

Kings Langley Neighbourhood Plan 2020-2038



Consultation Statement

Submission Version (Regulation 16)

November 2021

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1 INTRODUCTION

- 1.1. The policies contained in the Kings Langley Neighbourhood Development Plan (the ‘Neighbourhood Plan’, or ‘the Plan’) have been developed following extensive interaction and consultation with the community and businesses within the area. This engagement process has been an integral part of the work, starting with the Parish Survey in 2017, which led to the decision, in 2019, to prepare a Neighbourhood Plan, and subsequent engagement and communications activities.
- 1.2. This Consultation Statement sets out the story of how the Neighbourhood Plan has been developed and, in accordance with regulation 15(2) of Neighbourhood Planning Regulations 2012:
 - details of the persons and bodies who were consulted about the proposed neighbourhood development plan;
 - how they were consulted;
 - a summary of the main issues and concerns raised by the persons consulted; and
 - how these issues and concerns have been considered and, where relevant, addressed in the proposed Neighbourhood Plan.

The Kings Langley Neighbourhood Plan Working Group

- 1.3. Kings Langley Parish Council is the qualifying body officially responsible for the Neighbourhood Plan. A Working Group, comprising local councillors and volunteers from the community, was set up to lead on the development of the Neighbourhood Plan.

2 SUMMARY OF ENGAGEMENT AND CONSULTATION ACTIVITIES, ISSUES AND OUTCOMES

- 2.1. A high-level summary of the engagement and consultation activity is shown below.



Date	Milestone	Key activities
2017	Initial engagement on future of Kings Langley	<ul style="list-style-type: none"> Dacorum Borough Council (DBC) launches strategic Call for Sites. Public meeting held at the school. Village poll undertaken showing 99% of parishioners against Green Belt loss.
2018	Parish Council produces Community Plan	<ul style="list-style-type: none"> Parish-wide survey (the Village Survey) undertaken to understand key issues facing the parish. Specialist reports commissioned including Sustrans local transport study. Community Plan Working Groups formed.
2019	Parish Council decides to undertake a neighbourhood plan	<ul style="list-style-type: none"> Preparation for undertaking the Plan. Community engagement activity to understand the aspirations for the area. Neighbourhood Area formally designated. Neighbourhood Plan Working Group officially formed.
2019 to 2020	Community engagement to gather evidence on each topic	<ul style="list-style-type: none"> Website set up. Ongoing community engagement. Interim Report published to illustrate key findings. SEA Screening undertaken.
2020	Development of the Plan and informal consultation	<ul style="list-style-type: none"> Work commences to draft the Plan, including informal consultation and feedback. Informal feedback sought from DBC to amend plan in readiness for Regulation 14.
2021	Regulation 14 Consultation	<ul style="list-style-type: none"> Statutory period of consultation undertaken. Responses analysed and Plan amended.
2021 to 2022	Finalising the Plan – to be completed	<ul style="list-style-type: none"> Submission Version Plan submitted to DBC. Regulation 16 Consultation. Examination. Referendum.

- 2.2. The sections below describe, in fuller detail, the engagement and consultation process which took place during the Plan preparation. This is divided into four stages:

Stage I: Engaging the local community to understand main issues

Stage II: Developing and testing the emerging planning policies

Stage III: The Pre-Submission (Regulation 14) Draft Neighbourhood Plan

Stage IV: Finalising the Submission (Regulation 16) Neighbourhood Plan

Stage I: Engaging the local community to understand main issues

- 2.3. Work to engage the community on the future of Kings Langley coincided with the early preparation associated with the emerging Dacorum Borough Council (DBC) Local Plan. In 2017, DBC undertook an Issues and Options consultation to gain views on high level principles and issues facing Dacorum as a whole. Work had also begun, at a borough level, on reviewing the Green Belt boundaries, to ascertain if there were areas that might be suitable for release. This prompted the Parish Council to undertake a Village Poll, seeking community views on relative support for developing the Green Belt; 1,373 votes were cast, with 99% of people against Green Belt development (or the reclassification of Green Belt to enable development).
- 2.4. As work on the emerging Local Plan content progressed, the Parish Council was keen to understand residents' views about the parish and its future, so that it could represent these views in its responses. A Parish Plan team was set up, comprising local councillors and volunteers from the community, and between January and February 2019, they conducted a survey of village opinion on a range of topics:
- Sustainability
 - The High Street
 - The Character of the Village
 - Recreation Facilities
 - Traffic and Congestion
 - Future Development
 - Young People's Needs
- 2.5. Hard copies of the survey were sent to each household in the parish, and an online version was also generated. Versions of the survey were targeted to local businesses and also young people. Responses were received from 1,005 residents, 115 school students and 16 local businesses.

1. About You and Your Accommodation This section is about you and your current and future accommodation needs.					
1.1. What is your age:					
<input type="checkbox"/>	19 – 24	<input type="checkbox"/>	45 – 54	<input type="checkbox"/>	65 – 74
<input type="checkbox"/>	25 – 34	<input type="checkbox"/>	55 – 64	<input type="checkbox"/>	75 +
<input type="checkbox"/>	35 – 44				
1.2. For how many years have you lived in Kings Langley?					
<input type="checkbox"/>	0 – 4	<input type="checkbox"/>	10 – 14	<input type="checkbox"/>	20 +
<input type="checkbox"/>	5 – 9	<input type="checkbox"/>	15 – 19		
1.3. Home postcode: _____					
1.4. Please indicate your current accommodation circumstances and what you anticipate them to be in three years' time? Please tick one in each column, in each table					
Accommodation Type		Current	Three Years' Time		
House					
Flat/maisonette					
Bungalow					
Caravan/mobile home					
Other, please specify					
Number of Bedrooms		Current	Three Years' Time		
Number of Bedrooms					
Tenure		Current	Three Years' Time		
Owner occupier					
Shared ownership (part owned, part rent)					
Provided by employer/tied to job					
Rented from Council/Housing Association					
Rented from Private Landlord					
Living with Parents					
Other, please specify					
1.5. Would you be able to find a home that meets your anticipated needs within the Parish?					
<input type="checkbox"/> Yes <input type="checkbox"/> Not Sure <input type="checkbox"/> No, why not? Please tick all that apply					
<input type="checkbox"/> Affordability <input type="checkbox"/> No suitable property <input type="checkbox"/> No suitable tenure <input type="checkbox"/> Other, please specify _____					

Extract from the Village Survey that was sent to all households in 2019

- 2.6. To support the Village Survey, information about the themes was displayed locally and face-to-face meetings with local groups and interested parties around the parish were held to discuss the issues in more detail. The project was also publicised in the village newsletters and on social media.
- 2.7. The feedback received was carefully analysed and, in June 2019, a Main Themes Report¹ was published, setting out the findings. This led to four Working Groups being set up, to report to the Parish Council on the following topics: Transport and the High Street; Environment; Leisure; and Housing/Planning. This latter group would be led by the existing Parish Plan team and would focus on the development of a Neighbourhood Plan.
- 2.8. In August 2019, the Parish Council applied to DBC² to designate the parish as a neighbourhood area, with the intention of preparing a Neighbourhood Plan. A local consultation was launched (still required within the legislation at the time) and on 28 October 2019, following the publication of the Consultation Report³, the neighbourhood area was officially designated, sharing its boundary with Kings Langley parish. A copy of the designation letter is contained in Appendix A.

Parish Plan Update

In addition, at its May Meeting the Parish Council agreed to go ahead with a formal Neighbourhood Plan for Kings Langley, which is a way of helping the local community have a specific say in the planning and development of the area, and is used to identify and protect important local green spaces and influence what new buildings should look like. While what Kings Langley wants has to work within the framework of Dacorum Borough

Council's Local Plan, it will give us genuine influence on development. Having a formal Neighbourhood Plan gives the Parish Council a higher percentage of the Community Infrastructure Levy that developers have to pay to local communities, which will be spent on making the improvements to the village outlined in the Parish Plan.

Village News article publicising the decision to prepare a Neighbourhood Plan, July 2019

- 2.9. An independent Planning Consultant⁴ was commissioned to support the work, which would largely be based upon the findings of the Village Survey, supported with additional evidence where required. Over the following year, various engagement activities and evidence gathering exercises were undertaken:
- 2.10. Walking and Cycling Network Proposals – Sustrans was commissioned by Kings Langley Parish Council in 2018 to research options for increasing walking and cycling opportunities within the village and propose routes which could form the core of a network. The aim of this network would be to improve connectivity throughout the town and enable people to see walking and cycling to

¹ [KLPP Main Themes Overall Report \(kingslangley-pc.gov.uk\)](#)

² [Application to DBC to designate the parish as a neighbourhood area \(kingslangley-pc.gov.uk\)](#)

³ [Kings Langley Area Designation Consultation Report \(dacorum.gov.uk\)](#)

⁴ [www.yourfriendlyplanner.co.uk](#)

key destinations such as schools, employment areas and the town centre as a convenient, pleasant and safe way to travel. The findings of the report, in conjunction with community feedback, was used as evidence to underpin the Plan's Key Movement Routes policy.

- 2.11. Local Housing Needs Assessment – It was discussed and agreed with DBC that the Neighbourhood Plan would not seek to allocate sites, including for housing, as this was being adequately actioned at the strategic level. Nevertheless a Local Housing Needs Assessment was commissioned and prepared by Urban Vision, published in 2020. It set out detail on the type of housing (size, mix, tenure and affordability) likely to be required at the neighbourhood level over the period of the Plan and would be used to inform a policy on housing mix.
- 2.12. Kings Langley Public Realm Strategy - The study, prepared by ARUP, provides a brief analysis of the historic character and evolution of the village, then undertakes an analysis of current conditions in terms of movement, pedestrian connectivity, destinations and access. This is followed by a Strengths, Weaknesses and Threats (SWOT) analysis, leading to outline proposals to respond to the issues identified, in the form of a public realm strategy. The report was used to underpin one of the Plan's village centre policies.



Examples of some of the reports published to inform the emerging Neighbourhood Plan

- 2.13. Special Places Survey – In late 2019, a Special Places Survey was undertaken to gain information from the community about views/viewpoints they felt were important to safeguard, as well as local green spaces and historic buildings. This would form part of the evidence base for the policies associated with these areas.
- 2.14. Biodiversity Audit – The Herts Environmental Records Centre prepared a report for the Working Group on designated and non-designated sites in the area, biodiversity opportunity areas and details of flora and fauna sightings. This would be used to underpin some of the environmental policies in the Plan.
- 2.15. Local Green Space Review – The Working Group undertook a detailed review of all of the green spaces in the parish that might be considered suitable for designation as a Local Green Space. Following the methodology set out in Locality's Local Green Space toolkit⁵ and drawing on a range of sources, including the Special Spaces Survey, Dacorum's Green Space Strategy and community meetings and feedback, a long list of 57 spaces was drawn up. An initial desk exercise considered the existing protections for the sites, with some considered not to require LGS status. Remaining sites were visited by the Working Group, to review them against the NPPF criteria. Those felt to meet the criteria were then justified and mapped for inclusion in the Plan. This led to an original short list of 15 sites to be proposed initially.
- 2.16. Newsletters - During this time, regular update articles were published in the Village News and the Kings News, which are distributed to households and available to read online. A selection of these is included in Appendix B.
- 2.17. Website - A dedicated Neighbourhood Plan website was set up in November 2020 - <https://klnp.co.uk/wp/> - to publish information relating to the Plan.
- 2.18. Face-to-face meetings – These took place with a range of local organisations and the leads of the other three Parish Council Working Groups. Regular contact was made with the planning officers at DBC, to discuss progress on the

Kings Langley Neighbourhood Plan – have your say!

The Parish Plan team is now working on the development of A Neighbourhood Plan for Kings Langley and needs your help again!

A Neighbourhood Plan is a kind of 'grown up' Parish Plan to help define the kinds of restrictions and policies the local community places on future developments in the village. The first milestone of the journey has been achieved – to be granted 'area designation' from Dacorum Borough Council.

The Neighbourhood Plan has to work within the framework of the borough council's Local Plan but there's an opportunity to help protect much of what is held most dear by the village. In particular, local heritage – views, open spaces and buildings loved most – can be protected, so your input is vital for this.

You need to tell the Parish Plan team your favourites: the views that give you most pleasure, the open spaces you most enjoy and the buildings or objects in the village that you most value (up to three of each). Name each one or give a brief description including its location and why it matters to you. If it helps, please feel free to include a photograph.

They do not have to be listed or historic buildings or places – just the things that help make Kings Langley a special place for you. Your choices must be available to anyone in the village – so however much you love the view of your back garden, don't suggest that if no one else can see it!

Submit your choices online at <https://www.surveymonkey.co.uk/r/XTL8VSW> or hand them in on paper (with any photos) to The Parish Council at Charter Court, Vicarage Lane, before the end of February. All the places, view and buildings you tell the team about will be included in the final Neighbourhood Plan.

*Special Places Survey Article,
Village News, 2019*

⁵ <https://neighbourhoodplanning.org/toolkits-and-guidance/making-local-green-space-designations-neighbourhood-plan/>

Plan. Discussions were also held with neighbouring parishes, in particular Abbots Langley, which shares its boundary with Kings Langley, along the Grand Union Canal.

Stage II: Developing and testing the emerging planning policies

- 2.19. The feedback from the activities described in Stage I enabled the Working Group to prepare a draft vision and objectives, as well as a series of Guiding Principles. During 2020, they also prepared an informal draft of the Neighbourhood Plan. This was subject to a rigorous consultation with the local community. It was also shared with DBC for informal feedback and to enable the Strategic Environmental Assessment/Habitat Regulations Assessment Screening Determination to be undertaken.
- 2.20. Informal draft consultation – The Informal draft Plan was subject to a consultation locally, to gain feedback on the emerging policies. Due to Covid-19 restrictions, engagement was predominantly undertaken online, with 61 responses gathered via the online survey. Additional community Zoom meetings were also held as well as discussions with DBC. Each of the Local Green Space (LGS) owners was written to; the owner of one of the sites – the Steiner School Cricket field – confirmed that they planned to maintain the site for community use. It was considered therefore that LGS designation would not be required at this stage, hence it was removed from the Plan. If there were to be a change of ownership, this would be reviewed.

Kings Langley Neighbourhood Plan update

A big thank you to all those who answered the survey and gave valuable feedback on the Neighbourhood Plan proposals. There have been very many responses and a staggering 97% of you agree with the vision, objectives and policy proposals.

Here are some of the thoughtful comments in your responses:
on protecting character and heritage...

'Goodnight village unless we meet this one.'

'These are the very reasons that we have chosen to live here.'

'The sole aim of genuine 'development' should be to improve our community.'

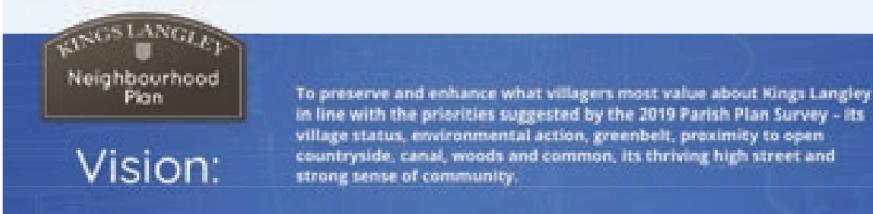
'Our High Street is the centre of our community, it needs to be vibrant

and useful providing variety. Small businesses are important to the well being of the area'

And finally, a comment from the section at the end on 'anything else to add...'

'I think you have all done an amazing job so far and thank you all for your hard work. The presentation is clear and easy to read - I just hope that many of our residents do respond. Thanks and good luck!'

You can still add comments on the site www.klnp.co.uk

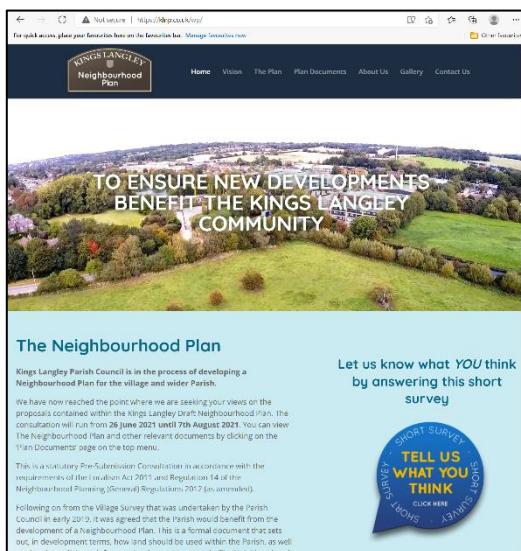


Article following the Informal Draft consultation, Village News, 2020

- 2.21. The feedback gathered was collated and carefully analysed and a copy of this can be found in Appendix C. The information enabled the Working Group to finalise the Pre-Submission Version Neighbourhood Plan.

Stage III: Pre-Submission (Regulation 14) Draft Neighbourhood Plan Consultation

- 2.22. The Working Group finalised its Pre-Submission draft in Spring 2021, in readiness for the Regulation 14 consultation, which was held over a six-week period from 19 June to 31 July 2021.
- 2.23. The Plan and supporting evidence were uploaded onto the Neighbourhood Plan website and the consultation was advertised to the local community:
- An online survey was created to enable people to provide feedback. Hard copies of the survey (and the Plan itself) were available on request
 - A flier and summary document were delivered to all households
 - Press releases were issued to: My Kings, Gazette, Watford Observer, and the Village News
 - Posters were printed and posted at locations around the parish
 - Four large banners promoting the consultation were erected in public locations
 - Social media updates were posted on Facebook
 - Emails were sent to all those who had joined the Neighbourhood Plan mailing list
 - Residents Groups and other local organisations were written to directly
 - The Local Green Space owners were contacted again
 - The Working Group held a stall at the village market – 19th June and 17th July
 - An online Zoom meeting was held on 7th July to talk through the Plan – the process and policies – and to take questions and answers



Webpage on the Neighbourhood Plan site, advertising the Regulation 14 consultation



The market stall

2.24. In addition to consulting with the local community, the Working Group wrote to statutory consultees and other organisations who had an interest in the Plan. A list of the consultees contacted is contained in Appendix D and responses were received from the following:

- Dacorum Borough Council
- Hertfordshire County Council
- Canal and River Trust
- Montagu Evans on behalf of Angle Property Ltd (Rectory Farm)
- Three Rivers District Council
- Natural England
- Historic England
- Forestry Commission
- Sport England
- Herts Wildlife Trust
- Claremont Planning Consultancy

2.25. Representations received at the Pre-Submission Consultation were recorded by topic/policy and carefully considered by Working Group members. A summary of the comments, and responses from the Working Group, are set out in Appendix E. The following paragraphs provide a summary, by topic area, of the comments received during this process and how these were integrated into the Submission Version Plan.

