

Appendix 6 - REPRESENTATIONS – Local Plan Regulation 18 Preferred Policy Options Consultation – Deliveries, Servicing and Construction

REPRESENTATION REFERENCE	REPRESENTOR	YES/ NO	REPRESENTATION	SUMMARY OF REPRESENTATION/MAIN ISSUES RAISED	OFFICER/COUNCIL RESPONSE	OFFICER'S/COUNCIL'S PROPOSED ACTION
SC_000 20_Chorleywood Parish Council	Chorleywood Parish Council		<p>There are already significant issues regarding access to Chorleywood. Most of the access routes into the area are formed of narrow country lanes. These are frequently used by horses and riders, farm and other agricultural vehicles and in the absence of sufficient footpaths often have to be used by walkers.</p> <p>Given the specific issues facing access to and from Chorleywood an enhanced approach to deliveries, servicing and construction should be adopted:</p> <p>(1) All development proposals must consider arrangements for deliveries and servicing and demonstrate that adequate provision can be made for future occupiers. Where possible, delivery and servicing arrangements should be accommodated off-street and the use of delivery and servicing bays should be strictly controlled. This should be enhanced to include a requirement that all development proposals must submit proposals for deliveries and servicing.</p> <p>(2) In all cases there should be no adverse impacts of deliveries or servicing on the amenity of local residents and businesses including from vehicle noise or the size of vehicles. Limits on the number of vehicles visiting sites in a 24-hour period should be included.</p> <p>(3) Proposals for development should demonstrate that delivery, servicing and emergency vehicles are able to enter and exit the site in forward gear and that the proposed arrangements will be safe and will not cause traffic obstruction or nuisance. Agreed.</p> <p>(4) Applications for major developments must demonstrate suitable provision for refuse and recycling collection, including details of storage and collection points and locations for vehicles to turn and wait. Given the size of the Parish this should be extended to ALL developments to mitigate the impact on existing and future residents.</p> <p>(5) Delivery and Servicing Plans (DSPs) will be required for developments that by virtue of likely vehicle movements may impact on the operation of the public highway, private roads, the public realm and/or on the amenity of residents and businesses. The DSP should demonstrate how any potential impacts will be mitigated and should seek to encourage use of low-emission vehicles and efficient and sustainable delivery systems which minimise motorised vehicle trips. Delivery and service plans should be a requirement for ALL developments in the area. All development has an impact on the operation of the public highway, private roads, the public realm and/or on the amenity of residents and businesses. The reality is that the only significant access road into and out of Chorleywood is Green Street but this ends at a narrow road tunnel under the Metropolitan Line. All other access routes are on country lane including the Maple Cross exit of the M25 which leads to Long Lane, a narrow, often congested route that can only accommodate single lines of traffic – particularly larger vehicles – in several places.</p> <p>(6) Developments should adhere to best practice construction techniques to limit impacts on the environment, reduce noise and vibration from construction, and manage the transportation of construction waste and materials. This should be a requirement rather than an aspiration and state that developments MUST adhere to best practice. Delivery and servicing arrangements can have significant impacts on the quality of the environment and living and working conditions of an area and must be considered as an important part of proposals for any new development.</p>	<ul style="list-style-type: none"> Note significant issues regarding access to Chorleywood. Suggested approach to policy for Chorleywood. 	Noted. The approach to this policy is to manage the impacts for the quality of life of communities and the amenity of the area.	No change.
SC_000 24_Abbots Langley PC	Abbots Langley Parish Council	Yes	Agree.	<ul style="list-style-type: none"> support 	<ul style="list-style-type: none"> noted 	No change

