The date by which representations must be received, which was within six weeks of 25th October 2017.

1.5 The Neighbourhood Plan was made available in the following locations:

- Online – via the Harpenden Town Council Website;
- As a hard copy reference document at Harpenden Town Council Offices and Harpenden Library;
- As a hard copy "take home" document at each of the six engagement events, held in various locations across the Neighbourhood Plan Area (see Paragraphs 1.9 – 1.12).

1.6 Residents were invited to make representations via a survey, which was available online (Survey Monkey) and as a hard copy, which was made available at each of the six events and on request from Harpenden Town Council, using contact details (telephone number and email address) provided on the leaflet. Statutory consultees were invited to use the online survey or direct representations to the project manager via email.

1.7 Table 1, below, sets out the list of consultation bodies detailed at Regulation 14(b) and Schedule 1 of the Regulations, supported by information of which relevant bodies identified were consulted and reasoning for the choices made. Prior to issuing letters and emails to contact the bodies a draft list of statutory consultees was issued to St Albans City and District Council Officers for their consideration. Officers did not raise any additional bodies to consider.

Schedule 1 consultation bodies	Bodies Identified	Reasoning
a) where the local planning authority is a London borough council, the Mayor of London	N/A	St Albans City and District Council is not a London Borough.
b) a local planning authority, county council or parish council any part of whose area is in or adjoins the area of the local planning authority;	<ul style="list-style-type: none"> • St Albans City and District Council; • Hertfordshire County Council • St Albans City and District Council • Dacorum District Council • Central Bedfordshire Council • Hyde Parish Council • Wheathampstead Parish Council • St. Michael Parish Council • Redbourn Parish Council • Flamstead Parish Council 	These bodies comprise the complete list of local planning authorities, county councils and parish councils that either cover or adjoin Harpenden Town Council and Harpenden Parish Council.
c) the Coal Authority	N/A	There are no active or defunct and retained collieries in the Harpenden Neighbourhood Plan Area

		(i.e. the Coal Authority has no interest in the area).
d) the Homes and Communities Agency	<ul style="list-style-type: none"> • The Homes and Community Agency 	Consulted (now called Homes England).
e) Natural England	<ul style="list-style-type: none"> • Natural England 	Consulted
f) The Environment Agency	<ul style="list-style-type: none"> • The Environment Agency 	Consulted
g) the Historic Buildings and Monuments Commission for England (known as English Heritage)	<ul style="list-style-type: none"> • Historic England 	Consulted (Historic England is a new name).
h) Network Rail Infrastructure Limited	<ul style="list-style-type: none"> • Network Rail Infrastructure Limited 	Consulted
i) The Highways Agency	<ul style="list-style-type: none"> • The Highways Agency 	Consulted
j) The Marine Management Organisation	N/A	The Neighbourhood Plan Area does not adjoin the coast (i.e. The Marine Management Organisation has no interest in the area).
k) any person— <ul style="list-style-type: none"> i. to whom the electronic communications code applies by virtue of a direction given under section 106(3)(a) of the Communications Act 2003; and ii. who owns or controls electronic communications apparatus situated in any part of the area of the local planning authority; 	N/A	<p>The qualifying body does not consider that the interests of electronic communications providers are affected by the proposals for the neighbourhood development plan and therefore these bodies have not been consulted.</p> <p>The Neighbourhood Plan Area does not include any major electronic communications apparatus such as telecommunication masts. No site allocations relate to sites currently used for electronic communications.</p>

		<p>Policy SI11 relates to the provision of utilities infrastructure alongside residential development. The provisions of this policy do not affect the interest of electronic communication providers as there is no expectation of them above and beyond their normal duties. Applicants are required by the policy to engage with these companies earlier than they may currently be engaging, but the process of checking capacity exists or agreeing upgrade works is a normal aspect of any residential development process. Therefore, only the developer has to change their approach by making enquiries earlier than they may ordinarily. In addition, there is no onus on authorities to provide confirmation as there is an alternative approach in the event authorities do not provide confirmation.</p>
<p>l) where it exercises functions in any part of the neighbourhood area—</p> <ul style="list-style-type: none"> i. a Primary Care Trust established under section 18 of the National Health Service Act 2006(7) or continued in existence by virtue of that section; ii. a person to whom a licence has been 	<ul style="list-style-type: none"> • Hertfordshire Community NHS Trust; • Herts Valley CCG; • Affinity Water; • Thames Water. 	<p>Hertfordshire Community NHS Trust is the Primary Care Trust operational in Harpenden. Hertfordshire Partnership NHS Trust is a NHS Foundation Trust, however, on the key issue of Harpenden Memorial Hospital the Neighbourhood Plan liaised with promoters working on behalf of all parties with an interest in the site (see separate Site Assessment Summary Paper).</p> <p>Both water and sewerage providers in the HNP Area</p>

<p>granted under section 6(1)(b) and (c) of the Electricity Act 1989(8);</p> <p>iii. a person to whom a licence has been granted under section 7(2) of the Gas Act 1986(9);</p> <p>iv. a sewerage undertaker; and</p> <p>v. a water undertaker;</p>		<p>were contacted for comments.</p> <p>As with electronic communications providers, the qualifying body did not consider that the interests of licensed gas and electricity suppliers are affected by the proposals for the neighbourhood development plan and therefore these bodies have not been consulted.</p> <p>The qualifying body does not consider that the interests of electronic communications providers are affected by the proposals for the neighbourhood development plan and therefore these bodies have not been consulted.</p> <p>Policy SI11 relates to the provision of utilities infrastructure alongside residential development. The provisions of this policy do not affect the interest of gas or electricity providers as there is no expectation of them above and beyond their normal duties. Applicants are required by the policy to engage with these companies earlier than they may currently be engaging, but the process of checking capacity exists or agreeing upgrade works is a normal aspect of any residential development process. Therefore, only the developer has to change their approach by making enquiries earlier than they may ordinarily.</p>
---	--	---

		In addition, there is no onus on authorities to provide confirmation as there is a alternative approach in the event authorities do not provide confirmation.
m) voluntary bodies some or all of whose activities benefit all or any part of the neighbourhood area.	<ul style="list-style-type: none"> • Herts and Middlesex Wildlife Trust; • St Albans CVS 	<p>The qualifying body identified these two voluntary bodies as meeting the criteria. St Albans CVS is an umbrella organisation representing the interest of many local voluntary bodies. The Neighbourhood Plan Steering Group informally worked closely with a number of additional bodies. Interest groups such as the Harpenden Society were invited to comment on the Plan at various stages.</p> <p>When issued with the list of proposed bodies to contact under criteria m) St Albans City and District Council Officers did not raise any additional bodies to contact.</p>
n) bodies which represent the interests of different racial, ethnic or national groups in the neighbourhood area.	N/A	<p>The qualifying body did not identify any bodies that met the criteria.</p> <p>When issued with the list of proposed bodies to contact under criteria n) St Albans City and District Council Officers did not raise any additional bodies to contact.</p>
o) bodies which represent the interests of different religious groups in the neighbourhood area.	<ul style="list-style-type: none"> • Churches Together Harpenden 	<p>The qualifying body identified this body as meeting the criteria.</p> <p>When issued with the list of proposed bodies to contact under criteria o) St Albans City and District Council Officers did not</p>

		raise any additional bodies to contact.
p) bodies which represent the interests of persons carrying on business in the neighbourhood area.	<ul style="list-style-type: none"> • Hertfordshire Local Enterprise Partnership; • St Albans Chamber of Commerce 	<p>The qualifying body identified these two bodies as meeting the criteria.</p> <p>When issued with the list of proposed bodies to contact under criteria p) St Albans City and District Council Officers did not raise any additional bodies to contact.</p>
q) bodies which represent the interests of disabled persons in the neighbourhood area.		<p>The Neighbourhood Plan Steering Group consulted regularly with a number of groups representing the interests of disabled people in the area. Most notable of these was Harpenden Mencap, which was issued a copy of the draft Neighbourhood Plan for comment and had specific input into specialist accommodation policies.</p> <p>When issued with the list of proposed bodies to contact under criteria q) St Albans City and District Council Officers did not raise any additional bodies to contact.</p>

1.8 In accordance with Regulation 14(c) of the Regulations, a copy of the proposals was distributed to the local planning authority, which confirmed receipt.

1.9 In addition to the primary advertisements set out at Paragraph 1.3, the engagement was promoted through the following additional means:

- Coverage in local media
- The use of social media sites Twitter and Facebook

- All schools, a schools ambassador and a class coordinator were contacted and sent information about the consultation, resulting in a lunchtime Neighbourhood Plan session to local school children;
- The scouts and Youth Connexions were contacted and sent information about the consultation;
- Promotion by independent local interest groups (of their own volition).

Engagement events

1.10 In order to further promote the Neighbourhood Plan and provide opportunities for its inspection and the distribution of surveys, six engagement events were held during the six-week consultation period, comprising two presentations and four drop-in events.

1.11 Presentations were in a Q&A format and held at Park Hall on Leyton Road (adjacent to the Town Council Offices). The timings of these events were as follows:

- Thursday 26 October 7-9pm;
- Thursday 2 November 7.15-9pm;

1.12 The drop in events were held at different locations around the Neighbourhood Plan Area and followed an exhibition format, with boards detailing the plan proposals and members of the Steering Group as well as staff available for questions and queries.

Details of the four drop in events are as follows:

- Monday 6 November 4-8pm - St Marys Church Hall, Luton Road, AL5 3QE
- Tuesday 7 November 4-8pm - Harpenden Town Hall, Council Chamber, Leyton Road, AL5 2LX
- Wednesday 8 November 4-8pm - Southdown Methodist Church, 130a Southdown Road, AL5 1PU
- Monday 13 November 4-8pm - Batford Memorial Hall, Tallents Crescent, AL5 5BS

1.13 More than 60 residents attended the presentations and more than 250 residents attended the drop-in sessions.

The Survey

1.14 The survey asked respondents for their opinion on the Neighbourhood Plan Policies across the following six key themes:

- a) Spatial Strategy
- b) Employment and Retail
- c) Environment and Sustainable Design
- d) Housing
- e) Social Infrastructure and Community Facilities
- f) Transport and Movement

1.15 For each policy, respondents were asked to register whether they strongly agreed, agreed, neither agreed nor disagreed, disagreed or strongly disagreed. Following this, a text box was provided after each question for comments (one text box per chapter on the hard copy survey).

1.16 In addition, a comment box was provided for any general or other comments on the Neighbourhood Plan.

2. Regulation 14 representations and updates to the Neighbourhood Plan

2.1 At the close of the engagement period, 158 responses had been received via the online and hardcopy questionnaires. In addition, 31 responses were made via independent submissions, which were made by consultation bodies (5), other bodies, such as interest groups or landowners and their agents (15), and some residents (11). Two interested parties submitted both a survey and an independent submission.

2.2 In accordance with Regulations 15(2)(c) and 15(2)(d) of the Regulations, this section provides a summary of all responses, detailing the main issues and concerns raised by respondents, as well as information of how the issues raised have been considered. In order, the section provides:

- a) An overview of the survey results, showing extent of agreement with each policy;
- b) A more detailed analysis of survey responses to each policy. This includes a summary of comments made by respondents, which are coded by theme (comments are included unaltered at Appendix F);
- c) Details of how survey responses have been considered; and
- d) A summary of each independent submission made and details of how the issues raised have been considered (each independent submission is included as a pdf at Appendix G).

Overview of Survey Responses

2.3 The extent of agreement with each policy detailed in the Regulation 14 Neighbourhood Plan, as indicated in the survey, was:

- SSI – The Spatial Strategy, **71%** strongly agreed / agreed
- SS2 – Infrastructure Zones, **74%** strongly agreed / agreed
- ER1 – Supporting Harpenden’s Economy, **84%** strongly agreed / agreed
- ER2 – Designated Employment Locations, **80%** strongly agreed / agreed
- ER3 – Rothamsted Research, **88%** strongly agreed / agreed
- ER4 – Designated Retail Areas, **84%** strongly agreed / agreed
- ER5 – Supporting Harpenden Town Centre Economy, **86%** strongly agreed / agreed
- ER6 – Supporting Local Centres, **90%** strongly agreed / agreed

- ER7 – Employment Use Above Shops, **82%** strongly agreed / agreed
- ER8 – Adaptable, Innovative and Up to Date Retail and Employment, **81%** strongly agreed / agreed
- ESD1 – Design Strategy, **87%** strongly agreed / agreed
- ESD2 – Local Character and Heritage, **89%** strongly agreed / agreed
- ESD3 – Shopfronts, **88%** strongly agreed / agreed
- ESD4 – Streets as Social Spaces that are Pleasant to Be In, **87%** strongly agreed / agreed
- ESD5 – New Car Parking Design, **72%** strongly agreed / agreed with
- ESD6 – Refuse and Recycling, **89%** strongly agreed / agreed with
- ESD7 – Green and Open Spaces and Areas of Ecological and Landscape Value, **88%** strongly agreed / agreed
- ESD8 – Key Views, **82%** strongly agreed / agreed
- ESD9 – Views in New Developments, **84%** strongly agreed / agreed
- ESD10 – Access to the Natural Environment, **93%** strongly agreed / agreed
- ESD11 – Allotments, **78%** strongly agreed / agreed
- ESD12 – Biodiversity, **86%** strongly agreed / agreed
- ESD13 – Trees and Hedges, **90%** strongly agreed / agreed
- ESD14 – Sustainability and Energy Efficiency, **85%** strongly agreed / agreed
- ESD15 – Carbon Dioxide Emissions, **79%** strongly agreed / agreed
- ESD16 – Community Energy Initiatives, **74%** strongly agreed / agreed
- ESD17 – Flood Risk, **87%** strongly agreed / agreed
- ESD18 – Water Conservation, **84%** strongly agreed / agreed
- ESD19 – Pollution, **89%** strongly agreed / agreed
- H1 – Housing Strategy, **69%** strongly agreed / agreed
- H2 – Housing Renewal, **80%** strongly agreed / agreed
- H3 – Dwelling Size and Type, **75%** strongly agreed / agreed
- H4 – Residential Density, **67%** strongly agreed / agreed
- H5 – Affordable Housing, **72%** strongly agreed / agreed
- H6 – Advertisement of Market Housing, **72%** strongly agreed / agreed
- H7 – Lifetime Homes, **73%** strongly agreed / agreed
- H8 – Specialist Accommodation, **80%** strongly agreed / agreed
- H9 – Higher Density Development, **62%** strongly agreed / agreed
- H10 – Housing Site Allocations, **61%** strongly agreed / agreed