2.26. General comments: Overall 97 individual comments were received at the Regulation 14 consultation. The online survey provoked 25 responses from community members, who were asked to what extent they supported the individual policies and invited to submit any additional free text comments. A summary of the relative support for each policy is provided below and free text comments have been added to the overall summary table in Appendix E.

Policy number	Strongly Agree/Agree	Policy number	Strongly Agree/Agree	Policy number	Strongly Agree/Agree
KL1	83%	KL8	61%	KL15	87%
KL2	71%	KL9	96%	KL16	78%
KL3	79%	KL10	96%	KL17	74%
KL4	83%	KL11	95%	KL18	83%
KL5	83%	KL12	96%	KL19	78%
KL6	79%	KL13	91%	KL20	78%
KL7	74%	KL14	96%		

Support for the policies taken from feedback from the local community consultation

2.27. **Challenges, Vision and objectives:** The vision and objectives were considered clear and effective. A number of comments were received about the need to emphasise the importance of the climate change agenda. This is notable as Hertfordshire County Council, DBC and Kings Langley Parish Council have all declared climate emergencies. Additional text has been added to the Introductory sections and the objectives to reflect this.

2.28. **Spatial Strategy:** The approach was supported. Discussions with DBC led to the agreement that the Neighbourhood Plan would not seek to allocate sites, although this could be reconsidered at a future review of the plan.

- 2.29. **Housing:** DBC supported the policy on Housing mix, however raised a comment about how effective it might be when applied. A meeting was held with planning officers and an agreed amendment to the policy was made, to add greater clarity to achieve what is required.
- 2.30. **Character, heritage and design:** Policy KL3 (Character of Design) was amended to reinforce the need to consider heritage assets in the parish. In addition, the Canal and River Trust provided a very helpful response setting out the value and range of uses relating to the waterways in the parish. Following a discussion, it was considered that it would be helpful to include a new policy focussing on this asset. This is now included in the environment section of the plan.
- 2.31. In terms of Design (Policy KL4), DBC raised a concern about how the policy is applied and whether all of the criteria would apply, even for minor proposals. It is considered that the policy offers adequate flexibility, by citing that proposals should be considered based on their scale, nature and location. Hertfordshire County Council commented on Policy KL5 (Energy Efficiency and Design), recommending that residential sustainability standards be added. The potential role of the canal as a sustainable source of heating/cooling has also been incorporated, reflecting the Plan's support for community and renewable energy schemes.
- 2.32. **Village Centre and wider employment opportunities:** The policies in this section were supported. Since the publication of the Pre-Submission Version Plan, however, and in the context of the ongoing impacts of the Covid-19 pandemic, the Working Group considered it necessary to review the aim of Policy KL7 (Commercial Premises and Land). Whilst there is an overarching commitment to supporting and safeguarding existing employment sites in the parish, it is recognised that patterns of working have and continue to shift. In a parish such as Kings Langley, which is largely classified as Green Belt and where pressure for housing continues, the Working Group felt that brownfield sites might have the potential to unlock space for housing, where it can be delivered in a mixed development. This could optimise the use of the small pockets of brownfield land available locally, in line with Policy KL1 (Location of Development), reducing the need to erode greenfield and Green Belt land. There is scope to explore this approach with DBC in their emerging Local Plan.
- 2.33. **Environment and Green Space:** Whilst KL10 (Conserving and enhancing the network of green and blue infrastructure) was strongly supported, DBC raised a query about whether the requirement to deliver a net gain in biodiversity of at least 10% would be too onerous for smaller scale developments. The government has in fact debated this point and its response to the consultation on this matter⁶ suggests that the net gain requirement would not be negated for minor development - (defined as: (i) for residential: where the number of dwellings to be provided is between one and nine inclusive on a site having an area of less than one hectare, or where the number of dwellings to be provided is not known, a site area of less than 0.5 hectares; (ii) For non-residential: where the floor space to be created is less than 1,000 square metres OR where the site area is less than one hectare) – rather it would be simplified. Government is not expected, therefore, to introduce broad exemptions from delivering biodiversity net gain, beyond those exemptions already proposed for permitted development and householder applications such as extensions, and will instead introduce narrow exemptions for the most constrained types of development. Therefore, it is considered that the policy should remain as

⁶ [Net gain: summary of responses and government response \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

drafted. Indeed, Hertfordshire County Council support the policy and seek to go well beyond the minimum 10% net gain on land in their ownership.

- 2.34. The Local Green Space Policy (KL11) was strongly supported. One of the green spaces included in the Pre-Submission draft (the Round Field) changed ownership and the new owner was contacted to understand their plans for the site. As they plan to retain the site as is, as a wild site, it is considered that the space would not benefit from additional LGS protection at this time and it has been removed. This could be reconsidered at a future review of the Neighbourhood Plan.
- 2.35. DBC raised a query about the green spaces already in Green Belt locations and whether they should be removed from the Plan. Whilst some of the spaces are located within the Green Belt, planning guidance (Paragraph: 010 Reference ID: 37-010-20140306) does not preclude such sites from being designated as Local Green Space. The benefits of including these spaces in Kings Langley include the fact that Green Belt designation can change – and have recently been under review - which could leave these sites vulnerable in the future. The purpose of the Local Green Space designation is to protect spaces that are demonstrably special to the local community. All of these spaces are demonstrated to meet the criteria, and their designation would safeguard them even if the Green Belt they are currently located within is released.
- 2.36. Policy KL12 (Managing the Environmental Impact of Development), which has been renamed to broaden its scope, on the advice of DBC, has been amended in light of comments from the Wildlife Trust. This is to incorporate additional information about the buffering of mature trees.
- 2.37. A new Policy KL13 (Grand Union Canal and River Gade) has been inserted to provide guidance on proposals that may have an impact on the waterways in the parish. This has been undertaken on the advice of the Canal and River Trust, and to recognise these notable assets and the variety of roles that they play.
- 2.38. Finally in this section, the supporting text for the Significant Local Views policy (originally KL13, now KL14) has been amended to account for comments received by Three Rivers District Council in respect of views that cross the neighbourhood area boundary.
- 2.39. **Transport and Movement:** The policies here were supported. The maps have been amended to emphasise the canal corridor as a key movement route; previously this had been obscured by the parish boundary, which runs along the centre of the canal. One resident mentioned the important cedar tree in The Nap, which should be retained if that car parking areas is to be reconfigured. This has been added to the policy.
- 2.40. **Leisure and Recreation:** The two notable comments on this section stemmed from DBC. The first relates to support for the provision of a new playground. DBC recommended providing a broad location for such a facility, which has now been included in the policy and on the policies map. The second comment related to provision for children and teenagers. Rather than expect each major development to research need themselves, it was recommended that the Parish Council might lead on this research, potentially funded by community infrastructure levy, the findings of which could be shared with prospective developers. This approach has been adopted.

Stage IV: Final Neighbourhood Plan submission

- 2.41. Following the changes made to the Plan as a result of the Regulation 14 consultation, the Submission Version was formally submitted to DBC who, once satisfied that the correct set of documents have been received, will undertake the Regulation 16 consultation. It will then proceed to Examination and, assuming a favourable outcome, to referendum.

3 STRATEGIC ENVIRONMENTAL ASSESSMENT AND HABITATS REGULATION ASSESSMENT

Strategic Environmental Assessment

- 3.1. The Plan, and the process under which it was prepared, conforms to the Strategic Environmental Assessment (SEA) Directive (EU 2001/42/EC) and the Environmental Assessment of Plans and Programmes Regulations 2004 (the Regulations).
- 3.2. In accordance with Regulation 9 of the SEA Regulations 2004, DBC, as the responsible authority, determined on 9 April 2021 that a Strategic Environmental Assessment (SEA) of the Neighbourhood Plan is not required as it is unlikely to have significant environmental effects.
- 3.3. A copy of the body of the report of the Screening Statement is contained in Appendix E. The full Statement including Appendices, is contained in the Evidence Base alongside the Neighbourhood Plan.

Habitats Regulations Assessment (HRA)

- 3.4. Under Directive 92/43/EEC, also known as the Habitats Directive⁷, it must be ascertained whether the draft Plan is likely to breach the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017. Assessments under the regulations are known as Habitats Regulation Assessments ("HRA"). An appropriate assessment ("AA") is required only if the Plan is likely to have significant effects on a European protected species or site. To ascertain whether or not it is necessary to undertake an assessment, a screening process is followed.
- 3.5. DBC, as the responsible authority, determined on 9 April 2021 that the Neighbourhood Plan is unlikely to have significant impact on European sites and therefore does not require a full HRA to be undertaken.
- 3.6. In addition to conforming to its EU obligations, the Plan does not breach and is not otherwise incompatible with the European Convention on Human Rights.
- 3.7. A copy of the body of the report of the Screening Statement is contained in Appendix E. The full Statement including Appendices, is contained in the Evidence Base alongside the Neighbourhood Plan.

⁷ Directive 92/43/EEC 'on the conservation of natural habitats and of wild fauna and flora': <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:31992L0043>

4 CONCLUSION

- 4.1. The Working Group has undertaken a very thorough engagement programme in order to develop its Neighbourhood Plan. It has set out a comprehensive vision and objectives and guiding principles. In developing the policies to achieve the vision and objectives, the Group has actively engaged with a wide range of stakeholders and the Plan has evolved accordingly.
- 4.2. Feedback from the Regulation 14 consultation has enabled the Plan to be shaped into its final version, to submit to Dacorum Borough Council.
- 4.3. This report fulfils the requirements for the Consultation Statement, set out in Regulation 15(2) of the Neighbourhood Planning Regulations 2012.
- 4.4. Gratitude is extended to everybody who has contributed to the Plan's development, either as a valued member of the Working Group or those who have taken the time to contribute their views and opinions. This has been invaluable in helping to shape the scope and content of the Neighbourhood Plan.

Appendix A – Neighbourhood Plan Area Designation Letter



Regulation 5 - Neighbourhood Planning (General) Regulations 2012 (as amended)

KINGS LANGLEY PARISH NEIGHBOURHOOD PLAN AREA DESIGNATION



Kings Langley Parish Council applied to Dacorum Borough Council for land within the District Council boundary to be designated as a Neighbourhood Area in June 2019 (in accordance with Regulation 5 of The Neighbourhood Planning Regulations 2012, as amended). The following information was provided to support the application and is available to view at www.dacorum.gov.uk/home/regeneration/neighbourhood-planning/kings-langley-neighbourhood-plan:

- A map of the proposed Neighbourhood Area
- Statements on why the area was appropriate for designation and that the organisation making the application was a 'relevant body'.

These are accompanied by a decision notice and consultation Statement.

The application for the Neighbourhood Area designation was for the whole of Kings Langley Parish only. Public consultation on the application was undertaken between 2nd September and 18th October 2019, although it was not strictly required (in accordance with the Neighbourhood Planning Regulations (2012, as amended) Regulation 5A). The District Council is therefore required to designate the Neighbourhood Area as requested.

On the 28th October 2019, Dacorum Borough Council (via delegated authority) resolved to designate Kings Langley Parish as the **Kings Langley Neighbourhood Area**.

For further information on this decision, please go to
www.dacorum.gov.uk/home/regeneration/neighbourhood-planning/kings-langley-neighbourhood-plan or contact the Strategic Planning and Regeneration team by:

Email: neighbourhoodplanning@dacorum.gov.uk
Phone: 01442 228660

For the latest information on the development of the emerging Neighbourhood Plan please contact Kings Langley Parish Council directly via:

Web address: <https://kingslangley-pc.gov.uk/parish-neighbourhood-plan/>
Email: klpc@kingslangley-pc.gov.uk
Phone: 01923 261828

Appendix B – Examples of newsletter articles about the Neighbourhood Plan

Residents invited to speak up and have their say on future of village

Written by Holly Bullen

Kings Langley residents are invited to share their views on the draft of the Neighbourhood Plan. The plan, which has taken more than two years to complete, has been put together by a small working group led by parish councillor, John Morrish.

Following on from a survey carried out in early 2019, the group has put together a document detailing all future development in the village. If the plan is successful, it will be used to determine the outcome of planning applications.

Cllr Morrish said that it is great to see the draft finished and the consultation opened for residents to have their say.

He said: "We know there is still great interest in future development in Kings Langley because we had more than 1,100 replies to the survey and more than 500 residents asked to be kept informed about future proposals.

"I really hope people will engage with this consultation as it will help protect Kings Langley in so many ways for the next two decades."

The consultation period will last for six weeks, until Saturday, August 7.

All village residents over the age of 16 are being asked to view the plan and submit their comments.



Residents can view the plan for the village online

Hard copies of the plan will also be available at the parish council offices, the library and other local venues. It is also planned to host a residents' question and answer session on Zoom during July. More details will be announced on the Kings Langley Neighbourhood Plan website.

To view the draft of the Neighbourhood Plan and submit your comments, visit klnp.co.uk/wp

Kings News, July 2021

Village Neighbourhood Plan update

The Neighbourhood Plan document is nearing completion and the team would like to bring everyone up to date before it goes out to a referendum.

The plan document can be found at klnp.co.uk but it is long (74 pages) and rather technical, so here's a brief explanation in non-technical terms:

The Plan is a set of policies, relating to a vision for the development of Kings Langley over the next 18 years; the results of the Parish Survey in 2019 providing the overall direction in a number of areas. The approval process involves endorsement by the KL Parish Council, Dacorum Borough Council (DBC), and village residents through a referendum.

Once adopted, all subsequent proposals for development are assessed against this Plan and are expected to comply with it. However it is not legally binding, and DBC can still approve development applications which do not comply. It is hoped

that such 'breaches' will be rare. Government inspectors give weight to the contents of the Plan when assessing planning appeals.

So far there are two aspects of the document which have caused some concern:

It is long and complex – but it is not just written for residents, it has to be written and structured for use by borough council officers, developers and the planning inspectorate; There will be a summary in more 'plain English' included!

The area covered by the plan does not include the part of Kings Langley east of the canal as this falls within Abbots Langley parish (and their plan), even though residents of this area identify with Kings Langley. Parish boundaries can't be moved, but consultation is being set up to allow sharing of views between the areas.

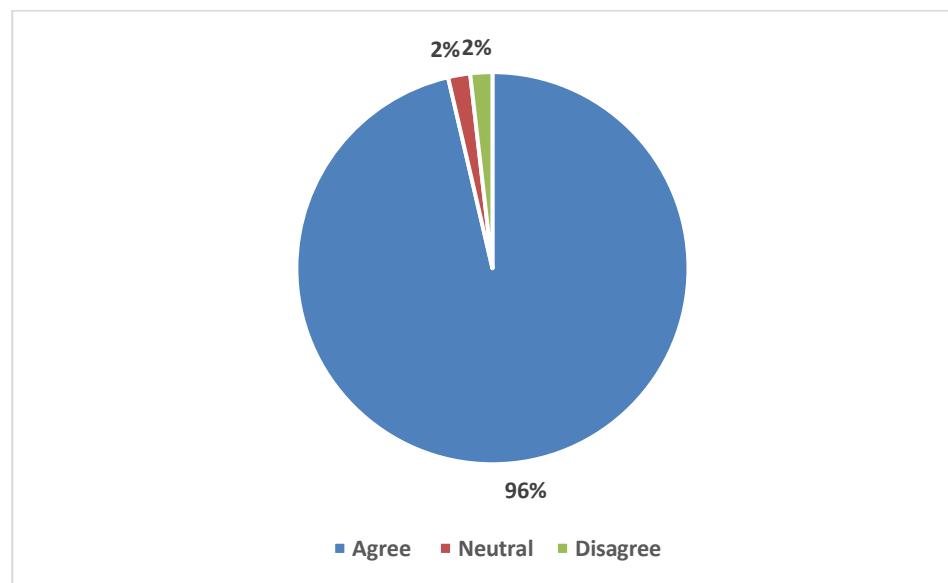
The referendum to endorse the Plan will hopefully take place this summer.

Village News, March/April 2021

Appendix C – Feedback from the informal Draft Plan consultation

Results of the Informal Community Survey, November 2020

Q1 Overarching Vision for Kings Langley Parish to 2038: To preserve and enhance what villagers most value about Kings Langley in line with the priorities suggested by the 2019 Parish Plan Survey - its village status, environmental action, greenbelt, proximity to open countryside, canal, woods and common, its thriving high street and strong sense of community.

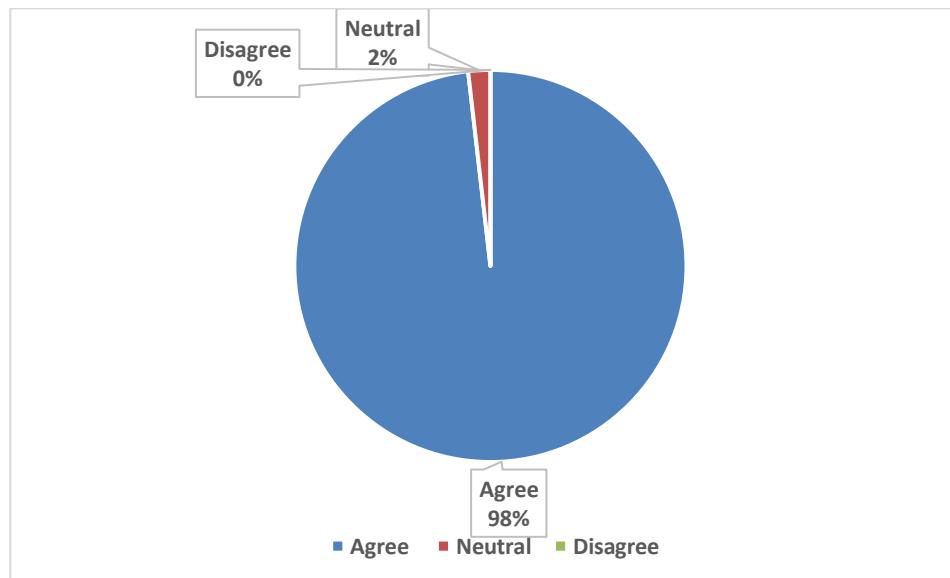


1.	We need to preserve the village and surroundings once it is over developed the natural beauty and environment will be lost forever
2.	Because it reinforces, in Planning Policy and Process, the elements most valued in Kings Langley.