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SC_000 30_High ways England	Highways England		Reference should be made to Highways England and the SRN. For sites positioned close to the SRN, or which would place a sizeable amount of construction vehicles on the SRN, any impacts arising from any disruptions during construction, traffic volume, composition or routing change and transport infrastructure modification should be fully assessed and reported. A detailed Construction Management Plan (CMP) may also be required, including detailed traffic management measures during construction of the access junction and road to ensure the operation of the SRN is not adversely affected. There would be identified and requested during the planning application submission stage or as a Highways England identified planning condition on any planning permission granted.	<ul style="list-style-type: none"> • Make reference to Highways England and SRN in this question; • For sites close to the SRN, any impacts should be fully assessed. A detailed Construction Management Plan should be provided alongside proposals to ensure operation of SRN is not adversely affected. 	<ul style="list-style-type: none"> • References to Highways England and SRN will be added in future versions of the plan; • Construction Management Plans will be added as a condition to the application 	Amend policy to add the need to consult Highways England on all proposals close to the SRN and the need for developers to provide a construction management Plan.
P1_000 02_			All acceptable – but see below	<ul style="list-style-type: none"> • Agree with approach 	Noted	None
P1_000 03_	Yes			<ul style="list-style-type: none"> • Agree with approach 	Noted	None
P1_000 05_	Yes	Nothing to add		<ul style="list-style-type: none"> • Agree with approach 	Noted	None
P1_000 06_	Yes	See previous comments. Parking locally is difficult.		<ul style="list-style-type: none"> • Agree with approach but parking locally is difficult. 	Noted	None
P1_000 14_	Yes	Sounds logical. Let's see what happens in reality – conflicting priorities will show how serious local government is about protecting local interests.		<ul style="list-style-type: none"> • Agree with approach, query whether this will happen in reality with conflicting priorities. 	Noted	None
P1_000 17_	Yes	But you have to mandate it		<ul style="list-style-type: none"> • Agree with approach but need to mandate the policy 	Noted	None
P1_000 19_	Yes			<ul style="list-style-type: none"> • Agree with approach 	Noted	None
P1_000 20_	Yes	N/A		<ul style="list-style-type: none"> • Agree with approach 	Noted	None
P1_000 23_	Yes	Ok		<ul style="list-style-type: none"> • Agree with approach 	Noted	None
P1_000 24_	Yes	Yes but could go further		<ul style="list-style-type: none"> • Agree with approach 	Noted	None
P1_000 25_	No	Oxhey Lane already busy and fast moving large delivery trucks turning off will result in accidents and more traffic		<ul style="list-style-type: none"> • Oxhey Lane already busy and fast moving and will result in more accidents 	Noted	None
P1_000 26_	Yes	Clear Policy		<ul style="list-style-type: none"> • Agree with approach 	Noted	None
P1_000 27_	Not Sp ecif ied	Is it possible to include protection against discharge of sewage into our waterways by utilities? This has been responsible for the worst damage to the waterways in the past few years.		<ul style="list-style-type: none"> • Possible to include protection against sewage discharge into waterways by utilities; • Been responsible for the worst damage to the waterways in the past few years. 	Noted	None
P1_000 28_	Yes	Ok		<ul style="list-style-type: none"> • Agree with approach 	Noted	None
P1_000 32_	Yes	It's the right approach.		<ul style="list-style-type: none"> • Agree with approach 	Noted	None
P1_000 33_	Yes	Health and safety to local residents and businesses should also be considered, and construction teams would ideally be able to show a plan of action.		<ul style="list-style-type: none"> • Agree with approach, health and safety to local residents should also be considered 	Noted	None
P1_000 34_	Yes	No Comment		<ul style="list-style-type: none"> • No objection 	Noted	None
P1_000 38_	Yes	Deliveries are essential, but their impact should be minimised.		<ul style="list-style-type: none"> • Agree with approach. Deliveries are essential, but impact should be minimised 	Noted	None
P1_000 40_	No	Under no circumstances should any building take part on green places. The only building I would support is on brownfield sites - that is places where there has already got buildings.		<ul style="list-style-type: none"> • Do not develop Green Belt Land 	The priority for development is making as much use as possible of suitable brownfield sites and underutilised land, and an exhaustive search of potential sites to accommodate development	None