- H11 – Private Amenity Space for Residential Development, **70%** strongly agreed / agreed
- SI1 – School Development, **86%** strongly agreed / agreed
- SI2 – Protection of Community Uses, **86%** strongly agreed / agreed
- SI3 – Venues for Community Use, **80%** strongly agreed / agreed
- SI4 – Provision of Sports and Leisure Facilities, **84%** strongly agreed / agreed
- SI5 – Provision of Arts and Cultural Facilities, **81%** strongly agreed / agreed
- SI6 – New Sports Centre and Cultural Venue, **87%** strongly agreed / agreed
- SI7 – Accessible GP Practices, **91%** strongly agreed / agreed
- SI8 – Harpenden Memorial Hospital, **86%** strongly agreed / agreed
- SI9 – Visitor Accommodation including Hotels, **71%** strongly agreed / agreed
- T1 – Transport Assessments, **78%** strongly agreed / agreed
- T2 – Proposals Affecting the A1081, B653 and B652, **80%** strongly agreed / agreed
- T3 – Travel Plans, **79%** strongly agreed / agreed
- T4 – School Travel Plans, **75%** strongly agreed / agreed
- T5 – Road Layouts, **77%** strongly agreed / agreed
- T6 – Improvements to the Sustainable Transport Network, **79%** strongly agreed / agreed
- T7 – Integrated Pedestrian Network, **90%** strongly agreed / agreed
- T8 – Bus Stop Layouts, **80%** strongly agreed / agreed
- T9 – Harpenden to St Albans Cycle Route, **80%** strongly agreed / agreed
- T10 – Parking in Harpenden Town Centre, **72%** strongly agreed / agreed
- T11 – Residential Parking Standards, **78%** strongly agreed / agreed
- T12 – Access for All, **83%** strongly agreed / agreed

Detailed analysis of Survey Responses

2.4 The responses to the survey are detailed below by chapter, including a full analysis of the degree of agreement with each and coded qualitative comments. Comments are available unaltered at Appendix F.

Spatial Strategy

Do you agree with the following Policies?

	Strongly Agree		Agree		Neither Agree nor Disagree		Disagree		Strongly Disagree	
	No	%	No	%	No	%	No	%	No	%
SSI – The Spatial Strategy	50	33	58	38	20	13	12	8	12	8
SS2 - Infrastructure Zones	47	32	63	42	24	16	6	4	9	6

SS1 – The Spatial Strategy

Comments received included:

Comment	No.
Against development on the Green Belt	8
Careful development in the Green Belt should be permitted	6
Infill development in Harpenden is not sustainable	6
Development in the Green Belt should be kept to a minimum	4
Affordable housing needed	4
Retaining the character of Harpenden is important	3
Development occurring in built up areas is a priority	3
The Plan should be future proofed (taking into account future SADC Local Plan)	3
Harpenden is overcrowded	3
Parking for new developments should be mentioned	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

SS1 – Infrastructure Zones

Comments received included:

Comment	No.
Congestion issues need to be addressed	8
Parking should be mentioned in all infrastructure zones	5
Cycle routes available between new developments and facilities	5
Facilities need to be available in all infrastructure zones	5

Improved public transport required	4
Developers should contribute to road improvements	4
Health provision needs to be included	3
Parking issues need to be resolved	3
Use of the word 'demonstrate' could be strengthened	3
Concerned the siting of the proposed new school will increase congestion	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

Employment and Retail

Do you agree with the following Policies?

	Strongly Agree		Agree		Neither Agree nor Disagree		Disagree		Strongly Disagree	
	No	%	No	%	No	%	No	%	No	%
ER1 - Supporting Harpenden's Economy	48	37	60	47	14	11	4	3	3	2
ER2 - Designated Employment Locations	47	37	56	44	16	13	5	4	4	3
ER3 - Rothamsted Research	50	43	51	44	0	0	8	7	6	5
ER4 - Designated Retail Areas	44	34	65	50	13	10	6	5	1	1
ER5 - Supporting Harpenden Town Centre Economy	52	41	58	45	14	11	3	2	1	1
ER6 - Supporting Local Centres	51	40	65	50	9	7	3	2	1	1
ER7 - Employment Use Above Shops	43	34	61	48	17	13	4	3	2	2
ER8 - Adaptable, Innovative and	48	39	53	43	18	15	4	3	1	1

Up to Date Retail and Employment										
---	--	--	--	--	--	--	--	--	--	--

ER1 - Supporting Harpenden's Economy

Comment	No.
Loss of employment sites not mentioned	3
Local employment should be encouraged	3
Independent shops should be encouraged	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

ER2 - Designated Employment Locations

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

ER3 - Rothamsted Research

Comment	No.
Development at Rothamsted Research should be supported	8
Only relevant development should be allowed (no housing)	6
Against any development of the Green Belt	4

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

ER4 - Designated Retail Areas

Comment	No.
Local centres are important to maintain / enhance	4

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

ER5 - Supporting Harpenden Town Centre Economy

Comment	No.
Parking issues need to be addressed	5
Reduced rents/rates needed	4

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

ER6 - Supporting Local Centres

Comment	No.
---------	-----

Local centres supported	3
-------------------------	---

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

ER7 - Employment Use Above Shops

Comment	No.
Residential use should be priority above shops	4

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

ER8 - Adaptable, Innovative and Up to Date Retail and Employment

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

Environment and Sustainable Design

Do you agree with the following Policies?

	Strongly Agree		Agree		Neither Agree nor Disagree		Disagree		Strongly Disagree	
	No	%	No	%	No	%	No	%	No	%
ESD1 - Design Strategy	48	41	54	46	10	9	2	2	3	3
ESD2 - Local Character and Heritage	53	46	49	43	8	7	4	3	1	1
ESD3 - Shopfronts	45	41	52	47	11	10	1	1	1	1
ESD4 - Streets as Social Spaces that are Pleasant to Be In	44	46	39	41	8	8	4	4	1	1
ESD5 - New Car Parking Design	37	34	41	38	20	18	7	6	4	4
ESD6 - Refuse and Recycling	56	49	45	39	12	11	0	0	1	1
ESD7 - Green and Open Spaces	67	59	33	29	8	7	3	3	2	2

and Areas of Ecological and Landscape Value										
ESD8 - Key Views	54	48	38	34	15	13	3	3	2	2
ESD9 - Views in New Developments	52	46	43	38	17	15	0	0	1	1
ESD10 - Access to the Natural Environment	66	57	41	36	6	5	1	1	1	1
ESD11 - Allotments	48	42	42	37	22	19	2	2	1	1
ESD12 - Biodiversity	51	45	47	41	14	12	2	2	0	0
ESD13 - Trees and Hedges	59	51	45	39	10	9	0	0	1	1
ESD14 - Sustainability and Energy Efficiency	47	41	50	44	15	13	1	1	1	1
ESD15 - Carbon Dioxide Emissions	49	43	42	37	19	17	3	3	2	2
ESD16 - Community Energy Initiatives	40	36	43	38	26	23	2	2	1	1
ESD17 - Flood Risk	54	47	46	40	11	10	2	2	1	1
ESD18 - Water Conservation	49	43	46	41	13	12	4	4	1	1
ESD19 - Pollution	54	47	48	42	8	7	2	2	2	2

ESD1 - Design Strategy

Comment	No.
Design should be in character for Harpenden	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

ESD2 - Local Character and Heritage

Comment	No.
More modern design could be appropriate in Harpenden	4

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

ESD3 – Shopfronts

No multiple comments were received on this policy; however, please see Appendix F for all responses received.

ESD4 - Streets as Social Spaces that are Pleasant to Be In

Comment	No.
Priority for walking welcomed	5
Priority for cyclists welcomed	4
Children shouldn't be encouraged to play in the streets	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

ESD5 - New Car Parking Design

Comment	No.
Parking improvements in Harpenden needed	8
Parking charges to be reviewed / people reluctant to pay for parking	4
Cars will still be needed	4
Improved parking at the station required	3
Sympathetic multi storey design needed	3
Priority for cyclists welcomed	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

ESD6 - Refuse and Recycling

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

ESD7 - Green and Open Spaces and Areas of Ecological and Landscape Value

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

ESD8 - Key Views

Comment	No.
Area around Rothamsted Park to be included	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

ESD9 - Views in New Developments

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

ESD10 - Access to the Natural Environment

Comment	No.
Bridleways should be included	4
Maintain Right of Way	3
Cycling should be a priority	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

ESD11 – Allotments

Comment	No.
Retention of allotments supported	4

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

ESD12 – Biodiversity

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

ESD13 - Trees and Hedges

Comment	No.
New trees should be planted	4

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

ESD14 - Sustainability and Energy Efficiency

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

ESD15 - Carbon Dioxide Emissions

Comment	No.
Car use should be reduced	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

ESD16 - Community Energy Initiatives

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

ESD17 - Flood Risk

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

ESD18 - Water Conservation

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

ESD19 - Pollution

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

Housing

Do you agree with the following Policies?

	Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree
--	----------------	-------	----------------------------	----------	-------------------

	No	%	No	%	No	%	No	%	No	%
H1 - Housing Strategy	35	32	42	38	13	12	12	11	9	8
H2 - Housing Renewal	43	40	43	40	12	11	6	6	4	4
H3 - Dwelling Size and Type	35	32	48	44	20	18	4	4	3	3
H4 - Residential Density	30	28	42	39	24	22	8	7	4	4
H5 - Affordable Housing	39	36	38	36	17	16	9	8	4	4
H6 - Advertisement of Market Housing	41	38	37	34	23	21	3	3	5	5
H7 - Lifetime Homes	36	34	41	39	20	19	4	4	5	5
H8 - Specialist Accommodation	36	37	42	43	19	19	0	0	1	1
H9 - Higher Density Development	22	21	44	41	25	23	10	9	6	6
H10 - Housing Site Allocations	32	30	34	31	26	24	7	6	9	8
H11 - Private Amenity Space for Residential Development	34	32	40	38	22	21	5	5	4	4

H1 - Housing Strategy

Comment	No.
Development will be needed in the Green Belt	6
Brownfield sites should be developed	4
Social housing needed	4

Concerned about changing Pan Auto's Jewson's to residential	4
Concerned about the loss of employment sites	3
Disagree with the need for the supply of sites in the Built up area to be exhausted	3
Affordable housing is needed	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

H2 - Housing Renewal

Comment	No.
Sites are being overdeveloped (i.e. 2 houses replacing 1)	6
Sites should be allowed to redevelop	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

H3 - Dwelling Size and Type

Comment	No.
No further large properties are needed	5
Smaller houses are needed	5

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

H4 - Residential Density

Comment	No.
Difficult to visualise what 40 dwellings per hectare would look like	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

H5 - Affordable Housing

Comment	No.
Affordable housing is needed	7
Social housing is needed	4
Developers manage to change the amount of affordable housing that they should provide	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

H6 - Advertisement of Market Housing

Comment	No.
Policy not enforceable	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

H7 - Lifetime Homes

Comment	No.
Where has the figure of 10% come from?	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

H8 - Specialist Accommodation

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

H9 - Higher Density Development

Comment	No.
Taller buildings should be allowed	5
Don't allow developers a 'get out clause' regarding building heights	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

H10 - Housing Site Allocations

Comment	No.
Against the allocations of HA1 and HA2	5
Employment uses should be retained	5
More houses needed than the sites allocated can provide	4
Congestion issues would be caused by using HA1 and HA2	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

H11 - Private Amenity Space for Residential Development

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

Social Infrastructure and Community Facilities

Do you agree with the following Policies?

	Strongly Agree		Agree		Neither Agree nor Disagree		Disagree		Strongly Disagree	
	No	%	No	%	No	%	No	%	No	%
SI1 - School Development	48	53	30	33	9	10	2	2	2	2
SI2 - Protection of Community Uses	47	46	41	40	12	12	3	3	0	0
SI3 - Venues for Community Use	42	41	40	39	16	16	4	4	1	1
SI4 - Provision of Sports and Leisure Facilities	49	47	38	37	7	7	7	7	3	3
SI5 - Provision of Arts and Cultural Facilities	42	40	43	41	11	11	5	5	3	3
SI6 - New Sports Centre and Cultural Venue	45	51	32	36	7	8	3	3	2	2
SI7 - Accessible GP Practices	57	56	36	35	8	8	0	0	1	1
SI8 - Harpenden Memorial Hospital	50	48	40	38	10	10	3	3	2	2
SI9 - Visitor Accommodation including Hotels	34	33	39	38	18	17	10	10	2	2

SI1 - School Development

Comment	No.
Concerns that new school would exacerbate congestion issues	5
School should be built where its needed	4
There is requirement for a school in Southdown	4
School places are needed	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

SI2 - Protection of Community Uses

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

SI3 - Venues for Community Use

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

SI4 - Provision of Sports and Leisure Facilities

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

SI5 - Provision of Arts and Cultural Facilities

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

SI6 - New Sports Centre and Cultural Venue

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

SI7 - Accessible GP Practices

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

SI8 - Harpenden Memorial Hospital

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

SI9 - Visitor Accommodation including Hotels

Comment	No.
Hotel in Harpenden is not needed/ not viable	11
Hotels are available in towns close by	4
Bed and Breakfast provision would be preferable	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

Transport and Movement

Do you agree with the following Policies?