3.	it is important to enhance the village for the future whilst maintaining the reason why we choose to live here, the green open spaces and the village community and to not become another sprawling town connecting with neighbouring towns
4.	Sums up the established benefits of the KL Village
5.	To maintain a village atmosphere & do not cramming in poor quality housing with all the various implications!
6.	The 'strong sense of community' is SO important (as has been proved during the current COVID situation) and unless we do preserve the village in all the ways described we will lose this for sure.
7.	To keep our village as a village, not joined up with surrounding villages making urban sprawl. We have a lovely community atmosphere, people care.
8.	Preserving community for residents is very important. During lockdown the amount of people I have encountered on walks who value our open spaces and care for them is staggering. The village should be valued for its historic heritage
9.	It is especially important for the greenbelt, environment and village status with regard to wellbeing and community togetherness. Once these are destroyed there is no going back. I have lived in KL since 1970 and would not like to see it change into an urban town and merged with Hemel and Watford. It is always a delight to come home to Kings Langley and see the rolling green fields around it and its woodlands. Increasing KL population too much would eventually destroy Kings Langley's character. The infrastructure would struggle to cope and the roads would be clogged.
10.	By its very nature it's aVILLAGE.....keep it so and stop allowing incursions into Green Belt like Rectory Farm next stage not the consented one
11.	We have to support and value our environment
12.	The Green Belt and proximity to open countryside/canal/woods, common and High Street are what make Kings Langley a wonderful place to live, these things have proved especially valuable during COVID lockdowns and taking outside exercise, they have proved to be very healing and beneficial for my/community mental wellbeing. They are the reasons why I chose to live in this area.
13.	I feel that the more we can preserve the rural features of Kings Langley, we can conserve our rather special area we live in
14.	While I want KL to meet in an environmentally sustainable way the needs of its community which change over time, I don't want changes to spoil the look and feel of the village as it is. Don't spoil its charm by poshing it up too much!
15.	Adherence to the Vision is essential to maintain the character of Kings Langley village.

	I think you should consider the wider area of Kings Langley not just the Parish, not least because we are asked to contribute to the Greenbelt matters, planning comments for inappropriate development, shop in the local shops etc. It has to flow both ways.
16.	I love that KL is still a village, separate from nearby areas and with it's own identity
17.	These are the very reasons that we have chosen to live here.
18.	Very important to keep KL from being lost/ part of Watford or HH
19.	The status of Kings Langley as a village - proximity to open countryside and the canal plus a very strong sense of community
20.	Because these are the features of our historical environment
21.	It is a pleasant restful village in which to live. We certainly want more traffic in or through the village. As it is it is often difficult to leave the village either north or south with all the vehicles parked in the High Street.
22.	I fear Kings Langley will turn in to an overdeveloped, overcrowded town like Hemel or Watford. I've grown up in Kings Langley my whole life and the amount of change I've seen in 26 years is staggering.
23.	It's why we all moved here.
24.	Unless we do this, the village ceases to be and becomes part of HH or Watford
25.	Kings Langley is no longer a "village" in my opinion. It is a busy thoroughfare, constantly plagued by heavy traffic that is often rendered to a standstill as large lorries and massive 4 wheel drives vie for space
26.	The open space and outdoor recreation are the best parts of Kings Langley and what keeps it feeling like a village.
27.	There is much work to be done on all priorities, and consensus about them will make this work easier.

Q2 Guiding Principle: To expect from any new development or impact on the village, a contribution of community benefit, over and above any Community Infrastructure Levy (developer contributions) monies, in line with the policies outlined in this Neighbourhood Plan.

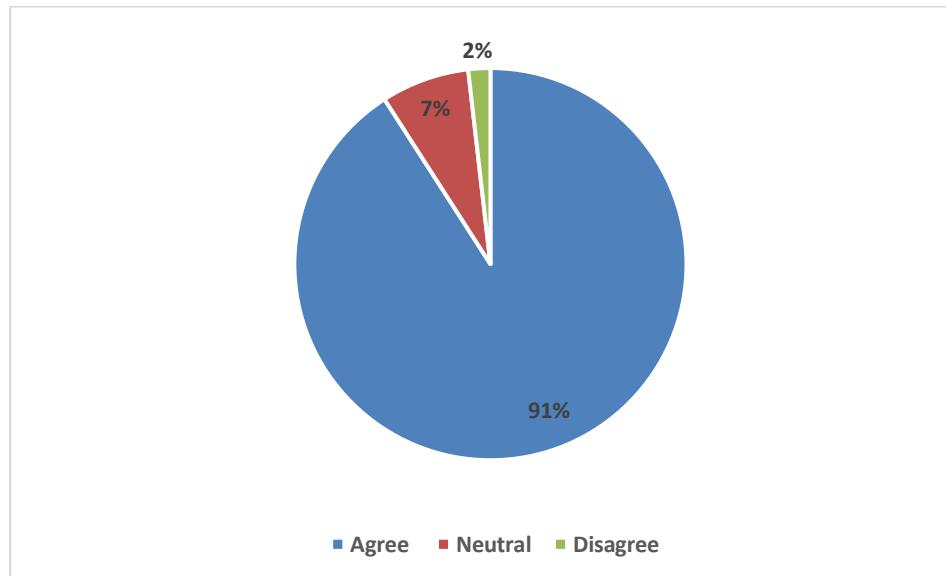


28.	Because increased development results in additional burden on the fabric and infrastructure of Kings Langley. the ability to service and/or compensate for this will be important.
29.	Because road infrastructure is Never part of the CIL process or scn 106 other than immediately outside property, its the knock on affect like the chaos in Apsley since Ebberston Rd gas gone virtually residential, zero junction improvements
30.	Developers make considerable profits and need to put more back into the community they affect during the works by implementing sustainable environmental initiatives and community programmes
31.	Developers often get let off lightly. They are not in this for their health and should expect to contribute
32.	Development should benefit residents as well as newcomers

33.	Everything should be tastefully done and blend in with the environment and the character of the old village buildings. Consideration should be given for facilities/amenities that would enhance the village, but not destroy the green belt.
34.	I do agree but feel that contributing to community benefit should not over-ride whether the development in itself is beneficial or not
35.	It is the inhabitants of the Community that gives the village it's character
36.	It is too easy to "shoe horn" new developments into the village without proper consideration to the exiting community and the already vulnerable infrastructure.
37.	it's important to encourage growth and investment, but not to the detriment of the village, if appropriate additional funding to support the community would be welcomed. Ideally new development should use local firms who understand the area and not to expand the profits of a random developer.
38.	It's only fair that the village (as well as the developer) should benefit from a new development which is bound to have a certain level of impact on the village infrastructure.
39.	just building for numbers is not enhancing our village.
40.	Makes sense that KL Village gets something out of new development
41.	Not only should developments be a positive addition to the village but also developers should be made to share some of their riches, so to speak, by contributing to the village financially.
42.	People need to feel that developers have given some thought to green spaces and opportunities for small children to play in a safe environment.
43.	The sole aim of genuine "development" should be to improve our community.
44.	When developers build in the village they should pay towards the additional infrastructure.
45.	Why should we welcome new development if it does not enhance our village?

Q3 Objective 1: To direct new development to appropriate, sustainable locations within the parish in order to protect, so far as possible, the Green

Belt, valued green space in and around Kings Langley and local character and heritage. Development should contribute towards a proven local need.

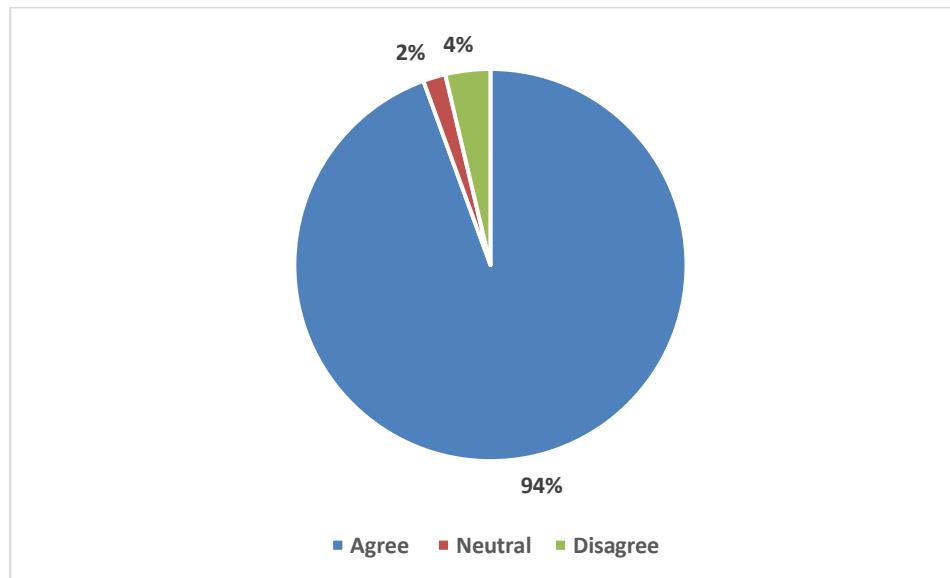


46.	absolutely, maintaining the valued green spaces is a must. Developments should be in keeping with the village character and heritage
47.	Again, I am not keen on further development sites in Kings Langley. Traffic in the village is already a nightmare.
48.	But think about it, relocate the primary school to GB as opposed to resi then original primary school to resi.
49.	Feel strongly that the green belt should be maintained.
50.	Green belt land MUST be protected. Brown field sites should always be utilised first
51.	Green belt must remain!
52.	I am 100% in favour of thoughtful infill, for example the new housing replacing the old council garages on Rucklers Lane. Developments like this should be prioritised over the destruction of green spaces.

53.	I don't think development should happen for the sake of development. This should be done in towns and cities - NOT villages! I think the development of existing office buildings into flats in KL is already having an impact on traffic and infrastructure. Ideally KL should try to keep its jobs/businesses, rather than turning business premises into flats. I am sceptical that these places help the local community as I understand that most of these units are bought or rented by people, living some distance away from Kings Langley. All this does is bring more people into the village. This puts unnecessary pressure on Kings Langley and will ruin the village.
54.	I think this Pandemic has proven (if it ever needed to) that green space is absolutely vital to our health, wellbeing and the environment and they absolutely have to be protected at all costs.
55.	Impact on the environment has always to be of the utmost importance
56.	Just this this is so important
57.	Not on green belt or intrusive on current character
58.	Otherwise, why do it?
59.	Our green belt is so important, we are a county village and we need it kept that way, green belt, heritage and local character need to be kept at all costs, this is what make the village. our village.
60.	People genuinely value interaction with nature and walking along the canal during the first lockdown and seeing all the wildlife was so uplifting. Everything blossomed tremendously and proves you can enjoy local things for nothing.
61.	See my answer to no. 2!
62.	See previous comments we need to preserve the village and its environment
63.	Suggest delete "so far as possible" before "the green belt" - it will be taken as read anyway - no need to be specific and give way
64.	The area must maintain its rural status at all times. Any further introduction of industry in the village must be beneficial for the inhabitants
65.	The Green Belt and green spaces in and around the village are intrinsic to its village character. Proven local need is for modest housing affordable by first-time buyers and local families.
66.	The Green Belt and other valued green space is very important for the health and recreation activities of residents
67.	The Green Belt is a massive component within and around Kings Langley.
68.	The Green Belt should be just that - a green belt
69.	The village needs low cost housing and not more executive homes
70.	There has already been too much development.
71.	We need the strongest measures to ensure that developers use Brown Field sites BEFORE being granted planning permission to encroach on green belt. Any measures to add more weight to this would be much appreciated.

72.	we should not be expanding on green belt land there is enough brownfill land available. should definitely be a proven local need
73.	When additional property is built the developer should contribute towards local facilities that new villagers will require to use. No building on Green Belt land.

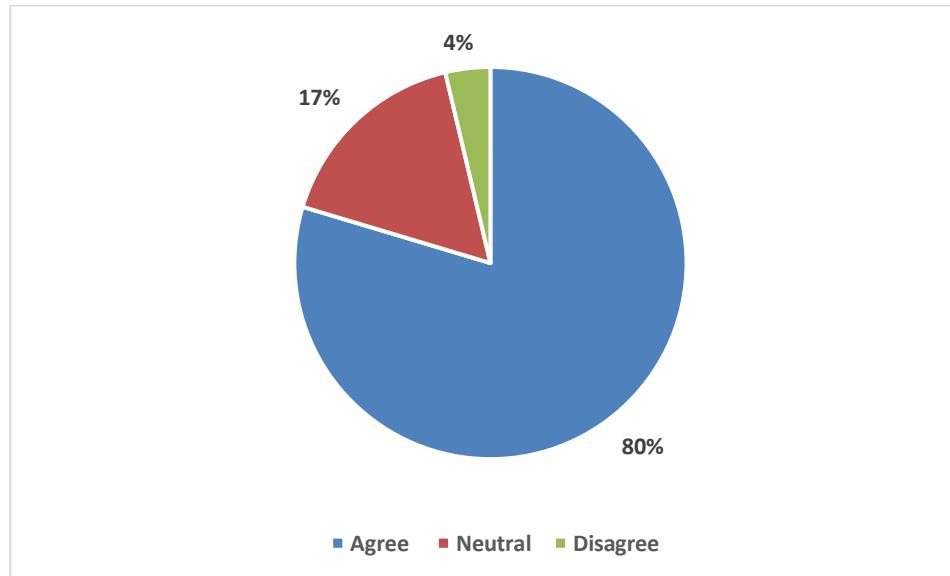
Objective 2: To require, of any new development, an assurance of the credibility of the developer and an assurance of the environmental sustainability of any proposed development, with plans ideally approaching a ‘zero carbon’ goal through building materials, alternative energy sources, energy saving design, encouraging walking and cycling.



74.	"Encourage walking and cycling". An unreal goal! Who's going to walk or cycle for their weekly shop or cycle, taking their lives into their hands on these busy roads?
75.	"motherhood and apple pie" in today's circumstances
76.	Agreed with the caveat that "encouraging walking" isn't code for not putting enough parking infrastructure in place as they did at Apsley Mills. Parking becomes a real quality of life issue for many. Again one of those issues that has more impact on residents who don't live in large detached properties with their own driveway.
77.	All new developments must have a sustainable environmental programme for works carried out during and on completion. All new homes should be as environmentally friendly as possible such including solar panels
78.	Any development thrust upon us must be carried out responsibly.

79.	Any new development should contribute to a cycle path along the canal. I am not a cyclist but as a walker, the amount of traffic along the canal is getting quite hazardous for walkers during COVID lockdowns, with the pedestrian being the underdog, because cyclists don't want to stop, the pedestrian cannot see what is coming behind, when cyclist rings bell just behind the pedestrian walker it can be quite startling. I do understand the health benefits for cyclists, but the pedestrian needs protecting also - hence the need for a cycle path
80.	Developers would run roughshod over us, doing what they want, not is what is suitable and desirable for our village
81.	Does need realism around need for parking spaces. Could encourage electric vehicle charging rather than assuming people will walk due to proximity of train station.
82.	Environmental sustainability of new development is essential, given the climate crisis.
83.	Essential to build zero carbon homes. In this time of climate change, there is no argument for any other building specification.
84.	Everyone has to play their part. Developers should not be exempted
85.	However don't let developer use their consultants get developers to pay for ones directly and legally responsible to Parish C, otherwise no responsibilities , just fiddled.
86.	I agree the principle but counter arguments, if raised, must be looked at on their merits.
87.	I am strongly against any further development for houses and flats in Kings Langley. All existing business premises should be kept for this purpose.
88.	I totally agree but off-road parking spaces should not be compromised because it's inevitable people will have cars and we don't want the streets to be even more overcrowded with too many parked cars.
89.	I would agree 100% if "ideally" were omitted. 'Zero carbon' sustainability is not an "Ideal" requirement it is a necessity.
90.	In this day and age it is obvious.
91.	Not sure about the cycling bit because the roads are not conducive to cycling and cycling is not appropriate for older people - of whom we have a lot. I also happen to believe that cyclists should be taxed and insured - then there will be a more equality.
92.	See previous reply
93.	This is a no brainer. Well over due! If Covid hasn't made this abundantly clear to ALL, nothing will.
94.	This is in keeping with global sustainability
95.	We need to preserve the future for our children and cleaner air is essential to do this. New developments need to engage in anything to encourage people to invest in local communities.

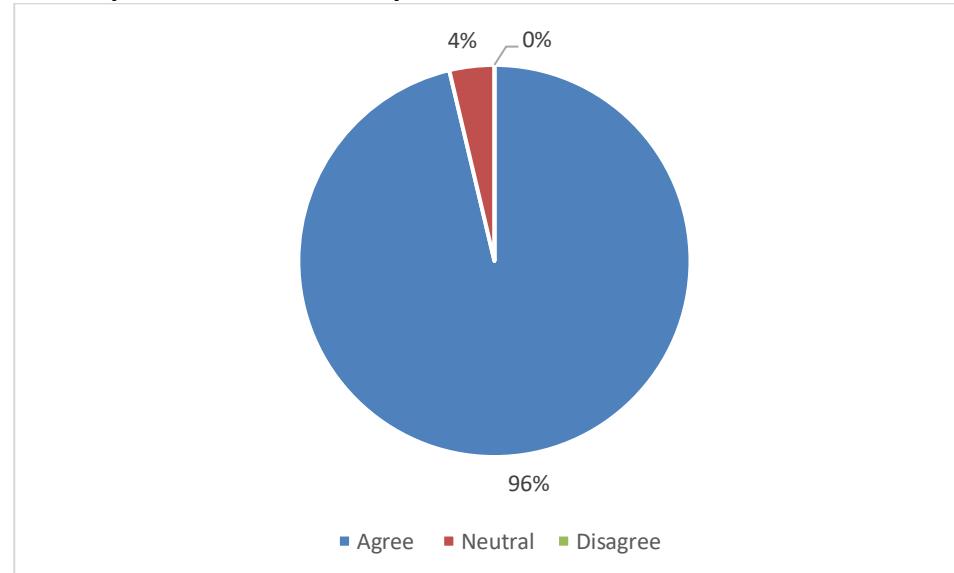
Objective 3: To ensure that development delivers community benefit, in line with initiatives promoted by the other three Parish Plan working groups, for instance; enhanced public access; contribution to recreation facilities and on-site food growing land allocation.



96.	A car free development could cause parking issues because residents could still have cars but park them elsewhere. Making it worse in other roads. I don't think a car free or car share development is realistic.
97.	Any development must include a direct benefit to the community and be in line with the other Parish working groups
98.	As I mentioned before, street parking is a big issue in Kings Langley so even if car sharing is encouraged (which I agree with) we need to make sure each home has enough off street parking to avoid streets full of parked cars.
99.	Car free and car sharing is almost impossible to encourage successfully - we need to encourage also public transport. The idea of developing allotments and food growing land is much more feasible - and open recreation spaces for children is vital.
100.	Contribution to recreation facilities is important
101.	I agree the principle but this must be applied reasonably and fairly.

102.	I agree with on-site food growing land allocation. I disagree with all further development of Kings Langley for residential properties.
103.	If we have an increase in population, we need to have facilitates to complement this
104.	Same answer as above.
105.	The village must benefit from any development.
106.	There should not be any further development in and around the "village".
107.	This is in keeping with modern living which encompasses sustainability and green behaviour
108.	We have to move in that direction, just don't expect it to happen overnight
109.	Yes, but... I hope there's a question about local economy coming up...

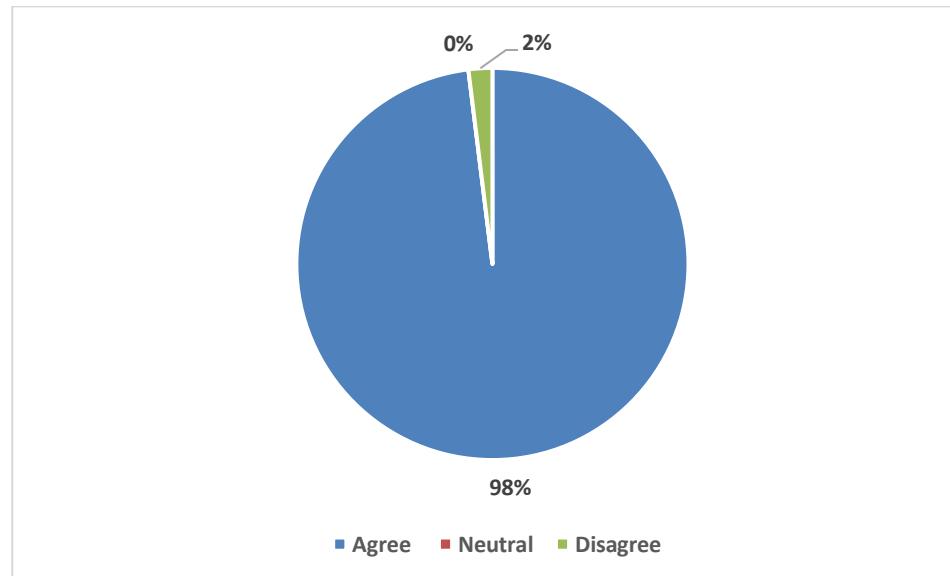
Objective 4: To support a vibrant and diverse High Street and a strong local economy that offers job opportunities to local people. Any future development, large or small, must not diminish existing business workspace or local employment opportunities. To generate new employment and replace any lost workspace, we will seek to provide small business units.



110.	But 3 rivers has allowed the work place to go, and what shops of any merit can afford the high Street, where is there a bakery or greengrocer?
111.	But a pipe dream!
112.	Caveat: developers push the M25 services plan because of the “job opportunities” it will provide. I think if we are going to talk about employment generation we need to be more transparent about what kinds of jobs we are hoping for or we will just get more corporate retail.
113.	Development must not be at the expense of current community.
114.	Development should extend, not diminish current local commerce and business, and retain or enhance our unique character
115.	Employment for local people is vital in encouraging existing and new businesses to flourish
116.	For a balanced local economy and one which serves all needs. It would be better if the Neighbourhood Plan area extended east to at least the railway line so as to include all Kings Langley, regardless of Borough, and particularly in this context all the

	Employment Area between KL Station and Nash Mills Bridge - currently at risk by virtue of inclusion as Brownfield by Three Rivers DC.
117.	Great community spirit and important to support the smaller village businesses and provide homes and jobs
118.	Great idea to provide small business units
119.	Our High Street is the center of our community, it needs to be vibrant and useful providing variety. Small businesses are important to the well being of the area
120.	Our High Street is very vibrant and offers diverse shopping. We have almost all we require and hopefully the High Street shops will survive the pandemic.
121.	Small business units could be very important for the future to help the recovery caused by pandemic
122.	The above statement says it all
123.	The local people need local places of employment to reduce the need for more vehicles.
124.	Ties in with the previous objective: good High Street, less need for car travel
125.	times are changing and we need to grow and support the high street, especially as more people may be working from home
126.	Yes, but... small business units, workshops and office spaces must be at low cost to allow startups to flourish.

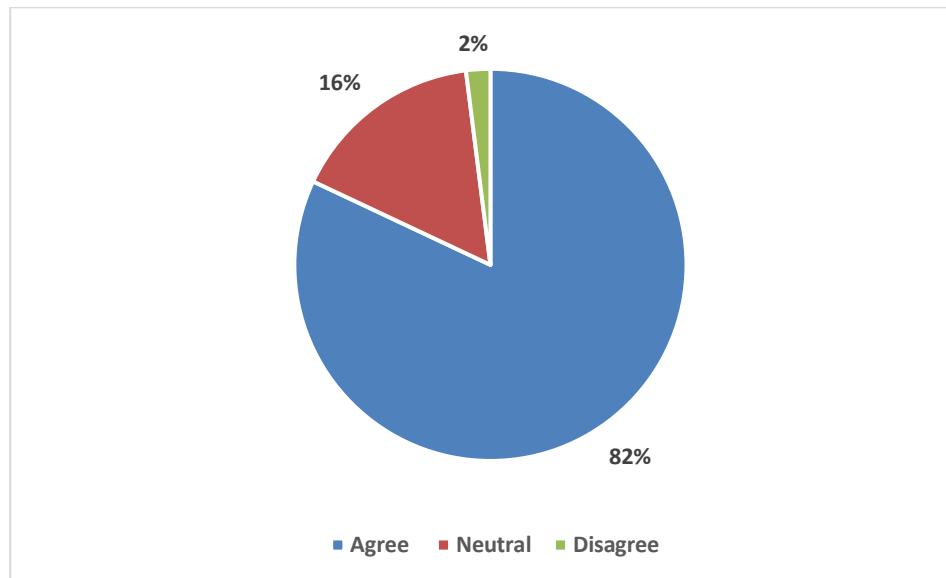
Q7 Intention: To direct new development towards the most sustainable locations, whilst protecting 1) The Green Belt, 2) Other green spaces in and around Kings Langley and 3) Local character and heritage and avoiding coalescence.



127.	As stated in NP.
128.	But the village is "full" its at capacity, there are no sites of any significance other than as previously stated
129.	Goodnight village unless we meet this one
130.	Green spaces must be preserved – it's why we chose to live here.
131.	I think if we lost any more green space in KL a lot of the community would complain. We live here to get away from over developed towns.
132.	I think the development on Rectory Farm area is definitely the most acceptable and sensible and any development on brown land areas is to be encouraged too
133.	Kings Langley is all about community surrounded by green spaces, we are lucky to have them and must maintain them
134.	Once green belt land has been developed it has been lost forever along with disruption to the local environment
135.	Once green spaces are gone they are gone forever. All sense of community will be lost if we get sucked into Hemel/Watford.

136.	Parish Councillors' determination to preserve Green Belt land will be strengthened by adopting this policy
137.	See previous comment regarding development on brown field sites
138.	The Green Belt is vital
139.	the ideal wish
140.	There are sites to be used without encroaching on our green areas - vital for the preservation of our heritage, wild life, mental health and leisure facilities
141.	There should be no further development around Kings Langley
142.	Thoroughly agree with all 3.
143.	Top priority! Once green spaces are built on they are lost forever and it will just be one long line of building from Watford to Hemel.
144.	Very important

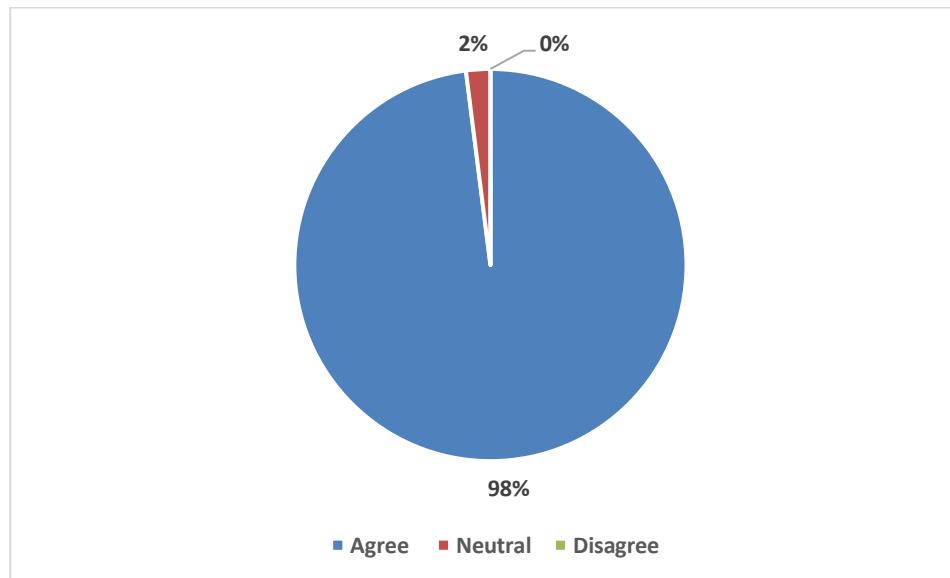
Q8 Intention: To ensure that new homes meet the needs of local people and achieve a balanced mix of development.



145.	Affordable homes for local people should be the main priority and not just building more executive homes which are beyond the reach for most locals
146.	Because it's the only way to accept development
147.	I feel very strongly that we should do all we can to provide affordable housing wherever possible, to allow the next generation to be able to afford to live here in Kings Langley
148.	I see little evidence that office properties being turned into flats are being purchased or rented by the local community. I think they are just attracting more people to live in Kings Langley from outside and putting pressure on the infrastructure.
149.	if we don't encourage new families into the area, how can the village community expand. we'd end up becoming an aging community without fresh blood
150.	It's crucial to provide starter , affordable homes. King Langley must not become a cloistered environment for well-heeled geriatrics.

151.	It's important that these sites are not overcrowded.
152.	Local community benefit a priority.
153.	Of course, why is this a question.?
154.	Potentially smacks of social engineering.
155.	The children of local inhabitants need to retain their future residency
156.	The village needs affordable, low cost housing for local families and single households
157.	There are more 4 bed houses than nationally but seeking to prevent building of 4+ beds or extensions seems out of step with likely increase in home working.
158.	To implement this policy demands clarity about what actually are "the needs of local people"
159.	To maintain the demographic mix
160.	We must provide development for people on low incomes. They need to feel safe and secure and proud of where they live.
161.	We need a balanced mix of development.
162.	We need a good mix. Big tendency to build top end properties as that's where the profit is, but it's not what's needed

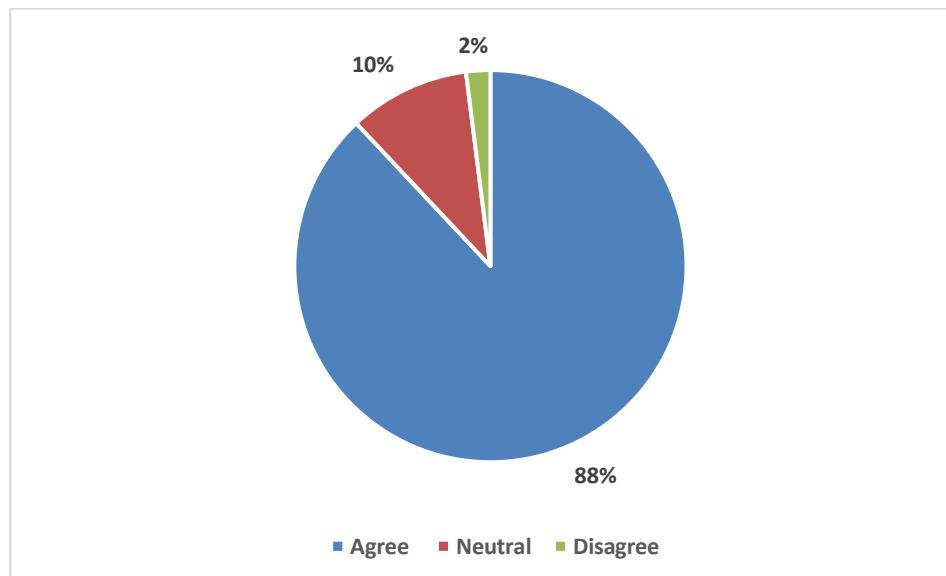
Q9 Intention: To protect and enhance the character of the area, incorporating the principles set out in the Conservation Area and Urban Design Zones. To ensure good quality design is incorporated into new developments. To ensure all developments meet the highest energy efficiency and environmental standards.



163.	Allowing for some real innovations in building - e.g. straw bale houses would be really welcome. We could be leading the way here!
164.	An example of the change of use of the offices to a Nursery School at the bottom of Vicarage Lane - rejected by the Parish Council, but granted by the Borough Council, whose explanation was vague but seemed to suggest that they had no alternative.
165.	Common sense
166.	Fine in principle but such standards generally incur higher capital costs, so potentially leads to compensating lower standards elsewhere. Needs to be exercised reasonably.
167.	Highest energy efficiency and environmental standards must be met. This will lead naturally to good quality design

168.	In an immediate reaction to this document, I misdirected myself by missing this part on energy efficiency, leading to a criticism that this point had not been included.
169.	It is relatively easy to build in uninspiring sameness, but not that hard to incorporate interesting and varied design. Other countries manage this.
170.	It's not acceptable to build new homes to less than "the highest energy efficiency and environmental standards
171.	Once an area is developed it naturally spreads out further eating into more precious green areas once developed gone forever
172.	Poor developments soon become slums.
173.	Problem is old properties eg listed ones or conservation area buildings should be treated so that the exterior is retained, however, it should be upto the owner how they treat unseen parts, they do this in Europe and developers are far more willing to take on protected buildings, plus as a developer trying to deal with conservation officers in Dacorum is a nightmare.
174.	So long as high standards are attainable and enable sufficient building of social housing.
175.	Solar panels should be on all new buildings.
176.	Strongly agree. The recent developments going up in Hemel are an eyesore. It's so important KL has characterful buildings. The new development of houses in Chipperfield have done a lovely job of this.
177.	The Conservation area is vital and we need to encourage good quality design in new developments. Only then will people start to feel they have not just been "set aside" in a corner where no-one cares.
178.	The ideal situation
179.	The St Lauras care home was tastefully done, both inside and outside and some effort was made for the building to blend in with the old character of the village.
180.	To build in keeping with our heritage and contribute to local, national and global sustainability
181.	Very important
182.	we should not encourage the same old repetitive quick and cheap housing styles. Kings Langley has heritage and character and new developments must enhance and be sympathetic to this. The new housing new Apsley marina is a great example of using modern methods yet creating a sympathetic design that perfectly fits the area. However the design of the new housing on Railway Terrace is bland and lacks character. What a shame this was approved. just looks cheap and doesn't help the area.

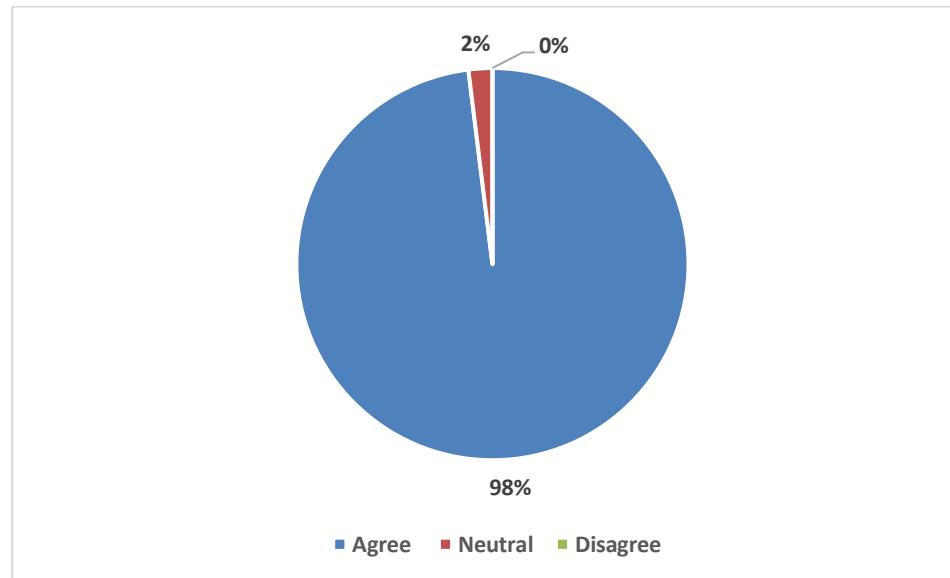
Q10 Intention: To support the Arup Report recommendations to enhance Kings Langley High Street and Village Centre. To safeguard existing employment land (including compensation for displaced businesses) whilst also encouraging new businesses to locate to the area. To ensure Kings Langley benefits from the development of local tourism. To promote the provision of high speed broadband into all residential, commercial and community development proposals.