	Strongly Agree		Agree		Neither Agree nor Disagree		Disagree		Strongly Disagree	
	No	%	No	%	No	%	No	%	No	%
T1 - Transport Assessments	52	50	29	28	14	13	5	5	5	5
T2 - Proposals Affecting the A1081, B653 and B652	45	43	38	37	14	14	4	4	3	3
T3 - Travel Plans	40	39	41	40	14	14	4	4	3	3
T4 - School Travel Plans	36	35	42	40	13	13	10	10	3	3
T5 - Road Layouts	42	40	39	37	15	14	6	6	3	3
T6 - Improvements to the Sustainable Transport Network	48	46	35	33	17	16	2	2	3	3
T7 - Integrated Pedestrian Network	52	50	42	40	9	9	0	0	2	2

T8 - Bus Stop Layouts	42	40	42	40	19	18	1	1	1	1
T9 - Harpenden to St Albans Cycle Route	47	44	38	36	15	14	3	3	3	3
T10 - Parking in Harpenden Town Centre	44	43	30	29	17	17	7	7	5	5
T11 - Residential Parking Standards	40	38	41	39	16	15	5	5	2	2
T12 - Access for All	44	43	41	40	14	14	3	3	1	1

T1 - Transport Assessments

Comment	No.
Congestion issues need to be dealt with before new development	4

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

T2 - Proposals Affecting the A1081, B653 and B652

Comment	No.
Congestion issues that would be caused by the new school concerning	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

T3 - Travel Plans

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

T4 - School Travel Plans

Comment	No.
Children should walk to school	6
Cycling to school should be encouraged	6

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

T5 - Road Layouts

Comment	No.
Allow for safe cycling lanes	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

T6 - Improvements to the Sustainable Transport Network

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

T7 - Integrated Pedestrian Network

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

T8 - Bus Stop Layouts

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

T9 - Harpenden to St Albans Cycle Route

Comment	No.
The cycle lane is too narrow to use	4
Use of the cycle lane should be enforced	4
The cycle lane is badly maintained	4

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

T10 - Parking in Harpenden Town Centre

Comment	No.
Multi Storey car park needed at the station	13
No additional car parking needed to discourage car use	4
Multi storey needed at the swimming pool	3
Multi storey car park at the station only	3
Multi Storey car park needed at Bowers Way	3
Parking needs to be more affordable	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

T11 - Residential Parking Standards

Comment	No.
Increased resident parking is required	6

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

T12 - Access for All

No multiple comments were received on this policy; however, please see Appendix F for a complete list of responses.

Any further comments on the draft Neighbourhood Plan

Comment	No.
The draft Neighbourhood Plan is a good document	14
Congestion issues need to be resolved	5
Parking issues need to be resolved	3

Comments receiving less than 3 responses are not included. Please see Appendix F for all responses

How Survey responses have been considered

2.5 Each survey response has been read as part of the preparation of this Statement and the information included has been considered as part of the process of updating the Neighbourhood Plan for submission. Each proposed policy received at least 60% support and therefore none have been deleted or altered purely because of a lack of public support. However, there have been some deletions and amendments for qualitative reasons due to particularly useful individual responses or where a high number of similar comments were made to a particular policy. The table of amendments at Appendix I details the alterations made to the Neighbourhood Plan between Regulation 14 consultation and submission, most of which are made due to a survey or independent submission.

Independent submissions

2.6 In total 31 responses independent of the survey were received. These can be grouped as follows:

- 6 responses from consultation bodies;
- 14 responses from other organisations, including interest groups, developers and their agents (including one duplication of a survey response); and
- 11 responses from local residents.

2.7 A summary of each response is detailed below, with copies of each submission copied at Appendix D (information provided by local residents other than names is redacted).

Consultation bodies

2.8 Of those detailed at Paragraph 1.7, the following consultation bodies provided comments on the Neighbourhood Plan:

1. Hertfordshire County Council (Environment);
2. Hertfordshire County Council (property);
3. Historic England;
4. St Albans City and District Council;
5. Wheathampstead Parish Council; and
6. Herts and Middlesex Wildlife Trust.

2.8 The table below sets out each relevant comment made by these bodies and how the Steering Group has responded to each.

No	Author	Issue	Details	Steering Group Response
1a	Hertfordshire County Council (Environment)	Policy ER6 – Supporting Local Centres	The supporting text states that proposals should increase parking at convenience shops at Local Centres. Increased parking appears contrary to the aims of local centres which is provide local facilities for local people reducing their need to travel further and use the car.	Note the text supports <i>appropriate</i> increases in parking, in order to serve a small number of people who need to park rather than to make the centres destinations.
1b	Hertfordshire County Council (Environment)	Objective ED08	Supports the aims of LTP4 user hierarchy.	Noted
1c	Hertfordshire County Council (Environment)	Policy ESD19 - Pollution.	Street Lighting is maintained by the County Council to appropriate standards and any departures from these standards would have to be discussed with the Highway Authority.	[Policy is now ESD20] This Policy supports the standards does not prevent them from being applied.

No	Author	Issue	Details	Steering Group Response
1d	Hertfordshire County Council (Environment)	Policy T1 - Transport Assessments.	Greater alignment with NPPF and Roads in Hertfordshire guidance is recommended – the NPPF (para 32 states) 'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment', which is more specific than "Major Development".	The Policy has been updated in line with this representation.
1e	Hertfordshire County Council (Environment)	Policy T2 - Proposals affecting the A1081, B653 and B652.	This should be revised to say that development in these locations should ensure that it does not have a severe impact on the free flow of traffic in accordance with NPPF. There is potential to align this with LTP4 further, and developments should be required to provide towards improving and encouraging opportunities for non-car modes of travel. As written, the Plan could be seen to preclude any and all development within the area, as there are limited opportunities to improve conditions or inhibit the free flow of traffic. Sites in these locations have been identified in the SACDC Local Plan Process and the Highway Authority has a duty to work with developers to ensure adequate mitigation proposals for the developments are identified. Identified mitigation measures could be fed into the 123 list and the CIL mechanism will be the most appropriate means by which improvements are secured.	The wording of this Policy has been updated and is more similar to Policy T2
1f	Hertfordshire County Council (Environment)	Policy T3 - Travel Plans.	The Highway Authority would recommend greater alignment with NPPF which states 'All developments which generate significant amounts of movement should be required to provide a Travel Plan'.	The Policy is updated in line with the representation.
1g	Hertfordshire County Council (Environment)	Policy T5 - Road Layouts.	Reference should be made to the Hertfordshire Design guide for new developments Roads in Hertfordshire.	The supporting paragraph now references the Design Guide.
1h	Hertfordshire County Council (Environment)	Policy T6 - Improvements to the Sustainable Transport Network.	Consideration could be given to the inclusion of reference to the provision of secure cycle parking/showers/storage facilities within new development to accord with the minimum standards of the 2002 St	Additional wording has been included.

No	Author	Issue	Details	Steering Group Response
			<p>Albans City and District Council Revised Parking Policies and Standards (or the most up to date parking standards). Without this provision within new development, the improvement of existing routes, and creation of new routes are likely to be underutilised as absence of cycle parking would cause a barrier to usage.</p>	
1i	Hertfordshire County Council (Environment)	Policy T8 - Bus Stop Layouts.	<p>Putting bus stops in laybys in 30mph and town locations is not the recommended guidance in 'Quality bus infrastructure in Hertfordshire'. It should be noted that improvements to Bus Stops will benefit those already living within the Plan area.</p>	The Policy is updated in line with the representation.
1j	Hertfordshire County Council (Environment - Transport)	Policy T9 - Harpenden to St Albans Cycle Route	<p>Improved cycling provision to St Albans is supported. Preferred routes will need to be discussed with the County Council.</p>	Noted
1k	Hertfordshire County Council (Environment - Transport)	Policy T10 - Parking in Harpenden Town Centre.	<p>Chapter 9 on Transport and Movement identifies parking, particularly in the town centre, as a key concern. The County Council is aware of proposal to increase town centre parking as part of the redevelopment of the leisure facilities and the plans to increase parking at the station. To ensure that increased levels of parking do not just encourage increased car journeys around the town the Town Council could work with SACDC on developing a town wide car parking strategy encompassing both on and off street parking. Consideration will be needed of the potential for wider impacts from parking outside of controlled parking zones exacerbating existing parking stress, but it should not solely be a case of providing more and more parking locally as this could negate the policies within the Plan to promote sustainable journeys. Such a strategy should make reference to the setting of appropriate parking charges that support and encourage a shift away the use of the private car for short distance and commuter parking. It would be preferable to refer to 'no severe impact</p>	Noted and the terminology change is included.

No	Author	Issue	Details	Steering Group Response
			on local highways' to align with the NPPF rather than 'no negative impact'.	
1l	Hertfordshire County Council (Environment - Transport)	Paragraph 9.16	<p>Paragraph 9.16 is confusing and seems to imply that congestion is caused by sustainable modes of transport particularly on the A1081 and can be seen as contrary to Policy 1 of the emerging LTP4 sets out the County Council's Transport User Hierarchy. This states that 'To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:</p> <ul style="list-style-type: none"> • Opportunities to reduce travel demand and the need to travel • Vulnerable road user needs (such as pedestrians and cyclists) • Passenger transport user needs • Powered two wheeler (mopeds and motorbikes) user needs • Other motor vehicle user needs' 	<p>[Note this Paragraph is now 9.15]</p> <p>The text has been updated to align more closely with LTP4.</p>
1m	Hertfordshire County Council (Environment - Transport)	Glossary	Glossary p67 provides a definition of significant development, and major development, while Policies T1 and T2 refer to Major Development. These definitions should be their requirements for Transport assessments for planning applications as set out in Roads in Hertfordshire Section 1 Chapter 7.	Noted.
1n	Hertfordshire County Council (Environment - Landscape)	ESD1 Design Strategy	A Design Brief (DB) should include a site survey and analysis to identify existing important landscape features and key views to provide the framework for the development of a landscape strategy and mitigation measures. It may be appropriate to have a separate policy setting out the requirements for a landscape strategy that includes reference to the mitigation hierarchy and the requirement to avoid and reduce the negative effects of development as far as possible.	Point vi seeks to address this comment.

No	Author	Issue	Details	Steering Group Response
			<p>There should be a clear policy objective requiring high quality landscape design and planting schemes.</p> <p>Point v. Reference the industry good practice approach to assessing 'landscape value' might be useful, as set out within the 'Guidelines for Landscape and Visual Impact Assessment Third edition, Landscape Institute and Institute of Environmental Management and Assessment, 2013.' (GLVIA3)</p> <p>Point vi. Visual appraisals should also be carried out in line with industry good practice guidance GLVIA3.</p> <p>Point viii. With regards to DBs that relate to sites outside the main urban area of Harpenden, there should be reference to the South Hertfordshire and Dacorum Landscape Character Assessments (where relevant). Proposals should demonstrate how they meet the strategy and guidelines for managing change as set out within the relevant landscape character area statement(s).</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>This policy does not prevent the consideration of these issues.</p>
1o	Hertfordshire County Council (Environment - Landscape)	ESD2 Local Character and Heritage	With regards to the areas outside the main urban area of Harpenden, there should be reference to the South Hertfordshire and Dacorum Landscape Character Assessments (where relevant). The historic landscape characterisation is embedded within the landscape character assessment and provides a useful description of historic and cultural influences and guidelines for managing positive landscape change.	Noted
1p	Hertfordshire County Council (Environment - Landscape)	6.11	The proposed SPG should make reference to the existing landscape character assessments for South Hertfordshire and Dacorum as a baseline for the areas outside the main urban area of Harpenden.	Noted
1q	Hertfordshire County	ESD7 Green and Open	This policy makes reference to key green and blue infrastructure assets	[Note this is now ESD8]

No	Author	Issue	Details	Steering Group Response
	Council (Environment - Landscape)	Spaces and Areas of Ecological and Landscape Value	<p>such as open spaces and rivers. There is an opportunity to emphasise the delivery of green infrastructure (GI) that should be conserved and enhanced, and the key principles of GI to create locally distinct and high quality places, be multifunctional, provide connectivity for people and wildlife, and deliver multiple environmental, social and economic benefits (e.g. improved health and wellbeing/security, ecosystem services, biodiversity, effective natural resource management (e.g. air/water/soil regulation)).</p> <p>Reference the industry good practice approach to assessing 'landscape value' might be useful, as set out within the 'Guidelines for Landscape and Visual Impact Assessment Third edition, Landscape Institute and Institute of Environmental management and Assessment, 2013.' (GLVIA3).</p>	Noted – this policy does not prevent the consideration of these issues.
1r	Hertfordshire County Council (Environment - Landscape)	ESD13 Tree and Hedges	<p>In addition to arboricultural or amenity value, trees and hedgerows can also be of landscape value, for example where they contribute to a distinct historic field pattern.</p> <p>Where proposals affect trees, tree surveys, impact assessments and method statements should be required in line with BS5837:2012 'Trees in relation to design, demolition and construction – recommendations.'</p> <p>Countryside hedgerows should be protected in line with the Hedgerow Regulations (1997).</p>	<p>[Note policy is now ESD14]</p> <p>Noted – this policy does not prevent the consideration of these issues.</p>
1s	Hertfordshire County Council (Environment – Historic Environment)	Design Objective EDO6	Design Objective EDO6 states that any development should 'conserve and enhance local character and heritage'. Heritage is also mentioned in Design Policy ESD2, which addresses the potential effect of any development on local historic character, including the fabric or setting of statutory or locally listed buildings. The County Council supports the necessity for submission of a comprehensive Heritage Statement	Noted

No	Author	Issue	Details	Steering Group Response
			with any planning applications, and the undertaking to preserve as much historic fabric as possible in repairs to listed buildings.	
1t	Hertfordshire County Council (Environment – Historic Environment)	General	<p>The Plan does not at present contain any mention of the potential presence of unknown buried heritage assets or archaeological interest and the limitations that this may put on development as per NPPF paras 126-141 and St Albans Local Plan (1994) Saved Policies 109, 110 & 111.</p> <p>Harpenden has significant Roman archaeology within its parish boundaries, including one Scheduled Monument – the mausoleum and cemetery at Rothamsted. This monument is protected under the Ancient Monuments and Archaeological Areas Act (1979), and written permission must be received from the Secretary of State for Culture, Media and Sport before any development work is carried out within the boundaries of the Scheduled area. Development in close proximity to a Scheduled Monument that may adversely affect its setting is also a material consideration in the planning system.</p> <p>There is also a significant area of Roman settlement near Annables Farm/Verlam End, including two Romano-Celtic temples, several Roman buildings and associated enclosures, just inside the western boundary of the parish. A cremation cemetery was discovered at Cross Farm, to the south of the town, with the known remains of 42 individuals dating from the later 1st to 2nd centuries AD.</p> <p>Remains from other periods include a recently identified Anglo-Saxon cemetery near Batford, just inside the north eastern boundary of the parish. This is of particular significance as it is</p>	Noted, but no additional policy included.

No	Author	Issue	Details	Steering Group Response
			<p>one of very few known cemeteries of that period found in Hertfordshire.</p> <p>While the Plan states that the main focus for development should be the 'built up area' of Harpenden, the presence of the above archaeological assets within the parish demonstrates considerable potential for as-yet unknown below ground remains to be present, even within the built up area.</p> <p>The County Council recommends that the Design Policies within chapter 6.0 should include a policy that recognises that due account should be taken of the importance of archaeological assets in the development process.</p>	
1u	Hertfordshire County Council (Environment – Ecology)	General	From an ecological perspective, the County Council supports the overall aims of the Plan to protect and enhance the natural environment by helping to improve biodiversity, thereby supporting the National Planning Policy Framework (NPPF) and is in broad agreement with its package of policies.	Noted
1v	Hertfordshire County Council (Environment – Ecology)	Policy ER2	ER2 – is supported, but the River Lea/Lee and banks, margins and associated aquatic flora and fauna should be protected from adverse effects from employment activities at DEL3 Coldharbour Lane, and DEL4 Batford Mill Industrial Estate. This should include external lighting as well as direct impact. Protected and notable species should be taken into consideration with any development proposals at DEL1 Rothamsted Research.	Noted – the Policy does not prevent the consideration of these issues.
1w	Hertfordshire County Council (Environment – Ecology)	Policy ER3	ER3 – is supported, however protected and notable species should be taken into consideration with any re-development or expansion proposals at DEL1 Rothamsted Research.	Noted – the Policy does not prevent the consideration of these issues.
1x	Hertfordshire County Council (Environment – Ecology)	General	H10 – is supported, however consideration should be given to: HA1 – the lake and surrounding trees and scrub to the east of Pan Autos should be protected from adverse	Noted – the Policy does not prevent the consideration of these issues.

No	Author	Issue	Details	Steering Group Response
			<p>effects. There is potential for nesting birds (and roosting bats?).</p> <p>HA2 – bordering trees should be retained if possible; potential for nesting birds (and roosting bats?).</p> <p>HA3 – adequate mitigation of protected species (notably Roman snails) needed; and consideration of adjacent wooded railway banks with regard to bats and birds needed.</p> <p>HA4 - bordering trees should be retained if possible; potential for nesting birds.</p> <p>HA5 – (no obvious ecological constraints).</p> <p>HA6 - bordering trees should be retained if possible; potential for nesting birds.</p> <p>HA7 - bordering trees should be retained if possible; potential for nesting birds; boundary trees form part of green corridor to the rear linking gardens trees to north and allotments to south-east.</p>	
1y	Hertfordshire County Council (Environment – Ecology)	General	Specifically, Policies ESD7, ESD12 and ESD13 acknowledge the importance of ecology/biodiversity and recognise that development proposals should consider the natural environment.	Noted
1z	Hertfordshire County Council (Environment – Ecology)	General	There is no mention of statutory and non-statutory nature sites within the Plan area. For information, there is 1 statutory site - Batford Springs Local Nature Reserve (LNR); 13 non-statutory Local Wildlife Sites (LWS); and 3 non-statutory Ancient Woodland Inventory sites.	Noted
1aa	Hertfordshire County Council (Environment – Access and Rights of Way)	General	It would be helpful if the Plan could refer to the Rights of Way Improvement Plan and address the needs of equestrians where appropriate.	These matters are now included
1bb	Hertfordshire County Council (Environment – Minerals and Waste)	General	The County Council as Minerals and Waste Planning Authority provided comments (8th February 2016) in response to the consultation on the proposed area designation for the Plan.	Noted – reference to the Minerals and Waste Local Plans is now included.

No	Author	Issue	Details	Steering Group Response
			<p>In this letter, the following points were raised in respect of minerals and waste matters:</p> <ul style="list-style-type: none"> • Minerals and Waste Local Plans form part of the Development Plan. • the proposed Neighbourhood Plan Area does not encompass any of the County Council's allocated waste sites as shown in Hertfordshire County Council's adopted Waste Site Allocations Development Plan Document 2011-2026. • a small part of the eastern edge of the proposed area designation falls within the Sand and Gravel Belt, as identified in the County Council's adopted Minerals Local Plan 2002-2016. • a number of permitted 'county matter' planning applications for minerals and waste development fall within the proposed Neighbourhood Plan area. • the proposed Neighbourhood Plan area contains the Household Waste Recycling Centre (HWRC) located on Dark Lane and the Sewage Treatment Works Harpenden (west). Both sites are safeguarded under Policy 5: Safeguarding of Sites of the Waste Core Strategy and Development Management Policies document (WCS) 2011-2016. • records show a number of historic landfills at Aldwickbury Crescent, Ladybray Farm and Dell Hole. (This is historic information previously provided by Environment Agency and therefore the 	

No	Author	Issue	Details	Steering Group Response
			County Council holds limited information in respect of these records)	
1cc	Hertfordshire County Council (Environment – Minerals and Waste)	Paragraph 1.4	Paragraph 1.4 states that the Plan forms part of the Development Plan and for Harpenden, the Development Plan comprises of the saved policies of the 1994 St Albans District Local Plan review. The Minerals and Waste Local Plans form part of the Development Plan and paragraph 1.4 wording should be revised accordingly.	Noted – reference to the Minerals and Waste Local Plans is now included.
1dd	Hertfordshire County Council (Environment – Minerals and Waste)	Policy SS1 - 'The Spatial Strategy'	<p>Policy SS1 - 'The Spatial Strategy', states that the 'Built up Area' of Harpenden should be the priority for new development in the Harpenden Neighbourhood Plan Area. The Household Waste Recycling Centre (located on Dark Lane), falls within the 'built up area' as defined in figure 4.1. As previously outlined, this facility (and the Sewage Treatment Works Harpenden West) is safeguarded by the County Council under WCS Policy 5: Safeguarding of Sites as it contributes towards the strategic network of waste management provision within the county.</p> <p>Development proposals which are likely to prevent or prejudice the use of land identified or safeguarded for waste management purposes would be opposed, unless alternative or enhanced provision is made for a facility dealing with the equivalent waste capacity, or where it can be demonstrated that the need for those facilities can no longer be justified.</p> <p>The approach to encouraging the use the existing built up areas to designate new developments is supported but care needs to be taken when designating development in the 'built up area', within the vicinity of the HWRC on Dark Lane.</p>	Noted – the Policy does not prevent the consideration of these issues.
1ee	Hertfordshire County Council	Policy H10 - 'Housing Site Allocations'	Policy H10 - 'Housing Site Allocations' is supported by table 7.1, which sets out seven housing allocations across the	Please note the reduced targets for the sites adjacent to

No	Author	Issue	Details	Steering Group Response
	(Environment – Minerals and Waste)		<p>Plan area. Paragraph 7.17 states that these allocations 'seek to make a meaningful contribution to meet housing need in Harpenden during the interim period prior to a new St Albans Local Plan.'</p> <p>Housing Allocation HA1 adjoins the HWRC on Dark Lane. The County Council has previously provided comments (to St Albans District Council, 4th August 2017) on the outline planning application at this location, raising concerns over proximity to the HWRC, outlining how implications could arise due to issues such as noise arising from the HWRC and the lack of visual screening between it and the proposed developments. The design properties of the proposed developments, nearest to the HWRC, would need to be given careful consideration so as to mitigate these likely impacts at the earliest stage possible.</p> <p>Further comments with regards to the proposed developments (that are situated on Housing Allocation HA1), were submitted to St Albans District Council (7th September 2017) in response to the consultation for St Albans Draft Brownfield Land Register (as this site had been included on the draft Brownfield Land Register), advising that a 'buffer zone' of at least 100m be incorporated into the design, to further alleviate potential disturbance from noise and odour issues between the HWRC and the proposed developments.</p>	the Household Waste Recycling Centre, which could facilitate the buffer.
1ff	Hertfordshire County Council (Environment – Minerals and Waste)	General	As previously outlined, a small part of the eastern boundary of the Plan area falls within the 'Sand and Gravel Belt', as identified in the County Council's adopted Minerals Local Plan 2002-2016. Unnecessary sterilisation of minerals as a result of non-mineral developments being designated in the Sand and Gravel Belt should be avoided. At this	Noted.

No	Author	Issue	Details	Steering Group Response
			stage the Plan does not propose designation for any uses/development on the Belt.	
2a	Hertfordshire County Council Property (Development Services)	Policy SI1 – School Development	<p>Whilst HCC generally agree with the policy context proposed in SI1, we would like to draw your attention to the recently submitted planning application for a new secondary school in Harpenden. Part of the secondary school site falls within the boundary identified for the Harpenden Neighbourhood Plan.</p> <p>The proposed secondary school site is located to the north of Lower Luton Road, on the north eastern edge of Harpenden. The site area is 17.2ha and is of sufficient size to provide for an 8FE secondary school in the future if the school needs to expand. The current proposals are for a 6FE secondary school.</p> <p>Harpenden Town Council discussed its response to the Harpenden Secondary School (the Katherine Warrington School) Planning Application at its Council meeting on Monday 27 November 2017. At this meeting the Council resolved to support the application, subject to additional mitigating measures being put in place in relation to transport infrastructure. HCC believe that the proposal submitted is compliant with all relevant national and local planning policies and requirements. Further details, including travel plans, Green Belt statement and design and access statement can be viewed on the County Council planning portal webpage under application number 5/2733-17.</p> <p>Should the application for the school be approved prior to the publication of the Regulation 16 version of the Neighbourhood Plan, HCC would recommend the Plan is updated as follows:</p> <p>Paragraph 8.1 –</p>	Noted (the application has not been determined at the point of submission).

No	Author	Issue	Details	Steering Group Response
			<p>"Harpenden benefits from a wide network of social infrastructure and community facilities. Our town hosts 16 nurseries, 11 primary schools, three [four] secondary schools, three doctors surgeries, one specialist hospital (the Memorial Hospital) and a large number of faith, sports, arts and other cultural facilities and organisations."</p> <p>An update to Paragraph 2.13 and Paragraph 8.6 may also be required.</p>	
2b	Hertfordshire County Council Property (Development Services)	Policy T4 – School Travel Plans	HCC support the production of a detailed School Travel Plan for all school-related planning applications that are likely to impact the transport network.	Noted.
2c	Hertfordshire County Council Property (Development Services)	Supporting Documents to the Neighbourhood Plan – Document F Site Assessment Summary Paper	HCC note that Site 9 – Land to the rear of Harpenden Fire Station, Leyton Road, a freehold site owned by HCC, has been marked as unsuitable for development. The site has been included in the SHLAA (Update 2016) published by St Albans City and District Council (SACDC). Site 9 is known as SHLAA-U-H-130 in Table 3 of the SHLAA, which provides an initial assessment of the potential suitability of sites for development. This assessment has suggested the site has an indicative capacity to accommodate 4 dwellings.	Noted, the SHLAA assessment was considered when assessing the site.
3a	Historic England	General	As you are aware, your Neighbourhood Plan Area encompasses the Harpenden Conservation Area, and includes a number of other designated heritage assets including a large number of listed buildings, of which nine are of the highest significance and listed Grade I or II*. It will be important that the strategy you put together for this area safeguards those elements which contribute to the significance of those historic assets. This will ensure that they can be enjoyed by future generations of the area and make sure it is in line with national planning policy. Although the neighbourhood area does contain a number of designated heritage assets, at this point we don't consider there is	Noted

No	Author	Issue	Details	Steering Group Response
			a need for Historic England to be involved in the development of the strategy for your area, but we offer some general comments below.	
3b	Historic England	Overall Vision and Spatial Strategy	Overall, we welcome this clear and comprehensive neighbourhood plan document. We welcome the inclusion, in the Vision and Objectives on p.18, of the desire to conserve and enhance the built environment of Harpenden while supporting appropriately designed new development. We suggest that paragraph 4 of the Overall Vision statement is slightly reworded to say 'New developments that conserve and enhance the historic environment' instead of only the 'built environment'. This reflects the terminology used in the National Planning Policy Framework, and is a more holistic term that acknowledges that the heritage of Harpenden includes below ground archaeological heritage as well as the listed buildings and the Conservation Area already referred to.	The wording of the vision is updated in line with the request.
3c	Historic England	General	We also make the general recommendation that below ground archaeological heritage could be given greater consideration in the development of your neighbourhood plan's evidence base and policy framework. You might consider contacting the staff at the Hertfordshire County Council who look after the Historic Environment Record and give advice on archaeological matters. They should be able to provide details of not only any designated heritage assets but also locally-important buildings, archaeological remains and historic landscapes. Some Historic Environment Records may also be available on-line via the Heritage Gateway (www.heritagegateway.org.uk < http://www.heritagegateway.org.uk >).	Noted
3d	Historic England	Policy SS2	We welcome the identification of Infrastructure Zones in policy SS2, and in particular the emphasis on the need for major development in the South West to demonstrate how they will	We have updated SS2 to say "character and appearance".