183.	Because I agree fully with all the statements provided
184.	but we do not want houses to lie empty our of the holiday season as in other areas in Britain pushing up prices that stops local people living in the place of their birth.
185.	Common sense.
186.	encouraging new businesses, absolutely. with this years change, more people are looking to remove that commute from the routine. having more opportunity for employment locally would benefit this. Access to quality fibre broadband for all is a must for the continuation of the village, it should be thought of as being as important as water, and electricity.
187.	Especially agree about broadband and safety measures in town centre road crossing. Not sure how the proposed 3 town squares would work?

188.	For reasons stated in NP.
189.	I am unfamiliar with the Arup Report recommendations
190.	Implementing the Arup proposal will discourage through traffic in the High Street, while also providing a more pleasant, sociable setting for local business
191.	Increasing local employment to reduce car use and encourage use of public transport
192.	It makes complete sense
193.	Perhaps also consider a restriction on large vehicles entering the village (unless for specific access) make all parking in village same restriction, unlike stupid restriction outside PO on common lane that make zero sense as to enforce it wardens need to attend during that half hour slot
194.	There are too many offices being turned into flats. These should be for businesses. KL does not need local tourism. High speed broadband is a good idea.
195.	We need to publicise our local assets - association with paper mills, farms, Ovaltine etc. The decorating of the High Street has encouraged people into the community to shop and the local food market in the Village Garden is a great asset. Need to keep these going.
196.	Who picks up the bill for displaced businesses? Broadband needs improving in the lower end of the village near the canal.

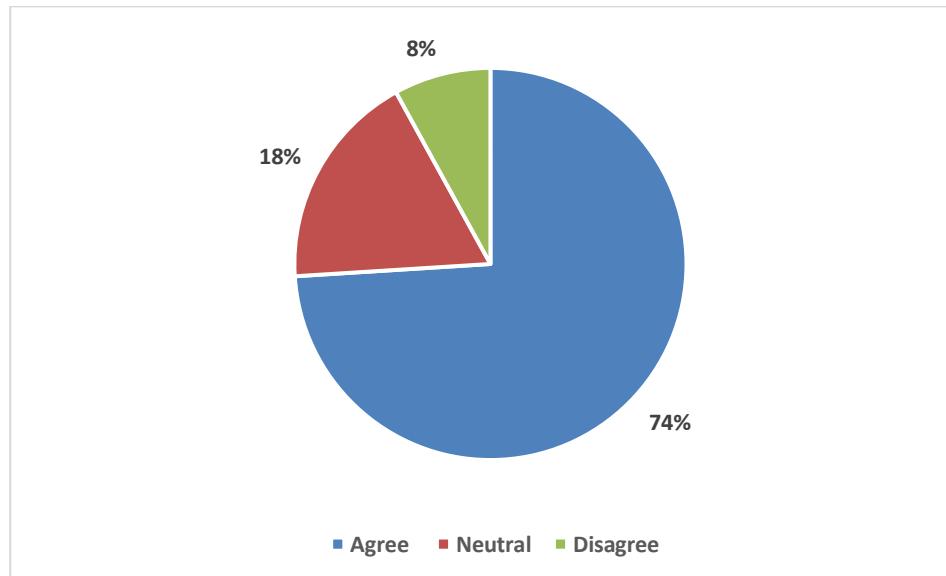
Q11 Intention: To protect, enhance and extend areas and corridors featuring valuable flora and/or fauna. To protect Green Spaces that are demonstrably special to the local community. To protect and enhance identified habitats to ensure the Rural and Green character of the Parish is retained. To protect the viability of farming, which contributes to both the local economy and the landscape. To protect individual views throughout the Parish that hold particular significance of local heritage.



197.	Absolutely vital if this whole thing is to work
198.	All of the above are so important to the well being of the people, it's why we moved here.
199.	Because I fully agree with all the statements provided
200.	Fail to care for our environment and we seal our own doom
201.	Farming is vital to the area
202.	Farms should must definitely be protected.
203.	For reasons stated in NP.
204.	It would be far too easy to lose our rural features of the village. We must do all we can to reserve the floral and fauna.

205.	It's the heart of Kings Langley
206.	Local farms should be used for their intended purpose farming!! The disruption to the local environment is considerable where development takes place with detrimental knock on effects on completion such as additional levels of traffic
207.	Nothing further to say
208.	People understand the vital need for these things when they see our beautiful area. Local history society is very good at keeping records etc. Schools should encourage visitors etc. to talk about local activities.
209.	Please be realistic though, consider the future running costs and management, form over function plays a part here
210.	strongly agree with all the above
211.	Strongly agree.
212.	The farms could attract local labour. Green routes should be kept for wild life to move easily to new locations.
213.	The green space in and around the village is essential for the health and well-being of residents. All your points are good ways to maintain and enhance the existing environment
214.	The local natural environment - green fields and open spaces, mature trees, birds and wildlife - contribute enormously to the character of Kings Langley
215.	Though I appreciate this is a KL Parish organised survey, I would potentially replace parish in this question with 'village and surrounding' area or similar. The parish is an administrative district and this reads as if only parish views are of interest here. KL is rather unusual in that half of the total village area is outside the KL parish so perhaps worth considering here?
216.	Very very important
217.	Vital to maintain present parish character.

Q12 Intention: To protect and enhance key movement routes (particularly footpaths and cycle routes) within the Parish. Provide additional publicly accessible off-road car parking spaces, including the expansion of the Nap Car Park.

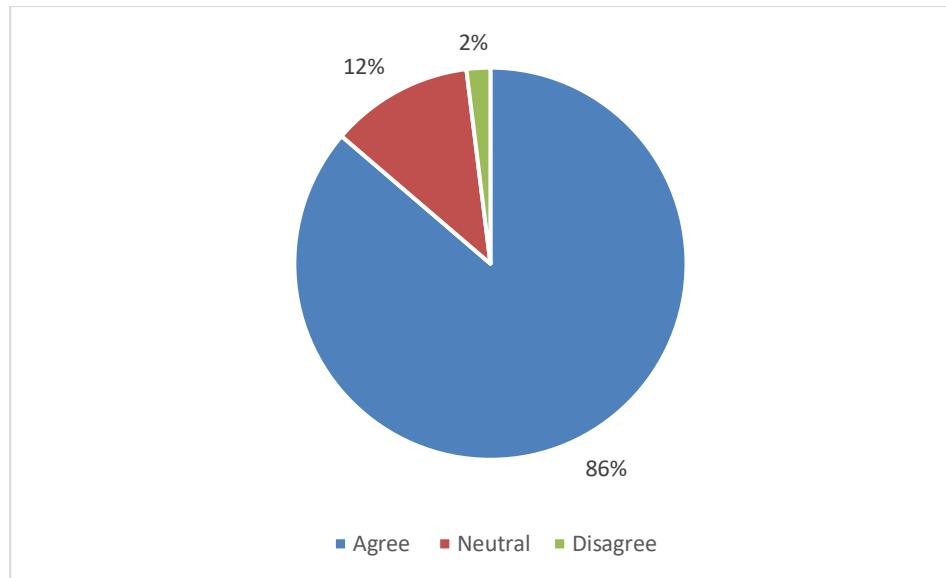


218.	Agree to expansion of the nap car park.
219.	Because more parking is needed
220.	Because no consideration given to through traffic (which will increase) on A4251, Chipperfield Road/Vicarage Lane/Langley Hill, and Station Road/Primrose Hill. Also no consideration of rail transport, e.g. quality of service, parking (at station and elsewhere), and possible future development (e.g. potential of park and ride which was mooted a few years ago). I appreciate the effect of Covid on demand has first to be overcome to be able to judge the new normal.
221.	Because realistically people are going to use cars, no matter how much planners think we're all going to walk, cycle or use public transport
222.	Cycling is very important for mental and physical health and need to preserve these routs. Footpaths here are usually clearly marked and an asset for walkers. Very exciting to see you have walked much further than you thought when it is displayed on a pole for you.
223.	Ditto previous comments on potential use of 'village and surrounding areas' or similar instead of parish

224.	expanding the car parks is not always necessary. getting people out of their cars to walk or cycle to the village with new paths and cycle ways, great! it improves air quality, reduces pollutants, reduced fuel costs and improves the health of the villagers. adding in car charging points in the village should be a priority. As far as i know we have 1 in the rose and crown car park.
225.	Getting traffic off the High Street is fundamental to making the village a good place to live in.
226.	Good cycle routes are essential. Extending the Nap car park worries me - will we lose the green space that young people use to play on? I don't want to see the whole place as a car park. It would be better to make sure all homes have enough off street parking, especially new homes. Street parking is a big issue in some roads and I think some sort of scheme needs to be introduced - eg an hour a day when you can't park. All roads should be changed to 20mph in the village from the petrol station at the bottom of Water Lane to roads at the top of the common.
227.	How r u going to expand Nap - by loosing green space ? Disagree ! Footpaths/ cycle yes protect
228.	I am broadly in favour of the concept of expanding the Nap car park, using part of the surrounding grassy areas. However, as a resident of Blackwell Road whose house backs on to the footpath which runs alongside car park, I would STRONGLY oppose the removal of the taller trees which currently line this path. To do so would render the bedrooms in our house (and numerous others at this end of the road) open to the view of anybody using the car park, infringing our privacy. It would also diminish the character of this part of the village, reducing the views from green space to tarmac. If the expansion of the car park can be achieved without the removal of these trees, I am happy to support it.
229.	Its all well and good providing more spaces BUT if no one polices over stayed parking the al, that will happen is shop keepers and bussines will park free of charge, charge for parking permits, bring in enforced measures, thats the only way people respect parking. Take a look at how Bushey village works (well)
230.	Living in Vicarage Lane where the traffic is a nightmare is worth mentioning, however futile this has been over at least the previous 30 years!! It's a Lane but the volume of traffic continues to grow apace. Essentially it's a one way highway but the notion of making it officially so with Langley Hill as the counterpoint has been discussed for so long it's hardly worth mentioning!
231.	Local parking a problem
232.	need the right amount of parking spaces for developments, not one per unit as most developers want to give us. Important to keep footpaths, but do not agree with expansion of the Nap car park.
233.	Parking in general is a massive problem, more parking is required
234.	Parking is an issue we need to improve public transport to discourage car use
235.	Parking should be banned from the high street. Continuation of free parking. Driving in the high street should only be for residents not as a short cut. Traffic flow is now more dangerous now.

236.	Please ensure the canal towpath is fully paved as this is now regularly used by walker and cyclists between Watford and Hemel Hempstead. There are sections that are still unpaved. Mostly in the summer months, this should relieve traffic from the roads. I do not think the Nap car park should be extended. This would seriously impact the green areas surrounding the car park, which are used by people enjoying recreation and there are a number of beautiful trees. I pass the car park many times and I cannot see any requirement for extra spaces. Please get rid of those irritating road parking spaces as you go out of the village before the Rose and Crown. When people park in those spaces, the traffic cloggs up the villages and there is insufficient space for vehicle to pass.
237.	Promotes more people to visit village and support local shops and businesses
238.	The car park is often full when you need to keep a Doctor appointment.
239.	The children's play area, the Guide Hut, Bowels area or Community Centre should not be affected except improve them. The area between The Community Centre and Drunken Lane could be a car park.
240.	The issue is not whether to do this, it's how to stop pirate parking and abuse of pavements and disabled spaces
241.	This is in keeping with the movement towards healthier practices, and also keeps the traffic moving through Kings Langley
242.	We should focus on improving footpaths, and providing safe cycle routes to schools, the High Street and the station *before* expanding the car parks, because greater use of cycling and walking will reduce car movements.
243.	Won't expanding the car park just encourage more driving around the village?
244.	Wouldn't want to loose too much green space near the nap.

Q13 Intention: To set out the parameters for assessing new community, recreational and leisure facilities. To ensure all new major developments consider and provide for the needs of children and young people. To require all major developments to provide for new allotment and/or Community Growing spaces. To support the provision of accessible public toilets within the Village Centre.



245.	Access it but you lost an opportunity when consent was granted for all those units on rectory farm, the developers would have gladly sunk a huge chunk of money into the village just to get a consent, you let Dacorum give it away
246.	Allotments need to be expanded to encourage more growing of local produce. There should be public toilets in the high street
247.	As stated in NP.
248.	Because I agree with all the statements provided
249.	Good to keep these points in mind when assessing any new development, either by commercial developers or by the parish council
250.	I don't think the third and fourth intentions are priority/important
251.	It seems a shame that there are public toilets in Dronken Lane but they are locked and the building appears to have been neglected. I have often wondered why they are not reopened or the building isn't put to alternative use

252.	Kings Langley already has accessible public toilets in the Village Centre. Kings Langley Services Club has wheelchair access and is open for much of the day. Dallings are willing to make their loo available to people who are not customers. More locations - such as the Surgeries and Library - could be shamed into making their loos more widely available. All that's needed is suitable signposting and compensation for extra effort involved.
253.	Kings Langley is fine the way it is. Accessible public toilets in the village centre is a good idea.
254.	Major developments need to provide needs for all.
255.	Making village accessible for new families wanting to visit/live in the area
256.	No facilities, no young people, or bored and destructive youngsters. No public toilets, well...
257.	Security cameras are needed by the toilets to stop vandalism.
258.	The children and young people need an outlet for their energy and a distraction from damaging a central public toilet which is needed in the village.
259.	There should be public toilets especially for the elderly!
260.	We have not had public conveniences for some time and this has been a great disadvantage for elder people. Agree with all the above four points.
261.	Whilst they are nice allotments, only benefit the allotment holders. I'm not saying they aren't a benefit but only for a minority number of villagers. Public recreation spaces are a much better use of space.

Q14 Please tell us if you have anything else to add

262.	I think you have all done an amazing job so far and thank you all for your hard work. The presentation is clear and easy to read - I just hope that many of our residents do respond. Thanks and good luck!
263.	2.2 King's is not an 'added' epithet - it is a translation of Regis. 2.4 the body of Edmund of Langley rests in the Royal Chapel (north-east corner); the Lady Chapel/Memorial Chapel) is in the south-east corner of the church. 2.7 Home Park Industrial Estate is not in KL Parish and is no longer the site of WHC Construction & Engineering Centre. 2.12 KL School no longer has a swimming pool. 2.14 The railway station is outside KL parish. 6.1 photo caption: Site of Royal Palace? 6.13 car parking: photo looks like Water Lane which is not in KL parish. 7.5 I may be wrong but thought the Library now run by volunteers. 7.6 Warner Brothers Studios at Leavesden? Pinewood is at Iver, Bucks. 7.11 Arup's plan wrongly marks the Village Garden as the Village Green. Many people think the Village Garden belongs to All Saints' Church but it was gifted to the Village. I think this misconception would be compounded by naming the adjacent square All Saints' Square. What about Blue Court Square? Also, not sure about Market Square now that the market is in the Village Garden. 9.1 A4251
264.	Congratulations to everyone who push us to engage in local activities. The months Village News front page again reminds us what these people do for us.
265.	Covered the integrity of the village and Well thought out vision
266.	Development ideas for the village can be fairly short term, where as they need to be considered for the much longer term. Will these developments still work in 20, 30, 50+ years time? We have an opportunity to nuture and future proof Kings Langley whilst maintaining the look, feel and community. Some sacrifices will need to be made for the long term success of the village.
267.	Fully support the Kings Langley Neighbourhood Plan
268.	I have made various point throughout, perhaps I am a poacher turned game keeper but I know being a developer for 40 years what a developer is prepared to do and pay to gain consent
269.	I have run out of time so will email separately.
270.	I think the plan is well thought through and very comprehensive. To echo some of the comments I have made, it would be really nice to see a slightly more inclusive type of language when speaking about the village, recognising that much of the overall KL lies outside the KL parish. It would no doubt be a painful exercise, but how nice would it be to see the whole village in one parish rather than split between two, ditto two district councils.
271.	Keep the village as a rural environment. There are a number residents who have been alarmed by its rapid expansion and decline as a protected area.
272.	No- looks promising.

273.	No, except to stamp on the creep of new development at the expense of our green spaces and green belt, plus maintaining the major roads for the ever increasing traffic flow
274.	No, I think you covered it
275.	Not really, it covers all the important points
276.	Nothing
277.	Please widen your coverage area to the overlaps with those roads which sit within TRDC whose residents contribute greatly to the village, but who are ignored under the Parish scheme.
278.	Stop parking on both sides of the high street
279.	Street lighting down the alley from the village by the Nap green space to Waterside needs improvement. There's a tree on the lower section from the middle of Blackwell Road to Waterside which completely blocks the 1 light.
280.	strongly object to further expansion of Rectory Farm. The present quota of houses is sufficient for this area
281.	The Neighbourhood Plan should include encouraging visitors to Kings Langley by promoting our village heritage - e.g. a Heritage Trail with historical explanation boards & leaflet, views, stopping places, etc.
282.	The Parish council do a great job at protecting our village, yes we need to provide new housing, in the right places, but not that overwhelms the village that it loses its character, or goes into urban sprawl. Villages need to be kept informed and up to date about all issues within the village and surrounding areas.
283.	Very worried about the green belt being built on.
284.	You seem to have covered most of what I like in the village and hope to keep.