No	Author	Issue	Details	Steering Group Response
			<p>preserve Harpenden Common, including key views in and out of it. We also welcome the emphasis on protecting the appearance of the historic Town Centre in this policy, but we suggest the wording is altered slightly to 'protect the character and appearance', which would then more precisely reference the requirement of s.72 the Planning (Listed Buildings and Conservation Areas) Act 1990 with respect to conservation areas.</p>	
3e	Historic England	EDO6 and Policy ESD2	<p>We are pleased to note that conserving Harpenden's local character and heritage is enshrined in Environment and Sustainable Design Objective (EDO) 6, on p.33, and we also welcome the inclusion of policy ESD2 - Local Character and Heritage. However, we have concerns with this policy as it is currently presented. The current wording of the policy is not in line with the National Planning Policy Framework, and is therefore likely to be found unsound. Specifically, this concern is related to the balancing of harm vs public benefits. Paragraphs 133-135 of the National Planning Policy Framework (NPPF) make clear that only in the case of 'substantial harm' to the significance of designated heritage assets, are the public benefits of the scheme required to 'outweigh' that harm. In the case of 'less than substantial harm', also only applicable to designated heritage assets, the harm should be 'weighed against' the public benefits. In the case of non-designated heritage assets (e.g. locally listed buildings) a less stringent test requiring a 'balanced judgement' to be had regarding the scale of any harm or loss is used. As policy ESD2 is presently worded, it is incorrectly applying only the most stringent test found in the NPPF for all types of heritage asset, whether designated or not, and the policy is therefore not aligned with the NPPF. We would suggest that, in lieu of any other changes related to our</p>	<p>The policy has been updated in line with this comment.</p>

No	Author	Issue	Details	Steering Group Response
			<p>comments below, the wording “The Heritage Statement must then demonstrate non negative impact to those assets, or in the case of negative impact, that the public benefits of the proposal outweigh this impact” is altered to read “...or in the case of negative impact, that this impact is clearly and convincingly justified by the public benefits of the proposal”.</p>	
3f	Historic England	General	<p>The government’s National Planning Practice Guidance is clear that, where relevant, Neighbourhood Plans need to include enough information about local heritage to guide local authority planning decisions and to put broader strategic heritage policies from the district authority’s local plan into action, but at a neighbourhood scale. While it is therefore appropriate for a Neighbourhood Plan to identify and aim to conserve designated heritage assets within the Area boundary, it is also an important opportunity for a community to develop a positive strategy for the area's locally important heritage assets that aren't necessarily recognised at a national level through listing or scheduling, and aren’t afforded a high level of detail at the district level. This includes identifying any non-statutorily designated historic buildings, sites, or places of importance to the local community, and setting out what factors make them special. These elements can then be afforded a level of protection from inappropriate change through appropriately worded policies in the plan. The plan could also include consideration of any Grade II listed buildings or locally-designated heritage assets which are At Risk or in poor condition, and which could then be the focus of specific policies aimed at their enhancement. At present, we suggest that the neighbourhood plan could go further to identify and specifically protect local heritage assets, for instance showing heritage assets on a map in the appendix and in a list. At</p>	<p>Noted and subsequent guidance may address this request.</p>

No	Author	Issue	Details	Steering Group Response
			<p>present, the proposals map does not indicate the presence of any listed buildings or indeed the conservation area.</p>	
3g	Historic England	ESD3 - Shopfronts	<p>We welcome the intention to produce a design guide to support policy ESD3 - Shopfronts. We suggest that this is based on a detailed assessment of the historic and contemporary shopfronts presently found in Harpenden, coupled with documentary/photographic evidence of the town's appearance historically, which will help to underpin the design guidance's recommendations.</p> <p>We welcome policy ESD4 - Streets as Social Places and its potential to improve or conserve the character and appearance of the conservation area. For streetscape improvements we would refer you to the Streets for All East of England publication: https://historicengland.org.uk/images-books/publications/streets-for-all-east-of-england/; the Streets for All case studies series: https://www.historicengland.org.uk/advice/caring-for-heritage/streets-for-all/case-studies/; and our advice for highways engineers and designers: https://www.historicengland.org.uk/advice/caring-for-heritage/streets-for-all/highway-engineers-and-designers/. We would also refer you to Manual for Streets 2: https://www.gov.uk/government/publications/manual-for-streets-2, which provides the government's guidance on modifying and improving non-trunk roads and streets.</p>	Noted.
3h	Historic England	Policy ESD2 and ESD16	<p>We welcome the general principle of improving sustainability and energy efficiency, as referenced in Policies ESD2 and ESD16. However, we would highlight that listed buildings, buildings in conservation areas and scheduled monuments are exempted from the need to comply with energy efficiency requirements of the Building Regulations where compliance would</p>	Noted and additional wording has been added to ESD16 to make clear this point.

No	Author	Issue	Details	Steering Group Response
			<p>unacceptably alter their character and appearance. Special considerations under Part L are also given to locally listed buildings, buildings of architectural and historic interest within registered parks and gardens and the curtilages of scheduled monuments, and buildings of traditional construction with permeable fabric that both absorbs and readily allows the evaporation of moisture. In developing policy covering this area you may find the Historic England guidance Energy Efficiency and Historic Buildings - Application of Part L of the Building Regulations to historically and traditionally constructed buildings <https://historicengland.org.uk/images-books/publications/energy-efficiency-historic-buildings-ptl/> to be helpful in understanding these special considerations.</p>	
3i	Historic England	General	<p>Your neighbourhood plan is also an opportunity for the community to specifically designate Local Green Spaces <https://historicengland.org.uk/advice/hpg/has/localgreenspace/>. Green spaces are often integral to the character of place for any given area, and your plan could include policies that identify any deficiencies with existing green spaces or access to them, or are aimed at managing development around them. Although your plan identifies the importance of the common to Harpenden's sense of place and in views through the town centre, and includes policy ESD7 - Green and Open Spaces etc, it presently does not designate any Local Green Spaces. You may wish to explore this potential further, and Locality has produced helpful guidance on this, which is available here: <https://mycommunity.org.uk/resources/neighbourhood-planning-local-green-spaces.></p>	Local Green Spaces are now included in the Neighbourhood Plan.
3j	Historic England	General	<p>You can also use the neighbourhood plan process to identify any potential Assets of Community Value in the</p>	Noted, this exercise could follow the Neighbourhood Plan.

No	Author	Issue	Details	Steering Group Response
			<p>neighbourhood area. Assets of Community Value (ACV) can include things like local public houses, community facilities such as libraries and museums, or again green open spaces. Often these can be important elements of the local historic environment, and whether or not they are protected in other ways, designating them as an ACV can offer an additional level of control to the community with regard to how they are conserved. There is useful information on this process on Locality's website here: http://mycommunity.org.uk/take-action/land-and-building-assets/assets-of-community-value-right-to-bid/ .</p>	
3k	Historic England	General	<p>Communities that have a neighbourhood plan in force are entitled to claim 25% of Community Infrastructure Levy (CIL) funds raised from development in their area. The Localism Act 2011 allows this CIL money to be used for the maintenance and on-going costs associated with a range of heritage assets including, for example, transport infrastructure such as historic bridges, green and social infrastructure such as historic parks and gardens, civic spaces, and public places. As a Qualifying Body, your neighbourhood forum can either have access to this money or influence how it is spent through the neighbourhood plan process. Historic England recommends that the community therefore identifies the ways in which CIL can be used to facilitate the conservation of the historic environment, heritage assets and their setting, and sets this out in the neighbourhood plan. More information and guidance on this is available from Locality, here: https://mycommunity.org.uk/resources/community-infrastructure-levy-neighbourhood-planning-toolkit/</p>	Noted
4a	St Albans City and District	HO1 (Housing Objective 1)	Housing Objective HO1 states "Those that grow up in Harpenden should have	This Objective has been removed and its

No	Author	Issue	Details	Steering Group Response
	Council (Planning Policy Team)		the capability to live here should they wish to". This however seems to be in direct conflict with the proposed number of site allocations totalling only 128 dwellings over the 15 year plan period. This equates to only approximately 9 dwellings a year for an area of roughly 12,500 existing dwellings and 30,000 residents.	principles are incorporated into the vision.
4b	St Albans City and District Council (Planning Policy Team)	H10 – Housing Site Allocations	With regard to the housing numbers it would also be useful to know how the indicative number of dwellings have been estimated, for example the Jewsons site with 40 dwellings is much higher than the capacity of 18 detailed in SADC's Strategic Housing Land Availability Assessment (SHLAA).	We have refined the housing numbers to "minimum" figures, based on a density of 40 dwellings per hectare.
4c	St Albans City and District Council (Planning Policy Team)	ESD17 – Flood Risk	Although a number of policies contain development thresholds (e.g. H4 Residential Density and ESD2 Local Character and Heritage), you should consider adding a development threshold to ESD17 Flood Risk. This policy states "Proposals must incorporate a sustainable and integrated approach to the management of flood risk, surface water (including run off) and foul drainage" and "All development involving the loss of permeable surfaces, loss of trees, loss of soft landscaping or loss of any other feature that reduces flood risk is required to use appropriate mitigation measures to prevent an increase in flood risk within the site or elsewhere.". These requirements however refer to all developments, in all locations, not just those in areas of flood risk, or those over a certain size.	We have considered this request, however, see that this policy can legitimately include no threshold, as we are asking for proportionate measures, many of which are inexpensive and would not impact viability. In addition, use of permeable surfaces as part of any development can make a meaningful contribution to flood risk reduction.
4d	St Albans City and District Council (Planning Policy Team)	General	The Neighbourhood Plan does not designate Local Green Space. Open spaces that the community would like to see statutorily designated as Local Green Space will need to be included in the Neighbourhood Plan. You may find the SADC Green Spaces DLP Technical Report useful http://www.stalbans.gov.uk/Images/SP_GreenSpacesTechnicalReport	The submission draft includes Local Green Spaces.

No	Author	Issue	Details	Steering Group Response
			PublicationDraft111016_tcm15-56020.pdf	
4e	St Albans City and District Council (Planning Policy Team)	Policy SI8	With regard to the SI8 it is suggested that consideration needs to be given to future proofing this policy. The policy would be in place for the whole plan period and as the site is the only significant NHS site in Harpenden you may want to be more flexible on the potential (additional) uses for the healthcare use at this site to allow for evolving uses.	We have updated this policy in line with your recommendation.
4f	St Albans City and District Council (Planning Policy Team)	General	As previously drawn to your attention there is the opportunity for Neighbourhood Plans to allocate Green Belt sites for SADC to consider removal from the Green Belt at a later date, however, it is noted that there are no housing allocations proposed in the Green Belt.	We note the advice but have determined that it is more robust to not identify these sites, given the uncertainty of the adoption date of the new SADC Local Plan and the possibility of site suitability and availability changing during that time period.
4g	St Albans City and District Council (Planning Policy Team)	General	You will be aware of the recent DCLG consultation, "Planning for the right homes in the right places: consultation proposals". The consultation proposes a formula for determining the housing need figure for a neighbourhood planning area which is "to take the population of the neighbourhood planning area and calculate what percentage it is of the overall population in the local planning authority area. The housing need figure in the neighbourhood planning area would then be that percentage of the local planning authority's housing need". You will also be aware that the formula proposed to determine the District's housing need results in a need for 14,608 over the Local Plan period. Although this is only at the consultation stage, the proposals indicate the government's direction of travel. You may therefore wish to consider increasing the number of homes that	Neighbourhood Plans are not obliged to allocate land for residential development, however, we have sought to provide as much as possible within the confine of the Green Belt. We could not meet full need within the sites submitted for allocation without releasing land from the Green Belt, something we are not able to do in a Neighbourhood Plan.

No	Author	Issue	Details	Steering Group Response
			you allocate in the Neighbourhood Plan.	
4h	St Albans City and District Council (Planning Policy Team)	General	It is also noted that there are a particularly large number of policies in the document with 61 policies, compared to the 54 policies in the previous SADC draft SLP and DLP combined. Perhaps there are some opportunities to combine some of the policies, to check that there isn't duplication and even remove some policies	Noted, we have sought to cut down the number of policies where possible.
5a	Wheathampstead Parish Council	General	Wheathampstead Parish Council would like a well lit cycle route included to link Wheathampstead and Harpenden. If the route were to follow the Wheathampstead and Harpenden roads this would provide a route through to Sandridge.	We have updated Policy T9 as necessary.
6a	Herts & Middlesex Wildlife Trust	P18 section 4. (red text is suggested additions throughout)	The natural environment is a key part of Harpenden and important green spaces and biodiversity within the town and across Harpenden Rural Parish will be protected. New development will incorporate highly sustainable design features, and deliver a measurable net gain in biodiversity.	Noted but not updated as the vision does not go in to this level of detail.
6b	Herts & Middlesex Wildlife Trust	P21	Significant development proposals in the North West must <input type="checkbox"/> Demonstrate a measurable net gain in biodiversity Significant development proposals in the North East must: <input type="checkbox"/> Demonstrate a measurable net gain in biodiversity Significant development proposals in the South West must: <input type="checkbox"/> Demonstrate a measurable net gain in biodiversity Significant development proposals in the South East must: <input type="checkbox"/> Demonstrate a measurable net gain in biodiversity	We have not included this as there is a separate policy related to biodiversity across the plan area.
6c	Herts & Middlesex Wildlife Trust	P23 2. Environment and Sustainable Design	This chapter sets out how the Neighbourhood Plan will conserve and enhance important	Noted but not updated as the summary does not go in to this level of detail.

No	Author	Issue	Details	Steering Group Response
			environmental assets and lead to quantified net gain in biodiversity. It also sets design expectations for all forms of development, including residential and other uses, ensuring design is considerate of the environment and local character.	
6d	Herts & Middlesex Wildlife Trust	P33 EDO4	Require that major development demonstrates a measurable net gain to biodiversity by application of the DEFRA biodiversity assessment metric*. (*Biodiversity Impact Calculator, Environment Bank 2014 or as amended)	This is too detailed for the objective.
6e	Herts & Middlesex Wildlife Trust	P34	v. Demonstrate how the development will conserve and enhance biodiversity leading to a measurable net gain in biodiversity value. vi. Protection against the loss of or significant harm to landscape value;	This policy is updated and seeks to align more with the representation.
6f	Herts & Middlesex Wildlife Trust	P36	ESD7 – Green and Open Spaces and Areas of Ecological and Landscape Value Developments must seek to maintain and enhance the quality and character of the varied open and green spaces, rivers and the natural environment within the Neighbourhood Plan area. When required, development must result in a measurable net gain in biodiversity value by application of the DEFRA biodiversity assessment metric* and should not result in the loss of or significant harm to ecological or landscape value of the varied green spaces, rivers and natural environment. Significant developments must include proportionate new public open spaces, including linked green spaces, to ensure that development is permeable to wildlife. Integrated features for wildlife should be incorporated into the built environment when appropriate.	We consider that SADC should address this point in its emerging Local Plan, as the determining authority. We have included a reference to linking green spaces.
6g	Herts & Middlesex Wildlife Trust	6.16	6.16 In order to ensure that development delivers the government's aim of net gain to biodiversity,	We consider that SADC should address this point in its emerging Local Plan,

No	Author	Issue	Details	Steering Group Response
			<p>the DEFRA biodiversity assessment metric* should be employed to demonstrate objective, transparent, measurable impacts on biodiversity. Major development proposals must provide a positive ecological unit score to prove net gain and habitat enhancement or creation measures may be delivered either on or off-site. Green spaces should be linked to enable wildlife to permeate and colonise development. Ecological information should be provided by suitably qualified individuals and be consistent with BS 42020.</p>	<p>as the determining authority. We have included a reference to linking green spaces.</p>
6h	Herts & Middlesex Wildlife Trust	P40 ESD12 - Biodiversity	<p>The conservation and enhancement of urban and rural biodiversity will be supported, major development is expected to deliver measurable net gain to biodiversity. Measures to enhance biodiversity, such as the creation of new habitats, the enhancement of existing sites and the development and implementation of ecological management plans will be supported. Green roofs and walls will be encouraged where appropriate. Design and landscaping of proposed developments should be formed in the context of biodiversity conservation and enhancement. Ecologically authentic native planting schemes will be required in public open spaces, consistent with the Hertfordshire Ecological Networks Mapping project*. Major developments should incorporate design features in the built environment which support local wildlife such as integrated swift and bat roosting devices. The integrity and value of green corridors, such as watercourses, hedgerows, woodland and disused railway lines should be conserved and enhanced by the provision of buffers of complimentary habitat</p>	<p>We consider that SADC should address these points in its emerging Local Plan, as the determining authority. We have included a reference to linking green spaces.</p>

No	Author	Issue	Details	Steering Group Response
			of appropriate width to improve ecological functionality. (Herts ecological networks mapping, Herts Local Nature Partnership 2012-13)	
6i	Herts & Middlesex Wildlife Trust	6.21	The Neighbourhood Plan seeks to encourage development which results in the least possible negative impact on existing biodiversity, and delivers net ecological gain. Sites should be rigorously assessed for species and habitats, by suitably qualified individuals, with ecological information provided in accordance with BS 42020. Ecological reports in support of a planning application must describe; what is there, how it will be affected by the development, how any negative impacts can be avoided, mitigated or compensated in order that a net gain in biodiversity can be achieved. Design features that enhance biodiversity should be prioritised, particularly where these can be conveniently and cheaply provided as an alternative to a feature that has less biodiversity value, e.g. native trees rather than ornamental trees.	We consider that SADC should address this point in its emerging Local Plan, as the determining authority. We have included a reference to linking green spaces.
6j	Herts & Middlesex Wildlife Trust	ESD13	Development proposals should be designed to retain ancient, veteran and mature trees or hedgerows of ecological, arboricultural or amenity value and should be accompanied by a tree survey that establishes the health and longevity of any affected trees. Development proposals must not result in unacceptable loss of – or damage to – existing trees or woodlands or hedges or significant ecological or landscaping value during or because of development. Any trees lost as a result of development must be replaced at a ratio of at least 2:1 within the site, with a preference for native trees and for fruit and nut trees. The responsible planting of additional trees that reduce or absorb air pollution	We have updated the policy to include these points.

No	Author	Issue	Details	Steering Group Response
			from traffic will be supported throughout the Neighbourhood Plan Area.	

Other bodies

2.9 The following other bodies provided comments on the Neighbourhood Plan:

1. British Horse Society
2. CEG (developer)
3. Christchurch Harpenden
4. Crest (developer)
5. Footpaths Association
6. G A Simons Family Trust (Landowner)
7. Harpenden Society
8. Hertfordshire Gardens Trust
9. L&G (landowner)
10. Lawes Agricultural Trust (landowner)
11. Rumball Sedgwick (property consultants)
12. St Albans Cycle Campaign
13. Hill Residential (developer)
14. Ramblers Association.

2.2 The table below sets out each comment made by these bodies and provides a summary of the Steering Group's response to each set.

No	Author	Issue	Details	Steering Group Response
01a	British Horse Society	SS2 – Infrastructure Zones	Add “to provide effective access to the surrounding countryside”	The Neighbourhood Plan now includes more references to access to the countryside and horse riding.
01b	British Horse Society	SS2 – Infrastructure Zones	Concern over impact of new school on Lower Luton Road on Riding Routes	
01c	British Horse Society	Traffic levels	Traffic levels further exacerbated with the proposed expansion of Luton Airport	

No	Author	Issue	Details	Steering Group Response
01d	British Horse Society	ER3 – Rothamsted research	Suitable alternative facilities provided for the definitive Public Rights of Way on the Rothamsted Estate should they be compromised	
01e	British Horse Society	ESD10 – Access to the Natural Environment	"It should be a firm requirement that new Public Rights of Way are created to facilitate the needs of new residents"	
01f	British Horse Society	Special Infrastructure and Community Objectives S104	Expand by adding "access to the Countryside" to the desired facilities	
01g	British Horse Society	Policy 19 Harpenden to St Albans Cycle routes	The policy is too limited. Upgrades are needed for the following routes and cross-boundary recognition needed to ensure safe conjoined routes exist. <ul style="list-style-type: none"> • Ayres End Lane to reach BR8/BR9 to Heartswood Forest and Sandridge • BR1 to Batchworth • BR2 through Chidwick Green • BR1A/BR9 to Cheapside Farm and Sandridgebury 	
01h	British Horse Society		Work has commenced on the Right of Way Improvement Plan (ROWIP) for Harpenden Town and Rural Parishes and hope that Harpenden Town Council will support the ROWIP recommendations	
02a	CEG	Policy SS1 - The Spatial Strategy	No provision made for any strategic allocations outside the identified Built Up Area which may emerge within the new District Local Plan, including by the release of land from the Green Belt. This includes the land at North West Harpenden which was identified in the previous Strategic and Detailed Local Plans. Change of wording suggested.	The detailed responses have been considered and the Neighbourhood Plan has been updated in line with these comments as necessary.
02b	CEG	Policy SS2 - Infrastructure Zones	CEG considers that the wording of the draft policy is currently unclear in relation to the need to demonstrate the availability of education facilities, convenience shopping and recreational space. In particular, CEG suggests the terms "adequate" and "sufficient" are not precise, clear or capable of objective assessment. Change of wording suggested	

No	Author	Issue	Details	Steering Group Response
02c	CEG	ER6 - Supporting Local Centres	CEG endorses the proposed requirement to support and retain the provision of local retail facilities and services at Local Centres, including at North Harpenden	
02d	CEG	ESD1 - Design Strategy	The phrase "visually appealing" should be deleted because it is subjective	
02e	CEG	ESD1 - Design Strategy	Draft Policy ESD1 should recognise that it may be appropriate to mitigate adverse impacts where this would make a proposed development acceptable, particularly in relation to the loss of, or significant harm, to ecological or landscape value (draft criterion v) and the permeability of land (draft criterion ix). This approach would provide flexibility for developers to address issues arising on sites and ensure appropriate development can come forward. Change of wording suggested	
02f	CEG	H1 - Housing Strategy	<p>Draft paragraph 7.8 is overly restrictive, particularly in the context of the established level of local housing need. It should not be necessary to "exhaust" all sites within the Built up Area before allowing any new development outside of this area. Some sites within the Built up Area may be unlikely to come forward in the short term, and the provision of urgently needed new homes should not be delayed as a result of needing to wait for all capacity in the Built up Area – which is very difficult to define – to be used up.</p> <p>Furthermore, draft paragraph 7.8 should recognise that SACDC may release land from the Green Belt to accommodate strategic housing sites through the emerging Local Plan preparation process.</p> <p>Change of wording suggested</p>	
02g	CEG	H3 - Dwelling Size and Type	Supported. This approach provides the flexibility for each proposed development to include an appropriate dwelling mix based upon the specifics of the scheme but serving to meet the overall identified need for each size	

No	Author	Issue	Details	Steering Group Response
			and type of home as identified by SACDC	
02h	CEG	H4 - Residential Density	Policy H4 should provide greater flexibility, recognising that different density levels will be appropriate at different sites, depending on their character and context. Change of wording suggested	
02i	CEG	H6 - Advertisement of Market Housing	Draft Policy H6 is too restrictive and does not meet the requirements of national policy and guidance. If the draft policy were to be retained, there is no available policy-compliant and lawful mechanism (i.e. planning condition or obligation) for its application. Policy should be deleted	
02j	CEG	SI1 - School Development	draft paragraph 8.7 should be amended to state that enlarging existing school facilities can be a desirable way to accommodate increase in demand, but that it will not be the most desirable option in all cases. Change of wording suggested	
02k	CEG	T2 - Proposals Affecting the A1081, B653 and B652	Policy T2 should be clarified to focus on a requirement for major development proposals likely to affect these roads to appropriately mitigate the effects on these roads. Change of wording suggested	
02l	CEG	T9 - Harpenden to St Albans Cycle Route	Approach supported that the HNP aims to promote a shift towards sustainable modes of travel and away from the use of the private car.	
02m	CEG	Further comments	<p>CEG has an interest in land at Ambrose Lane, north-west of Harpenden town centre which is owned by Action for Children. The site comprises approximately two-thirds of the NW Harpenden Broad Location which was identified in the submitted Strategic Local Plan (SLP) for green belt release and the delivery of approximately 500 dwellings, a primary school, community facilities, recreation and open space.</p> <p>CEG has been working with SACDC for a number of years to support the plan making process and ensure the range of benefits which could arise from this</p>	

No	Author	Issue	Details	Steering Group Response
			development for current and future residents are realised. Working with communities is an important part of this process, and CEG would like to contribute to the Harpenden Neighbourhood Plan as it evolves and to work with the Town Council during its preparation.	
02n	CEG	Local Planning Issues	At paragraph 2.13, the draft HNP lists several local planning-related issues which are understood to be important to local people in Harpenden. CEG supports the recognition of these issues but considers that the draft HNP should provide clarity as to the purpose of identifying these issues and their treatment within the emerging Plan. Change of wording suggested	
02o	CEG	Current Planning Policy Framework	<p>CEG understands why an explanation of the context has been included and supports the focus within the draft HNP on the context of the emerging single Local Plan, rather than the saved policies within the current statutory development plan. CEG considers that this focus on the emerging Local Plan is the most appropriate approach, given that, once adopted, the new Local Plan will provide the most up-to-date basis for decision-making across St Albans District.</p> <p>CEG supports the acknowledgement of the need for the new District-level Plan to allocate land for a substantial of homes across the District, including in Harpenden. CEG does, however, note that the emerging housing requirement figure for the emerging Local Plan suggested by the draft HNP at paragraph 3.2 (800dpa between 2020 and 2036) is lower than that contained within the most recent draft Local Plan document (the draft Issues and Options consultation document presented to SACDC Cabinet on 23 November 2017: 913dpa between 2020 and 2036).</p>	