Appendix D - List of statutory consultees contacted at Regulation 14

County and District Contacts	Email addresses
Dacorum Borough Council	Stephen.Mendham@dacorum.gov.uk
Hertfordshire County Council	spatialplanning@hertfordshire.gov.uk ecology@hertfordshire.gov.uk minerals.planning@hertfordshire.gov.uk
Three Rivers District Council	trldf@threerivers.gov.uk

Parish Councils adjoining the neighbourhood area	Email Address
Chipperfield Parish Council	parishclerk@chipperfield.org.uk
Nash Mills Parish Council	clerk@nashmillsparishcouncil.gov.uk
Abbots Langley Parish Council	Data redacted.
Sarratt Parish Council	sarratt_parish@btconnect.com

Statutory Bodies / other organisations	Email Address
Coal Authority	planningconsultation@coal.gov.uk
Homes and Communities Agency	mail@homesandcommunities.co.uk
Natural England	consultations@naturalengland.org.uk
Environment Agency	HNL SustainablePlaces@environment-agency.gov.uk
Historic England	eastplanningpolicy@HistoricEngland.org.uk
Network Rail	TownPlanning.LNE@networkrail.co.uk
Highways Agency	info@highwaysengland.co.uk planningEE-@highwaysengland.co.uk
Marine Management Organisation	Not required
Herts Valley Clinical Commissioning Group	Planning.Enquiries@Hertsvalleysccg.nhs.uk

Statutory Bodies / other organisations	Email Address
Hertfordshire Community NHS Trust	communications@hct.nhs.uk
Affinity Water Ltd	Data redacted.
Thames Water	devcon.team@thameswater.co.uk ThamesWaterPlanningPolicy@savills.com
UK Power Networks	ConsentsEnquiries@ukpowernetworks.co.uk
Herts Local Access Forum	LAF.Admin@hertfordshire.gov.uk
Vodafone and O2	EMF.Enquiries@ctil.co.uk
Sport England	planning.south@sportengland.org
Woodland Trust	enquiries@woodlandtrust.org.uk
Herts and Middlesex Wildlife Trust	planning@hmwt.org
Community Action Dacorum	Data redacted.
Forestry Commission	fe.england@forestry.gsi.gov.uk
Woodland Trust	enquiries@woodlandtrust.org.uk
Hertfordshire Local Enterprise Partnership	info@hertfordshirelep.co.uk
Canal River Trust	nationalplanning.function@canalrivertrust.org.uk

Proposed Local Green Space owners:

Ref:	Green Space	Owner / Email Address
1.	Shendish Manor: Gardens and Woodlands	Data redacted.
2.	Red Lion Allotments	Data redacted.
3.	Round Field	Data redacted.
4.	Kings Langley Common and Woodland	DBC
5.	Rucklers Lane playground	DBC
6.	Two spaces at the top of Barnes Lane, Common Lane and Love Lane	DBC
7.	The Byodynamic Allotments	Data redacted.
8.	Green Park	DBC
9.	Beechfield Green Space	DBC
10.	Beechfield playground and playing field	DBC
11.	The Village Garden	KLPC (managed by Kings Langley Allotments and Gardens Association)
12.	Sunderlands Yard Allotments	KLPC
13.	Home Park	DBC
14.	Langley Lodge Pond	Data redacted.
15.	Havelock Road Green Space	DBC

APPENDIX E – Summary of Regulation 14 representatives and response from Working Group

The table below sets out the responses, by policy area, to the consultation on the Kings Langley Pre-Submission (Regulation 14) Neighbourhood Plan. Responses were received from the following:

1. Residents
2. Dacorum Borough Council
3. Hertfordshire County Council
4. Canal and River Trust
5. Montagu Evans on behalf of Angle Property Ltd (Rectory Farm)
6. Three Rivers District Council
7. Natural England
8. Historic England
9. Forestry Commission
10. Sport England
11. Herts Wildlife Trust
12. Claremont Planning Consultancy

Survey monkey responses

The online survey provoked 25 responses. Respondents were asked to what extent they supported the individual policies and then were invited to submit any additional free text comments. A summary of the relative support for each policy is provided below and free text comments have been added to the overall summary table.

Note that typos within comments submitted have not been corrected.

Policy number	Strongly Agree/ Agree	Policy number	Strongly Agree/ Agree	Policy number	Strongly Agree/ Agree
KL1	83%	KL8	61%	KL15	87%
KL2	71%	KL9	96%	KL16	78%
KL3	79%	KL10	96%	KL17	74%
KL4	83%	KL11	95%	KL18	83%
KL5	83%	KL12	96%	KL19	78%
KL6	79%	KL13	91%	KL20	78%
KL7	74%	KL14	96%		

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
General Comments				
1.	Demographics	Resident	Older residents are described as 45 and over. People don't retire from work till their late sixties, many people have families in their late forties these days. Life expectancy is in the eighties for all. People over 45 contribute a lot to the local economy and community and should not be described as older residents.	We need to remember that we are relying on 2011 census data, so many of those noted as 45 and over would now be reaching 60+. The NPPF defines 'older people' as "People over or approaching retirement age, including the active, newly retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
				retirement and specialised housing for those with support or care needs."
2.	Demographics	Resident	Village population should be consistent throughout the report (4900 to 5200 mentioned).	Nomis states 5,214 (2011 census). The reference to 4,900 is within the context of the current adopted Local Plan, which was produced prior to the 2011 census, hence the difference in the number. A small footnote/caveat has been added to the NDP to recognise the difference in figures may add clarity.
3.	Climate	Resident	More consideration of air quality/pollution and the effect on population health. Air pollution should feature in most areas under consideration in the neighbourhood plan.	We mention air quality in policy KL10 (green infrastructure) and in the context of KL15 (movement routes). Agree to add a paragraph to the general introduction to the Plan about climate change – referencing HCC's and KLPC's climate change emergency and associated plan – this could pick up environmental issues in the general sense, which thread throughout the document – and we could also reference this directly within the vision/ guiding principles.
4.	Climate	HCC	Evident that great care and thought has gone into the plan and it is encouraging to see the desire for the enhancement of green infrastructure, construction methods to reduce water consumption during construction, panting of native trees and	Noted – see comment ref. 3.

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
			hedgerows and the provision of cycle and pedestrian routes that are physically separated from vehicular traffic and from one another.	
5.	Map	Resident	Parish Boundary map is totally out of date! Many roads and houses on it are missing.	Confirmed that maps are based on latest OS maps available.
6.	Diversity	Resident	I would like the ethnic minorities in kings Langley's better represented.	Noted - all plans or projects subject to the decision making processes of the council must be subject to a Community Impact Assessment/Equality Impact Assessment. An EqIA will be prepared to support the Neighbourhood Plan.
7.	General	Resident	Great job.	Noted.
8.	General	Resident	The entire plan has no vision or creativity. Come on. Think outside the box: transport hubs across to Watford, Hemel, St Albans. Better open spaces with picnic tables and more restaurant areas.	Transport hubs at a strategic level fall outside the remit of the NDP. Open spaces is covered. Picnic tables / eating areas will be picked up in the actions table.
9.	General	Resident	Plan is too long and too detailed.	Noted.
10.	NPPF	DBC	Amend references to the July 2021 version of the NPPF.	The draft plan was completed prior to the review of the NPPF. Amend for Submission Version.
11.	Tables	DBC	Ensure all tables are appropriately referenced.	Agree and amend.
12.	General	Montagu Evans	Angle Property are key stakeholders in delivering such change. Accordingly, they wish to work with the Parish Council to ensure that the emerging KLPN shapes the form of	Noted. PC to follow up as necessary.

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
			development on the Rectory Farm site based upon shared objectives.	
13.	General	Natural England	No specific comments on the draft plan. Inclusion of annex including issues and opportunities that could be sought through the plan.	Noted. The points included in the annex have been considered in the Plan process.
14.	General	Historic England	Welcome the development of the plan but no capacity to make detailed comments. Refer to general guidance on historic assets.	Noted. Additional comments may come in at Regulation 16. We did receive comments as part of the SEA Screening. Agree to add additional information on heritage assets within the Character Policy.
15.	General	Claremont Planning	Sets out their proposal to develop land west of KL.	Noted. The NDP does not seek to allocate sites.
Introduction				
16.	1.8	HCC	Amend final three bullets to reflect their wording: <ul style="list-style-type: none"> - Hertfordshire Minerals Local Plan Review 2002-2016 (adopted March 2007); - Waste Core Strategy & Development Management Policies DPD (adopted November 2012); - Hertfordshire Waste Site Allocations DPD (adopted July 2014) 	Agree and add to reference list with URLs.
Vision and Objectives				
17.	Vision	C&R Trust	Encouraging that the consultation draft of the Neighbourhood Development Plan (NDP) recognises the importance of the canal network and the role it can play in supporting sustainable communities. We also note that the Vision clearly sets out the aspiration to preserve and enhance the most valued assets of Kings Langley, which includes the canal.	Noted. Add additional challenges: <ul style="list-style-type: none"> • The majority of houses were built during the 20th century, and most, especially smaller or older homes have relatively low Environmental Performance Assessment ratings.

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
				<ul style="list-style-type: none"> • Some homes and facilities lie close to water courses on the valley floor.
Spatial Strategy				
18.	Policy KL1	Resident (1a)	Nothing has been said about preserving the Green Belt within KL relative to the views from outside the parish. In particular the green belt side of the hill up from the Gade Valley and Shendish Greenery.	We do seek to safeguard the Green Belt from development in KL1. Note this comment in combination with ref. 70 (TRDC).
19.	KL1	Angle Property Ltd	Support intention to provide new dwellings on strategic sites in accordance with DBC's emerging Local Plan.	Noted.
20.	KL1	TRDC	The proposal to amend the settlement boundary to include sites that have been completed, or with planning permission or allocated in Dacorum Borough Council's emerging Local Plan is logical and welcomed. However, we would emphasise that the status of potential new allocations in the emerging Local Plan is monitored as the emerging Local Plan is still at an early Regulation 18 stage and it may be the case that site boundaries change or sites may not be taken forward.	Noted – include additional statement in Chapter 11 on the need to monitor progress on neighbouring plans and potential impacts on KL and the NDP policies. This should form part of the monitoring framework.
21.	KL1	Claremont Planning	The NDP does not align with emerging Local Plan as it should recognise the shortfall in housing numbers identified in the previous draft of the Borough Local Plan that will need to be addressed in order for the Plan to be found sound. This therefore provides further justification for the emerging KLN to seek to identify further growth at the settlement ideally in the form of site allocations or as a minimum through broad	Noted. There is no requirement for the NDP to allocate sites for housing. Residents have been strongly in favour of safeguarding the valued Green Belt. Nevertheless, the NDP acknowledges the allocations set out in the emerging Local Plan (and successors) and

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
			directions for growth, which would ensure that future opportunities for sustainable development can be realised.	does not, therefore, promote less development than strategic policies.
Housing				
22.	Policy KL2	Resident	Priority should be social housing then affordable housing; affordable housing that is 80% of market price is not affordable. Dacorum have acknowledged the need for more social housing and, if necessary, building it. Kings Langley Parish Council should seek more social housing in the village.	Affordable housing – as defined in the glossary – covers a range of tenures and types and the policy seeks to ensure that the information contained in the most recent housing needs survey should be used to inform proposals.
23.		Resident	There should be more emphasis on making new development more affordable for young local people. Both to buy and rent.	This is the purpose of the Policy.
24.		DBC	The needs assessment doesn't lend any clarity to a case officer determining an application, thereby reducing the effectiveness of this policy. A general preference for 2bed over 4+beds is identified within the evidence, however the policy would benefit from a clear approach to how existing deficits can be addressed. There is a risk that in the absence of such clarity, future proposals may not deliver in accordance with this policy as drafted.	Working Group discussed this with DBC officers and have agreed amended wording in the Submission Version Plan.
25.		Angle Property Ltd.	Support.	Noted.
26.		TRDC	Policy KL2a seeks to meet the mix of housing sizes identified as needed in the Kings Langley Housing Needs Assessment, with a particular need for 2-bedroom homes identified. Policy KL2a includes a caveat to recognise that the housing mix provided will be subject to viability considerations; reference to site-	Noted – see comment 24

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
			specific considerations would also be helpful in this caveat as it could be the case that larger sites may be capable of also supporting larger units (3 and 4+ bed units) whilst smaller sites in urban areas are likely to be more appropriate to provide smaller units.	
27.	KL2	Claremont Planning	The NDP does not seek to meet local housing needs as it does not allocate sites and the emerging Local Plan includes only limited development in the parish. The policy supports community-led projects but it is not clear how this would be realised within a green belt location.	Policy regarding developments within the countryside is set out in KL1 and could be the mechanism to bring forward community led projects.
Character, Heritage and Design				
28.	General Figure 6.1	C&R Trust	<p>The importance of reflecting existing context and character and using appropriate materials is also set out within the Design Code, which includes references to waterside development, and this approach is welcomed.</p> <p>However, it is felt that the importance of the canal corridor as a receptor is lost somewhat on the maps, such as Figure 6.1, as the eastern boundary of the NDP area follows the line of the canal. The importance of the contribution of the canal to the neighbourhood plan area would be made more apparent with the addition of the annotation 'Grand Union Canal' to all the maps within the NDP.</p> <p>Any development at the canal frontage to not adversely affect the integrity of the waterway structure. We would also encourage potential developers to undertake pre-application discussions with the Trust.</p>	<p>Noted.</p> <p>Agree and add to maps.</p> <p>Working Group agreed to include a new policy in the Submission Version Plan to focus specifically on the canal and waterways. This was discussed with the C&RT and DBC.</p>

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			See specific comments that could be added to the supporting text here too.	
29.	Policy KL3	Resident	Dacorum are taking part in trialling new national model design codes which need to be taken into account: New local design guide for housing development to be piloted (dacorum.gov.uk)	This relates to the national model design code, which is being piloted across the UK. Agree to mention, but our codes will be more locally specific.
30.	KL3	Angle Property Ltd.	Rectory Farm seeks to fully meet these requirements.	Noted.
31.	KL3	TRDC	We note the proposed Character Areas of the Inner Zone and Rural Zone which are adjacent to the Three Rivers Area. Policy KL3Bii implies that all proposals should incorporate principles included in Conservation Area guidance, however, this will only be applicable to certain proposals located within/within the vicinity of a Conservation Area. Wording such as 'incorporate the principles included in the Conservation Area guidance <i>where applicable</i> ' would be helpful.	The initial sentence of Clause B is " As appropriate to their scale, nature and location ", so no amendment required. Text amended here to reflect climate mitigation.
32.	Policy KL4	Resident	Needs to be joined up with Abbots Langley who are also developing a Neighbourhood Plan and Three Rivers who are developing a Local Plan. Abbots Langley have already agreed to applications turning employment areas into housing developments between Lower Road and Station Road (including Home Park Mill Link Road) now providing 500 housing units, i.e. mostly flats. The draft Local Plan includes 3 developments along the same corridor for 974 houses and a primary school, all currently accessing the same roads. The	We can only influence land-use/planning within our neighbourhood area. We could add this to our implementation and monitoring and an action to feed into neighbouring plans. On the transport angle, we are promoting active travel – within the area – to assist in reducing car movements.

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			impact of these proposals cannot be overlooked or ignored in the development of this Neighbourhood Plan	
33.		DBC	<p>The Council welcome the commitment to achieving high quality design in new developments in Kings Langley. The Council has concerns regarding the effectiveness of this policy. As drafted, the policy requires all developments, including proposals for single dwellings or even extensions, to be subject to the many requirements of this policy, which could be considered a burden.</p> <p>We would recommend that the requirements to this policy are applied only to larger scale (i.e. major) developments.</p> <p>It is also noted that this policy repeats other policy and material considerations elsewhere in the plan.</p>	<p>The policy does not require all developments to undertake all criteria of the policy, rather this should be assessed as appropriate to their scale, nature and location.</p> <p>POLICY KL4 – DESIGN OF DEVELOPMENT Re: Comments from Dacorum – Not all criteria would apply to small developments “as ... appropriate to their scale, nature and location”. Note that recent Planning Applications have been submitted for additional building in gardens adjoining open countryside (in Langley Hill & Coniston Road) and were rejected because they inserted new buildings close to open countryside (iii).</p> <p>In addition, I suggest a few small changes to wording -</p> <p>v. respecting and protecting the buildings and environment of the Conservation Area, listed buildings and the other heritage assets of the parish;</p>

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				Eliminate vii and renumber viii etc., because it repeats elements of the Design Codes specified in ii.
34.		HCC	<p>The policy does not appear to consider adapting development to future climate change, other than investing in green infrastructure. HCC would like to see further measures to be taken to protect the community and local ecosystem from the effects of climate change, while also building long-term resilience to future climates, e.g. flood mitigation, infrastructure protection and design, etc. The Climate Change Committee has identified eight climate risks and put forward the highest priorities for adaption in the next two years for government, local authorities and business. The Independent Assessment of UK Climate Risk can be viewed here:</p> <p>Independent Assessment of UK Climate Risk - Climate Change Committee (theccc.org.uk).</p>	Climate change references have been more strongly emphasized throughout the plan.
35.	KL4	HCC	<p>With regard to paragraphs vii and ix, it is considered that the focus should be on reducing vehicle ownership and the provision and convenience of facilities for cycles including storage and charging should be considered. The Transport Hierarchy as noted in Policy 1 LTP4 should be included in all developments and accessibility to public transport options and movement by sustainable modes from developments should be considered.</p>	Agree – we can add into the policy requirements related to cycle storage and charging.