No	Author	Issue	Details	Steering Group Response
			CEG therefore suggests that the draft HNP is amended to include a general reference to the emerging District-wide housing requirement figure and a broad quantum/range but does not specify an exact figure as this is still uncertain and may be subject to change.	
03a	Christchurch Harpenden	SI2: Protection of Community Uses	We would further like the Council to consider the specific community use of a building. "Community uses" is a very broad category covering sport, arts, special interest and faith groups.	Noted.
03b	Christchurch Harpenden	SI3: Venues for Community Use	We are keen to play our part in maintaining a Christian witness in Harpenden. We are conscious that a larger facility in Harpenden would place our current work on a secure foundation for future generations.	
04a	Crest Strategic Projects	General	Crest supports the development of a Neighbourhood Plan for Harpenden provided that the ambition of the Plan is aligned with the strategic needs and priorities of the wider City and District area and is in compliance with National Planning Policy	The detailed responses have been considered and the Neighbourhood Plan has been updated in line with some of these comments as necessary. The Steering Group is clear of why Green Belt sites are not being considered for allocation.
04b	Crest Strategic Projects	General	The Plan must be in conformity with the Basic conditions	
04c	Crest Strategic Projects	General	The Plan must consider the emerging Local Plan for St Albans including identified sites at north-east and north-west Harpenden	
04d	Crest Strategic Projects	Policy H1	The allocations for 128 dwellings will not meet the housing needs of Harpenden and the wider area. The NP should support and provide the flexibility for the requisite growth for Harpenden to come forward through the NP	
04e	Crest Strategic Projects	Policy H1	The policy is considered unsound where requiring that "such housing should firstly come forward through sites identified in the Neighbourhood Plan and then through infill and brownfield development". An example given for 'facilitating policy' from East Grinstead NP of a criteria given by the Inspector regarding proposals outside the built-up area boundary	

No	Author	Issue	Details	Steering Group Response
04f	Crest Strategic Projects	Policy H4	The proposed density may not be appropriate for all sites.	
04g	Crest Strategic Projects	Policy H4	The requirement for higher densities to be achieved "in accordance with the desire to protect the Green Belt insofar as possible" should be deleted as considered prejudicial against Green Belt sites	
04h	Crest Strategic Projects	Policy T2	The policy is considered overly prescriptive. NPPF (para 32) states that development should only be prevented / refused if the affects are severe, it is not considered to be the case in Harpenden	
04i	Crest Strategic Projects	Development Opportunity	Crest consider that their site at north-east Harpenden could be promoted as part of the NP which proposes 500-550 dwellings and a number of community facilities .	
05a	St Albans & District Footpaths Society	Recreation walking	We support the comments and proposals made on behalf of The Ramblers Association (Hertfordshire & North Middlesex Area) in their letter to you of 5th December 2017.	Noted
06a	G A Simons Family Trust		The NP is a missed opportunity to direct preferred locations for smaller developments in the Greenbelt. An NP can allocate development in the Greenbelt. Whilst the land remains in the Greenbelt however, any application would have to be judged against the very special circumstances test. It would be for the District Local Plan to roll the Greenbelt back at some stage in the future. It is probably correct that the NP does not seek to identify strategic development allocations in the Greenbelt as that would be more appropriate for the District-wide plan.	The detailed responses have been considered and the Neighbourhood Plan has been updated in line with some of these comments as necessary. The Steering Group is clear of why Green Belt sites are not being considered for allocation.
06b	G A Simons Family Trust		Policies which are covered by other legislation should be deleted. Examples are EDS 11, 17 and 18	
06c	G A Simons Family Trust		Policies which unnecessarily frontload the planning application requirements should be deleted, Example is EDS 1 which requires a Design Brief and ten items of matters to be covered.	

No	Author	Issue	Details	Steering Group Response
06d	G A Simons Family Trust		Many of the policies are phrased as being supportive, but do not seek to control adverse development	
06e	G A Simons Family Trust	Policy SS1	The wording of the policy does not accommodate situations whereby the Greenbelt has been rolled back beyond the built area boundary. As presently worded this policy would mean, notwithstanding the District Plan had rolled back the land from the Greenbelt, that exceptional or very special circumstances would still be required as that area would be outside the built area shown in figure 4.1. It cannot be right that the policy wording requires effectively applying Greenbelt policy to land which would be outside the Greenbelt. The NP Policy would conflict with the District Plan and National Policy.	
06f	G A Simons Family Trust	Policy ESD15	Policy should be deleted.	
06g	G A Simons Family Trust	Policy H1	Disagrees that all brownfield or infill development should be brought forward before anything else is considered	
06h	G A Simons Family Trust	Policy H3	The Strategic Housing Market Assessment undertaken by the Council was District-wide not Harpenden specific. If the NP is to seek a housing mix then it needs to produce its own evidence, not rely on a District-wide assessment which has not been the subject of an independent examination.	
06i	G A Simons Family Trust	Policy H4	The minimum density requirement should be deleted as it is not considered that 40 dwellings per hectare would for instance, be appropriate on the edge of the urban area.	
06j	G A Simons Family Trust	Policy H5	Any departure from the current St Albans Local Plan needs to be justified by evidence base. The NP therefore needs to produce the evidence base which supports the level of Affordable Housing and the tenure mix.	
06k	G A Simons Family Trust	Policy H6	Policy should be deleted.	

No	Author	Issue	Details	Steering Group Response
06l	G A Simons Family Trust	Policy S17	Policy should be deleted.	
07a	Harpenden Society		Overall the Society is impressed by the manner in which the report has come together showing an encouraging loyalty to Harpenden and its environs and found it to be clearly presented in terms of vision and spatial strategy and the themed areas	Noted
07b	Harpenden Society		Pleased to see how the spatial strategy has been expressed in Policy SS1 and the identification of five infrastructure zones for the town in Policy SS2. To have the key considerations of need of the various parts of the town set out clearly within policy must in our view facilitate planning decisions which help protect the character of our community.	
07c	Harpenden Society		The policies associated with each one of the five themed areas are clear and must help set a sensible framework for future development in the town.	
07d	Harpenden Society		The Society believes that the Plan once in place will provide a good structure on which future planning decisions in the town can be taken subject to the caveat, of course, of what might happen in relation to the Strategic local Plan.	
08a	Hertfordshire Gardens Trust		HGT are disappointed that there is no mention of historic designed landscapes within the documentation for the Harpenden Local Plan. HGT have prepared a list of Locally Important Parks & Gardens of historic interest in St Albans DC which SADC have, and which includes sites within Harpenden. We would suggest that these are included along with listed buildings (we note that there is no mention of locally important buildings, only nationally designated, another omission), conservation areas and SAM. Policies to conserve and enhance these, as laid out in Section 12 of the NPPF, should also be added.	
9a	L&G		Comments made duplicate the representations made in the online	

No	Author	Issue	Details	Steering Group Response
			survey, a copy of the letter can be found appended	
10a	Lawes Agricultural Trust	SS1 – Spatial Strategy	NP should be used as an opportunity to identify Green Belt land to be allocated for development to control the pattern of growth and location development at local development.	The detailed responses have been considered and the Neighbourhood Plan has been updated in line with some of these comments as necessary. The Steering Group is clear of why Green Belt sites are not being considered for allocation.
10b	Lawes Agricultural Trust	SS1 – Spatial Strategy	Policy SS1 requires development to focus on the built-up area. The policy also requires development outside of the Built-Up area to be supported with very special circumstances; however, in the case that SACDC makes changes to the Green Belt boundary through the Local Plan process, there would be a situation where land is outside of the Built-Up area, but also not within Green Belt land, and would have an allocation in the Local Plan. Therefore, to avoid a contradiction between the two plans; HNP policy SS1 should have the ability to acknowledge allocated sites within the SACDC Plan, and not seek very special circumstances where land is outside of the Urban-Area but also not within Green Belt (following Adoption of Local Plan).	
10c	Lawes Agricultural Trust	ER3 – Rothamsted Research	LAT strongly support this and would like to ensure there is appropriate scope within the area defined on the plan (Figure 3) to allow for spatial expansion of the facilities in the long term.	
10d	Lawes Agricultural Trust	ER3 – Rothamsted Research	The designation of the area as a major development site in the Green Belt is considered appropriate, wherein specific forms of development should be listed as suitable and very special circumstances not required to be advanced in support of development normally not appropriate in the Green Belt. This position should be confirmed in the NP.	
10e	Lawes Agricultural Trust	ESD1 – Design Strategy	The term 'visually appealing' as this term is very subjective and will lead to difficulty in assessing developments against this policy.	

No	Author	Issue	Details	Steering Group Response
10f	Lawes Agricultural Trust	ESD1 – Design Strategy	The term 'low carbon' should be specifically defined within the policy or removed. The requirements for low carbon should be presented in a separate policy for sustainability and not detailed within a design policy, as part of ESD14.	
10g	Lawes Agricultural Trust	ESD1 – Design Strategy	The requirement for all major developments to be submitted with a Design Brief is onerous and places significant burden on developers preparing planning applications.	
10h	Lawes Agricultural Trust	ESD14 – Sustainability and Energy Efficiency	LAT object to a requirement for carbon neutral and suggest the policy should be led by national planning policy	
10i	Lawes Agricultural Trust	H1 – Housing Strategy	Policy H1 states that allocated sites should be delivered before other brownfield or infill developments. There is no justification for preventing appropriate redevelopment of brownfield sites, or development at infill sites. LAT object to the principle of restricting sustainable development, and suggest the restriction should be removed.	
10j	Lawes Agricultural Trust	H1 – Housing Strategy	The Housing Strategy should also consider appropriate identification and removal of land from Green Belt and allocation for housing to meet the needs of the area.	
10k	Lawes Agricultural Trust	H3 - Housing Mix	Housing mix required through development in Harpenden should be adjusted to meet the specific needs of Harpenden.	
10l	Lawes Agricultural Trust	H4 – Residential Density	Such a density may not be appropriate in all locations. Considerations should be given to setting a minimum density subject to the location, and also for allocations out of the built-up areas that may come forward through the SACDC Local Plan.	
10m	Lawes Agricultural Trust	H6 –Advertising of Market Housing	Un clear on the justification for such a requirement, or how the policy would be enforced. Should the policy be retained; a specific timeframe is needed to be provided as, 'first instance' is not clear, and neither is the term 'locally'.	

No	Author	Issue	Details	Steering Group Response
11a	Rumball Sedgwick	Community Facilities	The Plan should do "everything it can" to support the SADC proposals at Rothamsted Park	The Plan expresses support for a new Cultural Venue and Sporting Facility. The Green Belt boundaries are updated.
11B	Rumball Sedgwick	Policies – general	All Environment & Sustainable Design policies should be removed, as should Transport & Movement	
11C	Rumball Sedgwick	Proposals map	The Green Belt boundary is not shown correctly upon the draft HNP's Proposals Map	
12a	St Albans Cycle Campaign	Policy SS2 – Infrastructure Zones	In each of the outer Zones, add "Demonstrate how the proposals will encourage cycle use in particular for journeys to the town centre"	These comments have been considered and the relevant policies have been updated where necessary.
12b	St Albans Cycle Campaign	Policy ER3 – Rothamsted Research	Any expansion or redevelopment should ensure that existing walking and cycle routes are not degraded	
12c	St Albans Cycle Campaign	Policy ER8 - Retail and Employment centres	The infrastructure requirements should include the provision of safe cycling and walking routes and safe cycle parking.	
12d	St Albans Cycle Campaign	Policy S11 - Schools development	Proposals for new schools should demonstrate safe cycling access and adequate cycle parking	
12e	St Albans Cycle Campaign	Policy T5 - Road Layouts	It should be a requirement that new road layouts take into account the needs of cyclists as well as motorists	
12f	St Albans Cycle Campaign	Policy T10 – Parking	The provision of a multi-storey car park at the station will exacerbate the already severe congestion in the area.	
12g	St Albans Cycle Campaign	Policy T10 – Parking	Access issues at the station, a separate pedestrian and cycle access at Aysgarth Close would relieve the pressure and make access more convenient and safer for commuters approaching from the Southdown area.	
12h	St Albans Cycle Campaign	Policy T11 – Residential Parking standards	Include the provision of secure, sheltered cycling storage at the rate of 1 space per bedroom	
13a	Hill Residential		Comments made duplicate the representations made in the online survey, a copy of the letter can be found appended	
14a	Ramblers Association	Policy SS2 – Infrastructure Zones	In each of the four outer zones, to the sentences "Demonstrate sufficient recreational space within a close proximity to new development" add the phrase "and effective access to the surrounding countryside"	These comments have been considered and the relevant policies have been updated where necessary.

No	Author	Issue	Details	Steering Group Response
14b	Ramblers Association	Policy ER3 – Rothamsted Research	The Rothamsted grounds are crossed by several well used public rights of way. It is important to ensure that if these routes are degraded by any future development that suitable replacements are provided.	
14c	Ramblers Association	Policy ESD10 – Access to the Natural Environment.	The phrase “where practical” significantly weakens this policy and gives a developer an easy way out. We recommend that it should be deleted.	
14d	Ramblers Association	Social Infrastructure and Community Facilities Objectives SIO4	Add “access to the countryside” to the list of facilities which are needed	
14e	Ramblers Association	Transport and Movement Objectives TM03	To the sentence “Create motor vehicle free travel plans for getting to and from all Harpenden schools from all areas of Harpenden” add “and surrounding villages”	
14f	Ramblers Association	Policy T9 – Harpenden to St Albans Cycle Routes	This policy is too limited. It is equally important to provide safe sustainable transport routes to nearby villages such as Redbourn, Wheathampstead and Kimpton.	
14g	Ramblers Association	The Rights of Way Improvement Plan (ROWIP)	We propose that the following explicit policy should be added at an appropriate place in the Harpenden Neighbourhood Plan. Proposals for new definitive rights of way which improve the opportunities for sustainable transport or which give greater access to the countryside for all users will be supported particularly where they are identified in the Hertfordshire County Council’s Rights of Way Improvement Plan.	

Residents

2.10 Eleven residents provided comments on the Neighbourhood Plan through direct responses rather than the survey. These comments are provided in full in Appendix G (with personal information redacted) and have been taken into account as part of the overall consideration of

resident comments. Some of the specific issues raised in these comments have resulted in amendments to the Neighbourhood Plan.

A Letter issued to Statutory Consultees

25th October 2017

To whom it may concern

Regulation 14 Harpenden Neighbourhood Plan – Opportunity to Comment

I am writing on behalf of Harpenden Town and Harpenden Rural Council's to inform you of the statutory consultation on the Regulation 14 Harpenden Neighbourhood Plan. The draft Neighbourhood Plan is published for a six week consultation commencing on 25th October 2017 and ending on 6th December 2017. We would appreciate your comments and views on the Plan as a statutory consultee during this period.

You can access the draft Neighbourhood Plan and supporting documents on the Harpenden Town Council website at <http://www.harpenden.gov.uk/neighbourhood-plan>. Comments can be made using an online survey, which can be found at: <https://www.surveymonkey.com/r/hnpe3>. Alternatively, comments may be sent to Philip Wright, Interim Projects and Community Manager, at philip.wright@harpenden.gov.uk or posted to:

Philip Wright
Harpenden Town Council
Park Hall
Leyton Road
Harpenden
AL5 2LX

Please do not hesitate to get in touch with Philip Wright or myself should you have any queries.

Yours faithfully

Alasdair Buckle
Planner

B Leaflet sent to all households

The Draft Harpenden Neighbourhood Plan needs your support



We are pleased to announce the release of the draft Harpenden Neighbourhood Plan, produced by the community for the community following months of preparation including two wide-reaching rounds of engagement.

Have Your Say...We are seeking your views on this document before we submit it for examination.

Why do we need a Neighbourhood Plan?

If we do not have a Neighbourhood Plan it means that Harpenden will continue to be under attack from developers who want to build as many houses in our area as possible based on what they can sell most easily rather than what is needed in Harpenden. The Neighbourhood Plan gives us the chance to proactively influence any developments. Your support is needed to help get the Neighbourhood Plan in place.

A Neighbourhood Plan on its own can't prevent development, but having one sends out a strong message from local people to would be developers about what they want for Harpenden, and is something that the planning authority has to consider when they are deciding whether or not to grant permission for new developments.

Your Draft Neighbourhood Plan has an emphasis on housing that is suitable as starter homes, especially for those who grew up in Harpenden and would like to stay here, families, and also for older people to downsize to so they don't have to leave their friends and family in

later life. In addition, it provides for those who need affordable housing.

Your Neighbourhood Plan also sets out key policies that support infrastructure such as parking, road improvements, health services and community facilities. It also sets out to protect key employment sites, open spaces and other important assets.

Who has created the Harpenden Neighbourhood Plan?

Five Themed Working Groups comprised of Community Representatives and Town Councillors have developed the Visions, Objectives and Policies of the Neighbourhood Plan. The preparation of the Harpenden Neighbourhood Plan has been overseen by a Steering Group made up of representatives from the local community, Harpenden Town Council and Harpenden Rural Parish Council.

A huge thank you to the thousands of residents who have given their views so far. Your feedback has been vital in shaping our Draft Neighbourhood Plan and has told us what Harpenden residents consider to be important.

Have Your Say.....

We are holding two presentation evenings followed by four drop-in engagement events to share and discuss the information contained in the pre-submission draft Neighbourhood Plan.

The presentation evenings will involve a presentation from the Steering Group followed by opportunities to ask questions. The drop-in events allow you to view exhibition boards and hard copies of the Neighbourhood Plan, and to ask questions.

We would like to welcome you at one of these events, which are detailed below.

Engagement events:

Presentations

Thur 26 October 7-9pm - Park Hall, Leyton Road, AL5 2 LX

Thur 2 November 7.15-9pm - Park Hall, Leyton Road, AL5 2 LX

Drop in events

Mon 6 November 4-8pm - St Marys Church Hall, Luton Road, AL5 3QE

Tue 7 November 4-8pm - Harpenden Town Hall, Council Chamber, Leyton Road, AL5 2LX

Wed 8 November 4-8pm - Southdown Methodist Church, 130a Southdown Road, AL5 1PU

Mon 13 November 4-8pm - Batford Memorial Hall, Tallents Crescent, AL5 5BS

Viewing the Draft Neighbourhood Plan

From Wednesday 25 October, the full draft Neighbourhood Plan can be viewed at engagement events, at the Town Hall and a variety of other locations in Harpenden, and on Harpenden Town Council website [harpenden.gov.uk/neighbourhood-plan](https://www.harpenden.gov.uk/neighbourhood-plan)

Survey

As with previous rounds of engagement, we have prepared a survey to gather your views.

The survey is available online via the following link: <https://www.surveymonkey.co.uk/r/HNPE3>

Surveys will also be available at all drop-in events.

If you are not able to access the draft Neighbourhood Plan or survey online, or at events, or at the Town Hall, please call Phil Wright on 01582 463665 and we will ensure you are able to contribute.

C Screenshot of Harpenden Town Council webpage advertisement

25 October 2017 - The third round of community engagement commences today and the Regulation 14 Pre-submission Draft Harpenden Neighbourhood Plan can be viewed [here](#)

The following Supporting Documents of the Neighbourhood Plan can be viewed here:

- A Objectives - Policies Matrix
- B Proposals Map
- C Engagement Report
- D Steering Group Meeting Notes
- E Baseline Report
- F Site Assessment Summary Paper
- G Delivery Statement

18 October 2017 - The third round of community engagement commences on Wednesday 25 October and runs for six weeks. This engagement is on the actual Draft Neighbourhood Plan. There will be six engagement events-

Public Presentations

Thur 26 October 7-9pm - Park Hall, Leyton Road, AL5 2 LX

Thur 2 November 7.15-9pm - Park Hall, Leyton Road, AL5 2 LX

Drop in events

Mon 6 November 4-8pm - St Marys Church Hall, Luton Road, AL5 3QE

Tue 7 November 4-8pm - Harpenden Town Hall, Council Chamber, Leyton Road, AL5 2LX

Wed 8 November 4-8pm - Southdown Methodist Church, 130a Southdown Road, AL5 1PU

Mon 13 November 4-8pm - Batford Memorial Hall, Tallents Crescent, AL5 5BS

From Wednesday 25 October, the **Draft Neighbourhood Plan** will be available to view on Harpenden Town Council's website, in hard copy at the Town Hall, Library, and at all engagement events. Information leaflets will be delivered to all Harpenden Town and Harpenden Rural Parish households at the start of the week commencing 23 October advertising these events and a survey.

D Survey



HARPENDEN NEIGHBOURHOOD PLAN

Have Your Say.....

The Draft Harpenden Neighbourhood Plan needs your support

Why do we need a Neighbourhood Plan?

If we do not have a Neighbourhood Plan it means that Harpenden will continue to be under attack from developers who want to build as many houses in our area as possible based on what they can sell most easily rather than what is needed in Harpenden. The Neighbourhood Plan gives us the chance to proactively influence any developments. Your support is needed to help get the Neighbourhood Plan in place.

A Neighbourhood Plan on its own can't prevent development, but having one sends out a strong message from local people to would be developers about what they want for Harpenden, and is something that the planning authority has to consider when they are deciding whether or not to grant permission for the new developments.

Your Draft Neighbourhood Plan has an emphasis on housing that is suitable as starter homes, especially for those who grew up in Harpenden and would like to stay here, families, and also for older people to downsize to so they don't have to leave their friends and family in later life. In addition, it provides for those who need affordable housing.

Your Neighbourhood Plan also sets out key policies that support infrastructure such as parking, road improvements, health services and community facilities. It also sets out to protect key employment sites, open spaces and other important assets.

Who has created the Harpenden Neighbourhood Plan?

Five Themed Working Groups comprised of Community Representatives and Town Councillors have developed the Visions, Objectives and Policies of the Neighbourhood Plan. The preparation of the Harpenden Neighbourhood Plan has been overseen by a Steering Group made up of representatives from the local community, Harpenden Town Council and Harpenden Rural Parish Council.

A huge thank you to the thousands of residents who have given their views so far. Your feedback has been vital in shaping our Draft Neighbourhood Plan and has told us what Harpenden residents consider to be important.

Viewing the Draft Neighbourhood Plan

From Wednesday 25 October, the full draft Neighbourhood Plan can be viewed at engagement events, at the Town Hall and a variety of other locations in Harpenden, and on Harpenden Town Council website harpenden.gov.uk/neighbourhood-plan

We are holding two presentation evenings followed by four drop-in engagement events to share and discuss the information contained in the pre-submission draft Neighbourhood Plan.

The presentation evenings will involve a presentation from the Steering Group followed by opportunities to ask questions. The drop-in events allow you to view exhibition boards and hard copies of the Neighbourhood Plan, and to ask questions.

We would like to welcome you at one of these events, which are detailed below.

The survey is also available online and we would welcome you to complete it there at: www.surveymonkey.co.uk/r/HNPE3

Presentations:

Thur 26 October: 7-9pm Park Hall, Council Chamber, Leyton Road, AL5 2LX

Thur 2 November: 7.15-9pm Park Hall, Council Chamber, Leyton Road, AL5 2LX

Drop-in events:

Mon 6 November: 4-8pm - St Marys Church Hall, Luton Road, AL5 3QE

Mon 7 November: 4-8pm - Harpenden Town Hall, Council Chamber, Leyton Road, AL5 2LX

Wed 8 November: 4-8pm - Southdown Methodist Church, 130a Southdown Road, AL5 1PU

Mon 13 November: 4-8pm - Batford Memorial Hall, Tallents Crescent, AL5 5BS

3) Environment and Sustainable Design

Do you agree with the following Policies?

Strongly Agree <-----> Strongly Disagree

ESD1 - Design Strategy	1	2	3	4	5
ESD2 - Local Character and Heritage	1	2	3	4	5
ESD3 - Shopfronts	1	2	3	4	5
ESD4 - Streets as Social Spaces that are Pleasant to Be In	1	2	3	4	5
ESD5 - New Car Parking Design	1	2	3	4	5
ESD6 - Refuse and Recycling	1	2	3	4	5
ESD7 - Green and Open Spaces and Areas of Ecological and Landscape Value	1	2	3	4	5
ESD8 - Key Views	1	2	3	4	5
ESD9 - Views in New Developments	1	2	3	4	5
ESD10 - Access to the Natural Environment	1	2	3	4	5
ESD11 - Allotments	1	2	3	4	5
ESD12 - Biodiversity	1	2	3	4	5
ESD13 - Trees and Hedges	1	2	3	4	5
ESD14 - Sustainability and Energy Efficiency	1	2	3	4	5
ESD15 - Carbon Dioxide Emmissions	1	2	3	4	5

4) Housing

Do you agree with the following Policies?

Strongly Agree <-----> Strongly Disagree

H1 - Housing Strategy

1 2 3 4 5

H2 - Housing Renewal

1 2 3 4 5

H3 - Dwelling Size and Type

1 2 3 4 5

H4 - Residential Density

1 2 3 4 5

H5 - Affordable Housing

1 2 3 4 5

H6 - Advertisement of Market Housing

1 2 3 4 5

H7 - Lifetime Homes

1 2 3 4 5

H8 - Specialist Accommodation

1 2 3 4 5

H9 - Higher Density Development

1 2 3 4 5

H10 - Housing Site Allocations

1 2 3 4 5

H11 - Private Amenity Space for Residential Development

1 2 3 4 5

Specific comments - please tell us which policy you are referring to:.....

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

6) Transport and Movement

Do you agree with the following Policies?

Strongly Agree <-----> Strongly Disagree

T1 - Transport Assessments

1 2 3 4 5

T2 - Proposals Affecting the A1081, B653 and B652

1 2 3 4 5

T3 - Travel Plans

1 2 3 4 5

T4 - School Travel Plans

1 2 3 4 5

T5 - Road Layouts

1 2 3 4 5

T6 - Improvements to the Sustainable Transport Network

1 2 3 4 5

T7 - Integrated Pedestrian Network

1 2 3 4 5

T8 - Bus Stop Layouts

1 2 3 4 5

T9 - Harpenden to St Albans Cycle Route

1 2 3 4 5

T10 - Parking in Harpenden Town Centre

1 2 3 4 5

T11 - Residential Parking Standards

1 2 3 4 5

T12 - Access for All

1 2 3 4 5

Specific comments - please tell us which policy you are referring to:

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

Please return your completed survey by 5pm Wednesday 6th December to:

Harpenden Town Council
Town Hall
Leyton Road
Harpenden
Herts
AL5 2LX

You can also complete this survey online by visiting www.surveymonkey.co.uk/r/HNPE3

About you

Your views are valuable to us. We ask that you provide basic information including name and address so we can be assured that all responses are genuine. All personal information is guaranteed by Harpenden Town Council to be treated as fully confidential under the Data Protection Act.

Name

Address

Postcode

How long have you lived in Harpenden?.....

Are you? Male Female

Which age group do you fall into?

Under 16 17-24 25-49 50-64 65 and over

Keep in Touch

If you'd like to keep updated about the Harpenden Neighbourhood Plan, please provide your email address:

.....

E Exhibition Boards