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
36.	KL4	Angle Property Services	Rectory Farm seeks to fully meet these requirements.	Noted.
37.	Figure 6.1	Angle Property Services	Figure 6.1 (extract below) of the draft KLPN illustrates that the Miller Homes site falls within the Inner Zone, which we support. However we note that the remainder of Rectory Farm falls within the Rural Zone. Given the entire site is allocated as a growth area within Dacorum's emerging Local Plan, we consider the Inner Zone should be expanded northwards to incorporate the remainder of Rectory Farm.	Disagree - the purpose of excluding Rectory Farm from the Inner Zone was that it could have implied presumption of green belt release.
38.	6.13, bullet 5	HCC	Accessible footways: This could be viewed as a lost opportunity to ensure all new developments contribute to the overall master planning of the village. Whilst there is reference to including the provision and standard of provision, this should be clearly linked to the accessibility to key destinations including the station & High Street. The links to other sustainable transport modes should also be considered.	Agree – add to bullet 5: ‘pedestrian and cycle paths should contribute to the overall master plan and policy KL6 and consider links to key destinations, such as the High Street and schools’
39.	Policy KL5	Resident	I think developers should need to comply or the development should not proceed. This is the incentive that is needed to improve our environment. In relation to green spaces, green belt and recreational spaces, views etc these provisions should be absolute. The experience of the last 18 months together with environmental concerns indicates that this is key to community wellbeing.	Unfortunately, unlike Local Plans, Neighbourhood Plans are more limited in what they can dictate in terms of environmental standards, as they have to conform to the minimum requirements as set out by national policy and building regulations. The NDP can however strongly encourage the design and layout of new development to maximise its potential to be as energy efficient as possible and to encourage the use of renewable energy.
40.	KL5	HCC	The county council declared a climate emergency in July 2019, as a response to the need to act locally, having observed the	Noted – see Ref. 3.

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			global impacts of climate change including those from within Hertfordshire; dry riverbeds, reduced water supply, intense weather events, localised flooding and Hertfordshire specific loss of habitat and species. HCC has since published the Sustainable Hertfordshire Strategy , which outlines HCC's nine ambitions as to how the authority will lead as an organisation and enable and inspire a sustainable county. There may be some ideas which could be transpired into the neighbourhood plan.	
41.	KL5	HCC	The county council is pleased to see that non-residential developments should aim to meet BREEAM building standard 'excellent', although there is no mention of domestic dwelling standards. It is considered that new domestic home developments should aim for an EPC rating of B or above, as at the moment, no standard is set.	It is agreed that this should be added in – whilst it is appreciated that efficiency standards are generally addressed through changes to building regulations, the Working Group is keen to push for the highest sustainability ratings where possible and in light of the emerging government commitment to sustainability and climate mitigation.
42.	KL5	C&R Trust	The Trust wish to highlight the potential of the canal for heating & cooling and the document could be amended to include reference to this potential of the canal network to contribute to low carbon technologies. (also relevant in Environment section). SuDS to resolve drainage issues - We wish to highlight the potential for surface water drainage to the canal. Any surface water discharge to the canal would require prior consent from	This is a very good point – included in KL5 Noted - add in Suds information to proposed canal policy.

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			the Canal & River Trust. Full details of any proposed discharge would need to be submitted and include appropriate mitigation measures to ensure there was no adverse impact to water quality or structural integrity of the waterway. As the Trust is not a land drainage authority, such discharges are not granted as of right-where they are granted, they will usually be subject to completion of a commercial agreement.	
43.	KL5	Angle Property Services	Support.	Noted.
Village Centre and wider employment opportunities				
44.	Policy KL6	Resident	Not convinced about the 3 squares proposed by Arup. The Market Square proposal is already out of date as the market now takes place in the Village Garden. The imposition of a 20 mph speed limit seems slightly pointless as it is generally impossible to get anywhere near that speed under normal traffic conditions.	Noted, however suggest retain.
45.	Policy KL6	Resident	I think the village square approach for the high street is very appealing and removing/ discourage through traffic should be a high priority.	Noted.
46.	Policy KL6	Resident	With the drop in demand for retail premises should there be some indication of what activity would be encouraged in the high street and new village squares as this will impact on other areas such as car parking and accessibility for walking /cycling from other areas of the village as well as public facilities.	Strategic policy would already support mixed development, hence no need to repeat this in the NP. In addition the recent changes to the Use Classes - namely Use Class E - broadens the remit to which retail units can be converted without requiring planning permission.

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
47.	KL6	DBC	The Council welcome the commitment to enhancing the public realm in Kings Langley. We note that the majority of the areas identified for improvements relate mainly to highway owned land and with this, we would defer to the views of Hertfordshire County Council, as the lead highway authority.	Noted.
48.	KL6	HCC	With regard to paragraph iii, the following LTP4 related policies would support the proposed changes as part of the public realm strategy: 1, 7 and 8 (see response for detail of these). HCC would recommend these are taken into consideration as part of the Plan and scheme development.	Noted and mention in the policy.
49.	Policy KL7	Resident	Sunderlands Yard needs to be designated an employment area given the loss of business premises along the canal corridor in Abbots Langley and the lack of business premises generally.	Sunderlands Yard is designated as an employment area in the emerging Local Plan. Discussions in the Working Group led to concerns about the changing nature of work and how this might impact the viability of such employment sites. Also the lack of brownfield sites in the parish. Agreed that employment sites should be safeguarded, but if a proposal included a mixed scheme (commercial and residential) this should be considered, where it might, for instance, safeguard development on greenfield/Green Belt. Policy amended.
50.	KL7	DBC	It is unclear how the requirements set out in Bii would be effectively delivered for smaller scale business proposals. For a small scale start-up business, the need to provide access by public transport may not be realistic or deliverable. We recommend that this part of the policy is reviewed.	Noted, but considered that the movement routes would enable access to public transport nodes.

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
51.	KL7	TRDC	<p>We welcome the inclusion of Policy KL7 in its aim to protect existing employment floorspace and support new employment space.</p> <p>However, as currently worded, Policy KL7A may cause confusion due to the general use of the term 'commercial'. The new Use Classes Order, introduced in 2020, defines Class E as 'Commercial, Business and Service', with a range of uses defined under Class E (including, but not limited to, retail, restaurants, financial services, offices etc.).</p> <p>Firstly, it should be recognised that planning permission is not required for changes of use within the same use class (and therefore that Policy KL7 will not apply to all changes of use relating to employment/commercial premises).</p> <p>Secondly, other uses may be considered commercial in the context of Policy KL7 (e.g. F2(a) Shops selling essential goods), so reference to specific use classes/types of premises in the policy wording or supporting text would provide clarity.</p>	Replace 'commercial' with Use Classes E and F.
52.	Policy KL8	Resident	Support provision for a local museum, given that a Royal Palace used to be here in the Middle Ages. Publication of a booklet on the Palace to be pursued by the Kings Langley Local History and Museum Society as a desirable and profitable outlet.	Noted. Add to the Actions Table.
53.	Policy KL9	Angle Property Services	Support.	Noted.

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
Environment and green space				
54.	General	C&R Trust	The Trust wish to highlight the potential of the canal for heating & cooling and the document could be amended to include reference to this potential of the canal network to contribute to low carbon technologies. (also relevant in sustainable design section).	Noted – included in KL5 and noted in supporting text for new canal/waterways policy.
55.	Biodiversity	C&T Trust	Waterways have a rich biodiversity, with many areas benefiting from SSSI, SAC, SLINC or CWS designations. Developments can have an adverse impact on the ecology of the waterways. The document references the importance that canal corridors can play and the Trust should be fully consulted on any future proposals. It should be clearly set out how any improvements would be funded / maintained.	Noted.
56.	General	Forestry Commission	General advice provided.	Include specific clause on ancient woodland within KL12.
57.	Policy KL10	Resident	Clause B.i. - I would like to see wording that enforces any mitigation or compensation for harm of a development to be specifically stated as being placed within Kings Langley & for the benefit of the village.	Agree to make this explicit.
58.	KL10	DBC	Subsection B does not add clarity to applicants in terms of thresholds requiring a biodiversity appraisal. We would recommend that the policy applies to proposals for major developments or proposals adjacent to existing sites.	The government response to the consultation on this ⁸ suggested that the process would be simplified for minor development (defined as: (i) for residential: where the number of dwellings to be provided is between one and nine inclusive on a site having an area of less than one hectare, or where the number of dwellings to be provided is not known, a site

⁸ [Net gain: summary of responses and government response \(publishing.service.gov.uk\)](http://publishing.service.gov.uk)

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				<p>area of less than 0.5 hectares; (ii) For non-residential: where the floor space to be created is less than 1,000 square metres OR where the site area is less than one hectare)</p> <p>Government will not, therefore, introduce broad exemptions from delivering biodiversity net gain, beyond those exemptions already proposed for permitted development and householder applications such as extensions, and will instead introduce narrow exemptions for the most constrained types of development.</p> <p>We can allude to this in the supporting text but suggest we do not amend the policy itself.</p>
59.	KL10	HCC	<p>Paragraph B(i): Increase biodiversity net gain target (currently 10%). HCC has committed to improving nature on HCC land by 20% by 2030 and improve wildlife across the county by 20% by 2050, whilst the Wildlife Trust restore 30% of land and sea for nature by 2030.</p> <p>Paragraph C: Should consider planting trees that are resilient to our changing climate, e.g. drought, heatwaves.</p>	<p>Include this within the justification text as it supports our policy.</p> <p>Agree –add this to the policy.</p>
60.	KL10	Angle Property Services	Bi. requires development proposals to demonstrate a measurable biodiversity net gain of 10% by utilising the Defra biodiversity metric, and where this is not demonstrated, permission for planning should be refused. Given that the Environment Bill has not yet been adopted, we consider this	<p>Noted, however there are many neighbourhood plans that now include this and which have been tested at examination.</p> <p>Retain as is.</p>

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
			requirement of draft Policy KL10 is too stringent and should be more aligned with the requirements of Dacorum's own policies in this regard.	
61.	KL10	TRDC	We welcome this policy in its aim to protect and where possible to enhance and extend green (and blue) infrastructure corridors. The inclusion of the River Gade and Lakes which are adjacent to the Neighbourhood Plan Area and Three Rivers District in the Green Infrastructure map (Figure 8.1) is supported. This corridor is mutually recognised as a key asset to be conserved and enhanced in TRDC's current Local Plan and in the draft Green and Blue Infrastructure Policy for the emerging new Local Plan.	Noted and amended.
62.	Policy KL11	Resident	I would have liked to have seen new green space at Rectory Farm included in the list of green spaces.	The LGS designation can only be used to safeguard existing spaces, not create new ones. KL12 does include provision for open space within new development.
63.	Policy KL11	Resident	I would have liked to have seen Rectory Farm protected and developed a green space for villagers. The land is the only open space on both sides of the canal from the M25 to Bocmoor. It could be retained as a large open area for all the village.	This is a strategic site allocation and therefore it is not within the remit of the NDP to undo this allocation.
64.	Policy KL11	Resident	Ownership of the round field between Rucklers Lane and Shendish has recently changed hands. It is understood that the new owner intends to develop a vineyard on this 20 acre site. Although not development for buildings this change of use could effect the wildlife value/the biodiversity/the views over Kings Langley village all of which are highlighted in this	We now know that the new owner is not developing a vineyard and just plan to leave the land as it is. Remove from the Plan.

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
			document as being valued and important to the local community.	
65.	KL11	DBC	The Council welcomes the strong objective to protect local spaces considered important to the local community. Paragraph 8.8 requires amending as any Local Green Space in the Green Belt does not provide any further safeguarding than already afforded by Green Belt policy. Also, the Council is concerned that policy KL11 adds limited value to the proposed Local Green Spaces located in the Green Belt, which already benefit from the protection afforded by national and local policy. We recommend that such sites are deleted from this policy.	Planning Guidance ⁹ states: If land is already protected by Green Belt policy, or in London, policy on Metropolitan Open Land, then consideration should be given to whether any additional local benefit would be gained by designation as Local Green Space. One potential benefit in areas where protection from development is the norm (eg villages included in the green belt) but where there could be exceptions is that the Local Green Space designation could help to identify areas that are of particular importance to the local community. Retain.
66.	Policy KL12	Resident	Any trees, woodlands and hedgerows must be sustainable, with an ongoing management plan to ensure their long term health and safety.	Add wording to this effect.
67.	KL12	DBC	DBC notes that the last section of this policy (relating to incorporating open space) does not sit well within this policy. The tone of the policy is to minimise the environmental impact of development and this final section does little to achieve on that aim relative to the other sections. It is recommended that this could be resolved through a change to the policy title wording or splitting it to become a separate policy on open space.	Change policy title from 'Minimising' to 'managing'

⁹ [Open space, sports and recreation facilities, public rights of way and local green space - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

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68.	KL12	Herts Wildlife Trust	Support the document from a biodiversity perspective. One addition would be to require buffers to hedges, trees and woodland. Without a complimentary buffer the value of a hedge, tree or woodland will be significantly reduced. For example if a development retains a hedge but buildings abut it on either side, the hedge then has little value. To avoid this other neighbourhood plans and local plans specify minimum buffer widths. You should do this too. A statement that says all priority habitats and mature trees must have a minimum buffer of complimentary habitat of 10m, and more if required, i.e. for ancient woodland or veteran trees it should be 15m. This will ensure the value of these retained habitats is not eroded and aid biodiversity net gain where it is needed most, e.g. adjoining the most connective features in the landscape.	Agree. Add to the policy.
69.	Policy KL14	Angle Property Services	Two views cross the Rectory Farm Site (2 and 5). Proposal for the site would protect and enhance these views. Support.	Noted.
70.	KL14	TRDC	Figure 8.3 which identifies locally significant views shows that the 'shaded arcs' of View 2, View 5 and View 11 cover areas located in the Three Rivers District. It should be recognised in the Neighbourhood Plan that development proposals for sites in the Three Rivers District which may be located in these 'shaded arcs' would not be subject to the application of Policy KL14 in the Neighbourhood Plan, as they are located outside of the Neighbourhood Plan Area. Nevertheless, TRDC's draft Landscape Character Policy for the New Local Plan requires that proposals make a positive contribution to the	Noted and agree we will add this to the supporting text. We will also flag this policy and associated views with Abbots Langley Parish, who are in the process of preparing a neighbourhood plan.

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			surrounding landscape and states that proposals that would unacceptably harm the character of the landscape in terms of siting, scale, design or external appearance will be refused planning permission.	
Transport and movement				
71.	General	Resident	<p>Traffic pinch-points should include the junction of Rucklers Lane and Nash mills with the A4251. Rucklers Lane and Nash Mills lane have cars parked on the side of the road approaching the traffic lights. This makes it hard for cars to get through both roads and traffic backs up. It is also dangerous for cyclists and pedestrians who are heavy users of both Rucklers Lane (to access the greenbelt/open spaces/wildlife area/footpaths) and Nash mills lane (which allows access to the canal towpath).</p> <p>The single track road part of Rucklers lane is used by a lot of walkers (including dog walkers who use the dog waste bin) and cyclists. Footpaths cross the lane to access greenbelt and other open areas. it would be beneficial for all peoples safety to reduce the speed limit (currently un-restricted) on this section. There should also be some restriction of the traffic using Rucklers Lane as it is used as a cut through from the A4251 to Chipperfield/Bovingdon.</p> <p>Some large trucks use the lane which is dangerous to other uses, erodes the hedgerows and diversity of the Nucket wood and causes death and injury to wildlife (deer and badgers being the larger species affected)</p>	<p>This is not in our Parish and action is planned by Nash Mills parish.</p> <p>Traffic speed is essentially regulated by the narrowness of the Lane in most places.</p> <p>We cannot do much to restrict large trucks using lanes – maybe something to discuss separately with HCC as the Highways Authority.</p>

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72.	General	Resident	Certain things have moved on and the cycle hire scheme in Watford could be looked at to bring to KL, it would potentially reduce car use to and from station if the docking stations were well thought out. Same goes for the e-scooters schemes now being introduced.	Cycle hire would be an action to explore rather than a policy. The station sites outside the neighbourhood area, so perhaps worth flagging with ALPC (idea of additional EV and cycle charging / storage).
73.	General	HCC	<p>Transportation matters within the neighbourhood plan, must be in conformity with Hertfordshire's Local Transport Plan 2018-2031 (known as LTP4), which was adopted by the county council in May 2018 - www.hertfordshire.gov.uk/services/recycling-waste-and-environment/planning-in-hertfordshire/transport-planning/local-transport-plan.aspx.</p> <p>Stresses importance of non-car permeability in new developments and need for developers to prioritise non-car movement.</p>	Make reference to that document in the plan and potentially add in a sentence in supporting text stressing HCC's emphasis on car-free modes of travel.
74.	Policy KL15	Resident	<p>I have marked KL15 Key movement routes as disagree. Whilst I do agree with the broad aims of the policy, I see no recommendation for Vicarage Lane and Langley Hill to be made one-way streets. The parking bays on Langley Hill are welcome BUT the increase of traffic from KL to Chipperfield which will likely only get worse due to the ambitious house-building in Chipperfield - is a major problem.</p> <p>Cars on Vicarage Lane are frequently damaged and at busy times there are long tail backs due to few passable places available. With the imminent opening of the new Nursery on the corner of Vicarage Lane, this traffic and pedestrian problem</p>	<p>Planning for one-way streets is a highways matter and therefore outside the remit of the NDP. This is being picked up by the Parish Transport Working Group.</p> <p>Equally, there is not much we can do in the NDP to address additional traffic stemming from proposed developments in Chipperfield, aside from ensuring that any planning proposals are responded to with this in mind.</p>

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			will likely worsen. WHY can we not have a one way system purely on grounds of SAFETY?	
75.	KL15	DBC	Figure 9.1 does not reference which linkages are new and does not reference cycle routes (which is mentioned in KL15B). It is recommended that Figure 9.1 is updated to reflect these points. Policy should reference enhancing and improving existing routes and to deliver new routes where feasible.	<p>Amend the map to add this additional detail – and also the towpath.</p> <p>In the Policy section, add paragraph C -</p> <p>C. In addition to signposting footpaths and bridleways, to provide clear signage of the shortest paved ('primary movement routes') walking routes between the Village Centre and -</p> <ul style="list-style-type: none"> i. Kings Langley rail station ii. Library / Community Centre iii. Canal footbridge (No 157) <p>Also -</p> <ul style="list-style-type: none"> iv. outside the Parish Council Offices
76.	KL15	HCC	Many young people using HCC services cycle to projects. The county council would be keen to see an improvement to the quality and continuity of cycling routes across the parish and the wider area to encourage this.	Noted and support for our approach to encouraging active travel is welcomed.
77.	KL15	HCC	The promotion of walking and cycling within this policy is welcomed, although it is considered that one of the primary barriers to cycling is the fear of motor traffic.	Speed reduction in the village centre is an aspiration and whilst we cannot address that through planning policy, it is noted in the action table and could be picked up by the Transport Working Group (parish council).

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
			<p>Policy 15 of the LTP4 should also be considered with regard to the desired speed reduction in the town centre. The county council through its Speed Management Strategy, a joint working strategy with the Police, will seek to manage the network to achieve appropriate speeds in the interests of safety, other road users, and the environment.</p>	
78.	KL15	C&R Trust	<p>The canal towpath - could be more clearly referenced within the plan as an important walking and cycling route. For example, Figure 9.1 shows key movement routes. However, due to the boundary line of the NDP area, the canal corridor and towpath are not identified. Nevertheless, it is encouraging to note that the importance of the canal as a pedestrian/cycle route is clearly reflected in its ranking at No.1 within the Infrastructure Delivery Plan (figure 12.1).</p> <p>These proposals (i.e. in the IDP) should be extended to Kings Langley Rail station with north of Water Lane also being considered. The Trust would need to be consulted further on proposals for any works to the towpath as due consideration will need to be given to the particular character of any stretch of the canal and any heritage impacts which may affect choice/finish of materials or how the works are undertaken. With any proposed towpath or access works it will also be</p>	<p>Agree - improve map and supporting text with reference to these points – include a new policy on the waterways.</p>

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
			<p>important to ensure that the impacts on the canal and existing infrastructure are fully considered. The Trust are happy to discuss the extent of these works, and the costings identified, to ensure they provide a more accurate reflection of the specification that the Trust would require.</p> <p>In addition, details on any new/improved access points with the canal should also be identified and it will be important to ensure these are appropriately designed. The key movement routes indicated on Figure 9.1 include crossings of the canal via existing bridges. These bridges are within the ownership of the Trust and further detailed discussions on this matter are essential.</p> <p>The inclusion of wayfinding and interpretation boards would be greatly beneficial in helping people orientate and recognise the clear connections between the town area and the canal, as well as wayfinding along the canal itself, e.g. waymarking and signage from the train station to canal, and from residential areas to access points, with clearly marked routes and distance markers.</p>	
79.	Policy KL15	Angle Property Services	Support.	Noted.
80.	KL15	TRDC	We fully support the inclusion of Policy KL15 in its requirement for new developments to provide safe pedestrian and cycle routes where possible and it is recognised that improving connectivity within the pedestrian/cycle network is vital in seeking to increase the use of sustainable transport modes.	Noted.

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			RDC's draft Sustainable Transport and Travel Policy for the New Local Plan also requires that new development maximises sustainable transport modes of walking, cycling and the use of public transport and that development is integrated within the wider transport network. Both policies will be important in ensuring the use of sustainable transport across the Three Rivers District and Kings Langley Neighbourhood Plan Area.	
81.	Policy KL16	Resident	Public car parking refers to the expansion of The Nap Car Park. The ARUP report suggests introducing charging in the car parks. The expansion of The Nap to replace parking spaces in the High Street should not impact the one remaining cedar tree. Also, any proposal to introduce charging in the car parks should be opposed because it would inevitably lead to increased pressure on parking in surrounding residential streets and cul de sacs where parking by non-residents is already a problem.	Outside of the remit of the NP and there are no plans to implement charging. The cedar tree should be noted in the policy.
82.	Policy KL16	Resident	Public car parking can be supported by new housing with on site parking that, as a minimum, meets Dacorum parking standards. Local businesses should also be encouraged to permit public parking when not open.	This is covered in the Design Policy (KL4) clause vii. This could be included in the Non-Policy Action table.
83.	KL16	Resident	While I do not object in principal to the Nap car park being enlarged and a few parking spaces being removed along the High Street, I feel that imposing parking charges would be counter productive and would negatively affect businesses which depend on passing trade. Many people who just want to park for a moment and buy something might not bother if they	See ref. 81.

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
			had to pay. We do not have the range of shops to justify such a proposal - we are not Berkhamsted!	
84.	KL16	DBC	Supporting text references figure 9.2, however this does not appear to exist in the current iteration of the neighbourhood plan. Reference in policy KL16 regarding the expansion of the Nap is not effective and needs amending.	Add map.
85.	KL16	HCC	Any increase in parking should be considered carefully against policies contained within LTP4. LTP4 does not encourage additional car parking spaces. The draft neighbourhood plan acknowledges the desire to reduce vehicles within the town centre but it could be considered a missed opportunity to reduce on street parking freeing up the capacity and possibility of improved provision for walking, cycling and over all public realm experience if additional parking spaces are then provided elsewhere.	KL as a centre drawing in people from elsewhere to local facilities. Hilly nature of the parish.
Community facilities, leisure and recreation				
86.	10.7	HCC	With regard to paragraph 10.7, there is an implication within it that the current library facility is managed by Dacorum Borough Council, when it is maintained by the county council. Amend to: <i>"A further opportunity revealed in the Village Survey was development of the library as a mini hub for local residents and businesses to access information supplied by DBC and to meet other local business people. The library has a community role already and this should be continued and expanded where feasible in partnership with HCC. Support for this is set out in Policy KL7."</i>	Agree and amend as suggested.

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
87.	KL17, 18 and 19	Claremont Planning	The facilities noted in these policies could be delivered through developer contributions – this would support the need for additional housing in the parish.	The plan is required to identify what is needed. The means of financing is outside the scope of the plan.
88.	Policy KL17	Resident	Any new recreational provision needs to take account of what is available, e.g. at Primrose Hill playing fields, Sportspace facilities. The space available within the village for a skate park, undercover space for young people to socialise (the youth shelter in Primrose Hill has been removed, the youth club has gone), swimming pool (mooted when the senior school one was lost), public tennis courts (ditto) and another playground when the ones in Rucklers Lane and Beechfield are barely used. There is also the question for many of these of start up costs, staffing, insurance, maintenance etc	It is assumed that new recreational provision will be selected on a combination of need and feasibility. Feasibility will include running cost implications.
89.	KL17	Resident	I am surprised that there is no mention of providing and opportunity for people to swim in the natural environment. This could be done by building a bathing pool somewhere along the River Gade.	We have not included a swimming pool, since, like other similar large public leisure facilities, e.g. a gym/fitness centre, it requires considerable up-front and ongoing finance, and so we will be dependent on DBC strategy. We have not previously been made aware of any interest in 'natural environment swimming'
90.	KL17	Angle Property Services	Support. Part B: Regarding the upgrading of the Kings Langley Football Club to provide a 3G (or higher specification) pitch and changing rooms: Our client is supportive of this in principle and is open to discussing this in more detail with the relevant stakeholders.	Noted.
91.	KL17	Sport England	Ensure that any new or improved sports facilities are fit for purpose and designed in accordance with Sport England's design guidance notes.	Add reference to policy.

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
92.	Policy KL18	Resident	As for children & young people there is little for teens to occupy them in the village, let's do something for them.	KL18 attempts to address this and recommends consultation on best options before action.
93.	KL18	DBC	<p>The Council welcome the positive commitment to delivering such facilities in the parish. We are concerned over the effectiveness of the wording “The provision of a playground in the west of the village will be strongly supported”. This is open to interpretation and covers a significant area including potentially areas which may not relate as well to existing and new communities. DBC recommends that this could be overcome through suggested broad locations that are identified on the policies map.</p> <p>The second paragraph seeks developers to prepare evidence on local leisure needs of younger people. The Council consider this requirement to not be effective as it is seeking the same evidence to be prepared from multiple developments. The Council recommends the deletion of this requirement and that such evidence is potentially led by the parish council as an additional project listed in Figure 12.1 and funded through CIL income.</p>	<p>Broad area: a site could be in this part of the parish: near to the Common/ in a location from Hempstead Road to the top of Love Lane.</p> <p>Include reference within the policy to DBC's quality standards.</p> <p>Agree.</p>
94.	KL18	Angle Property Services	Support.	Noted.
95.	KL18	Sport England	Ensure that any new or improved sports facilities are fit for purpose and designed in accordance with Sport England's design guidance notes.	Add reference to policy.
96.	KL19	Angle Property Services	Support.	Noted.

Ref	Paragraph / policy	Respondent	Summary of comment	Response from Working Group
97.	Policy KL20	Resident	If anyone needs the toilet in the village, they only need to ask. There are pubs, churches, eateries, coffee shops, shops providing personal services such as barbers and hairdressers. In other words, pretty much everyone. A variety of toilet facilities are being considered but, again, the costs, including cleaning and maintenance, are considerable and unlikely to be provided at public expense given the almost instant acts of vandalism when the public toilets were opened.	Noted, however, this was supported through the village survey, hence its inclusion. We have used the term 'facilities' to imply flexibility and to avoid being constrained into considering only public toilet buildings. It is recognised that if we are able to arrange for the public to use 'private' toilet facilities, then we will need to pay some compensation.

Appendix F - SEA/HRA Screening Determination Statement (main body)

Dacorum Borough Council Screening Statement on the determination of the need for a Strategic Environmental Assessment (SEA) in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004 and European Directive 2001/42/EC for the Kings Langley Neighbourhood Development Plan

9 APRIL 2021

SUMMARY

Dacorum Borough Council (the ‘Council’) determines that Kings Langley Neighbourhood Plan (Kings Langley NP) does not require a Strategic Environmental Assessment (SEA).

INTRODUCTION

1. This statement determines whether or not the contents of the emerging Kings Langley Neighbourhood Plan (Kings Langley NP) requires a Strategic Environmental Assessment (SEA) in accordance with the European Directive 2001/42/EC (the Directive) and associated Environmental Assessment of Plans and Programmes Regulations 2004 (the Regulations).
2. Any land use plan or programme ‘which sets the framework for future development consent of projects’ must be screened according to a set of criteria from Annex II of the Directive and Schedule 1 of the Regulations. These criteria include exceptions for plans ‘which determine the use of a small area at local level’ or which only propose ‘minor modifications to a plan’, if it is determined that the plan is unlikely to have significant environmental effects.
3. This initial screening opinion must be subject to consultation with Historic England, the Environment Agency and Natural England. The results of the screening process must be detailed in a Screening Statement, made available to the public.

THE SCREENING PROCESS

1. Using the criteria set out in Annex II of the Directive and Schedule 1 of the Regulations, a Screening Opinion determines whether a plan or programme is likely to have significant environmental effects.
2. The extract from ‘A Practical Guide to the Strategic Environmental Assessment Directive’ in Appendix 1 provides a flow diagram to demonstrate the SEA screening process.

3. Table 1 in Appendix 1 sets out the criteria from the Practical Guide, along with an assessment of the Kings Langley NP against each criterion to ascertain whether a SEA is required.
4. Also part of the screening process is the Habitats Regulations Assessment Screening, which can be found in Appendix 2, and the assessment of likely significance effects on the environment, which can be found in Appendix 3.
5. These two assessments feed into Table 1 and the SEA screening opinion.

KINGS LANGLEY NEIGHBOURHOOD DEVELOPMENT PLAN

6. The Kings Langley NP will contain the following vision, objectives and policies:

Vision for Kings Langley parish to 2038:

To preserve and enhance what villagers most value about Kings Langley in line with the priorities suggested by the 2019 Parish Plan Survey - its village status, environmental action, greenbelt, proximity to open countryside, canal, woods and common, its thriving high street and strong sense of community.

The four objectives of the Kings Langley NP are as follows:

Objectives	
1.	To direct new development to appropriate, sustainable locations within the parish in order to protect, so far as possible, the Green Belt, valued green space in and around Kings Langley and local character and heritage. Development should contribute towards a proven local need.
2.	To require, of any new development, an assurance of the credibility of the developer and an assurance of the environmental sustainability of any proposed development, with plans ideally approaching a 'zero carbon' goal through building materials, alternative energy sources, energy saving design, encouraging walking and cycling.
3.	To ensure that development delivers community benefit, in line with initiatives promoted by the other three Parish Plan working groups, for instance car free/car sharing development; enhanced public access; contribution to recreation facilities and on-site food growing land allocation.
4.	To support a vibrant and diverse High Street and a strong local economy that offers job opportunities to local people. Any future development, large or small, must not diminish existing business workspace or local employment opportunities. To generate new employment and replace any lost workspace, we will seek to provide small business units.

The four objectives will be delivered through twenty policies which cover a range of topics, and are listed on the next page:

Policies	Main intent
Spatial Strategy	
Policy KL1: Location of Development (Page 17)	Direct new development towards the most sustainable locations, whilst protecting the Green Belt and the green spaces within the Parish and avoiding coalescence.
Housing	
Policy KL2: Meeting Local Housing Needs (Page 19)	Ensure that new homes meet the needs of local people and achieve a balanced mix of development.
Character, Heritage, and Design	
Policy KL3: Character of Development (Page 24)	Protect and enhance the character of the area, incorporating the principles set out in the Conservation Area and Urban Design Zones.
Policy KL4: Design of Development (Pages 29-30)	Ensure good quality design is incorporated into new developments.
Policy KL5: Energy Efficiency and Design (Page 31)	Ensure all developments meet the highest energy efficiency and environmental standards.
The Village Centre and Wider Employment Opportunities	
Policy KL6: Enhancing the High Street and the Village Centre (Page 35)	Support the Arup Report recommendations to enhance Kings Langley High Street and Village Centre.
Policy KL7: Commercial Premises and Land (Pages 36-37)	Safeguard existing employment land (including compensation for displaced businesses) whilst also encouraging new businesses to locate to the area.
Policy KL8: Supporting Sustainable Tourism (Page 38)	Ensure Kings Langley benefits from the development of local tourism.
Policy KL9: High Speed Broadband (Page 38)	Promote the provision of high speed broadband into all residential, commercial and community development proposals.
Environment and Green Space	
Policy KL10: Conserving and Enhancing the Network of Green Infrastructure (Pages 40-41)	Protect, enhance and extend areas and corridors featuring valuable flora and/or fauna.
Policy KL11: Local Green Spaces (Page 42)	Protect Green Spaces that are demonstrably special to the local community.
Policy KL12: Minimising the Environmental Impact of Development (Page 44)	Protect and enhance identified habitats to ensure the Rural and Green character of the Parish is retained.
Policy KL13: Kings Langley Farming Sector (Page 46)	Protect the viability of farming, which contributes to both the local economy and the landscape.
Policy KL14: Protection of Significant Local Views. (Page 47)	Protect individual views throughout the Parish that hold particular significance of local heritage.
Transport and Movement	
Policy KL15: Protection and Enhancement of Key Movement Routes (Page 51)	Protect and enhance key movement routes (particularly footpaths and cycle routes) within the Parish.
Policy KL16: Public Car Parking (Page 51)	Provide additional publicly accessible off-road car parking spaces, including the expansion of the Nap Car Park.
Community Facilities, Leisure and Recreation	
Policy KL17: Improving Opportunities for Sport and Recreation (Page 54-55)	Set out the parameters for assessing new community, recreational and leisure facilities.
Policy KL18: Provision of Leisure Facilities for Children and Teenagers (Page 56)	Ensure all new major developments consider and provide for the needs of children and young people.
Policy KL19: Allotments and Community Growing Spaces (Page 57)	Require all major developments to provide for new allotment and/or Community Growing spaces.
Policy KL20: The Provision of Accessible Public Toilets (Page 588)	Support the provision of accessible public toilets within the Village Centre.

7. The Kings Langley NP contains policies to maintain a sensible balance in the Parish between housing, character and design, employment opportunities, green infrastructure, open spaces, agriculture, landscape, wildlife habitats, transport, health and well-being and community facilities.
8. The policies are wide-ranging and seek many benefits for existing and new residents in the parish. On housing, there is a strong emphasis on

addressing the particular shortfalls in housing mix, such as delivering more 2-bed units, and meeting the needs of the aging population.

9. A lot of detail has been developed to support design principles that accord with local character, and to ensure key views/prospects are protected. A number of new Local Green Spaces are also proposed and will be offered the same level of protection as Green Belt land.
10. Policies support the broad retention of existing employment land and premises as well as new employment development, alongside the delivery of high quality broadband which can enable greater flexibilities such as working from home.
11. A number of environment policies are proposed which seek to combat and mitigate against the effects of climate change, and deliver net gains in biodiversity.
12. Policies are also supportive of enhanced connectivity, including the delivery of new and enhanced footpaths and cycleways. There are also general policies which support the provision of new sports and leisure facilities alongside new or enhanced community facilities in the parish.
13. Overall, we note that the plan does not allocate any sites for development and places great emphasis on conserving the character and appearance of the area.
14. It is therefore concluded that the implementation of the Kings Langley NP would not result in likely significant effects on the environment.

RESPONSES

15. The Council consulted with the statutory consultees, Environment Agency, Historic England and Natural England on the screening opinion from 1 February 2021 to 15 March 2021. Responses were received from each of the three bodies and these are attached as Appendix 4.
16. Historic England note that the draft Neighbourhood Plan does not propose to allocate any sites for development. Historic England agree with the Council's opinion that the Neighbourhood Plan is not likely to have a significant effect on the historic environment and therefore does not require an SEA.
17. The Environment Agency whilst noting a number of potential environmental constraints existing within the Neighbourhood Plan area advise by email to the Council, dated 25 March 2021, that it agrees with the Council's opinion that the Neighbourhood Plan does not require an SEA.

18. Natural England advise that it is not aware of significant populations of protected species which are likely to be affected by the policies / proposals within the Neighbourhood Plan and that there are unlikely to be significant environmental effects from the Neighbourhood Plan. Natural England confirm that on the information provided in its view the proposals contained within the Neighbourhood Plan will not have significant effects on sensitive sites that Natural England has a statutory duty to protect.

CONCLUSION

19. As a result of the screening undertaken by the Council, the following determination has been reached.
20. The Kings Langley NP is unlikely to have significant effects on Natura 2000 sites, therefore, an Appropriate Assessment for the Kings Langley Neighbourhood Development Plan is not required.
21. Based on the assessment presented in Appendices 1 & 3, the Kings Langley NP is unlikely to have a significant effect on the environment.
22. The Kings Langley NP does not require a Strategic Environment Assessment.