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					needs has been carried out as part of the SHELAA (2020) and Urban Capacity Study (2020). The draft Housing Density policy also promotes a significant uplift in the density of development in the District, and in all cases, proposals will need to make efficient and effective use of land. However, even with these actions, there is insufficient capacity to meet the growth levels required by the Standard Method within the District's existing urban area. The Council therefore has no alternative but to release a small portion of the Green Belt in order to meet its development needs. Should all the sites in the Regulation 18 consultation be allocated, the Green Belt release that would be required would represent approximately only 4% of the total Green Belt in Three Rivers. Furthermore, the Stage 1 and 2 Green Belt Reviews, alongside other environmental and sustainability considerations, have been taken into account when identifying which potential areas of Green Belt Land to release".	
P1_000_41_	Yes			• No comment	Noted	None
P1_000_46_	Yes	We need access for them.		• Agree with approach. Need access for them	Noted	None
P1_000_47_	Yes	This policy is right.		• Agree with approach	Noted	None
P1_000_48_	Yes	No Comment		• No comment	Noted	None
P1_000_49_	Yes	No Comment		• No comment	Noted	None
P1_000_53_	Yes	Yes		• Agree with approach	Noted	None
P1_000_54_	Yes			• No comment	Noted	None
P1_000_55_	Yes	Agree		• Agree with approach	Noted	None
P1_000_56_	Yes	OK, but needs to be enforced.		• Agree with approach	Noted	None
P1_000_63_	Yes	Agree		• Agree with approach	Noted	None
P1_000_64_	Yes	xx		• Agree with approach	Noted	None
P1_000_66_	No	You must give actual sizing and take into account the huge increase in home deliveries		• Give actual sizing and take account of increase in home deliveries	Noted	None
P1_000_68_	No	It reads well but the presently proposed "Amazon" warehouses will need servicing in the way of deliveries and dispatch - not much thought is being done. If you allow a development - you have to accommodate all the implications.		• Proposed 'amazon' warehouses will need servicing in way of deliveries/ dispatch, no thought into this.	Noted	None
P1_000_69_	No			• Do not agree with approach but no reason given	Noted	None

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P1_000 74_			Yes but I'd love to see this applied to individual house conversions and demolish / rebuilds. Some of these builders are just plain anti-social and inconsiderate to immediate neighbours. If the planning permission was dependent on them being more agreeable, neighbours would have some recourse via the council.	<ul style="list-style-type: none"> Agree with approach, should be applied to individual households, conversions and demolish/ rebuilds. 	Noted	None
P1_000 76_		Yes	This will be impossible in the areas proposed for development in Chorleywood.	<ul style="list-style-type: none"> Agree with approach, but impossible in areas proposed for development in Chorleywood 	Noted	None
P1_000 78_		Yes	Reasonable requirements.	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_000 80_		No	If you put more houses in green open spaces then the service industry in particular Rickmansworth will crumble. It cannot cope at the best of times so adding more houses and residents will turn it into a nightmare	<ul style="list-style-type: none"> More houses in green spaces will result in service industry in particular Rickmansworth crumbling; Cannot cope now will be exacerbated. 	Noted	None
P1_000 84_		Yes	We need to keep Chorleywood safe with access for elderly and those that require carers and for emergency services to be able to manoeuvre properly within the roads.	<ul style="list-style-type: none"> Keep Chorleywood safe with access for elderly/ those carers and for emergency services able to manoeuvre properly within the roads. 	Noted	None
P1_000 88_		Yes	Sensible	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_000 89_		Yes	We agree that the delivery proposals for services and emergency should be looked at so exit sites do not cause incidents or accidents.	<ul style="list-style-type: none"> Agree with approach. 	Noted	None
P1_000 96_		Yes	Seems sensible	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_000 97_		Yes	There should be space made for deliveries in any new developments.	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_000 98_		No	The language here is ridiculous - "(2) In all cases there should be no adverse impacts of deliveries or servicing on the amenity of local residents and businesses including from vehicle noise or the size of vehicles." Should be no adverse impacts? What will you do if there are? This would not be enforceable and you need to hire legal advice as this holds no weight.	<ul style="list-style-type: none"> No clarity on what adverse impacts are and how this would be enforceable 	Noted	None
P1_000 99_		No		<ul style="list-style-type: none"> Do not agree with approach but no reason given 	Noted	None
P1_001 02_		Yes	Very important that local residents are not affected by deliveries, servicing and construction.	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_001 06_		No	Too much strain on already heavy traffic.	<ul style="list-style-type: none"> Too much strain on already heavy traffic 	Noted	None
P1_001 07_		Yes	Yes the plan seems fine, but it outlines what's supposed to happen now, but the reality of the situation is different to the plan.	<ul style="list-style-type: none"> Agree with approach, but reality of situation different to the plan 	Noted	None
P1_001 08_		Yes	Just is	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_001 10_CPRE Herts	CPRE Herts	Not Sp ecif ied	Home delivery is becoming more commonplace and its impacts needs to be anticipated, but not to the detriment of the environment. PPO28 makes no reference to the potential for local logistics hubs that can support last mile delivery by cargo e-bikes and town centres (click and collect) and reduce the impact of van deliveries within residential areas. Space provisions for servicing should be balanced against other interests such as place making as service arrangements are frequently unsightly, over-engineered and very wasteful of space.	<ul style="list-style-type: none"> No reference to local logistics hubs supporting last mile delivery by cargo e-bikes and town centres (click and collect) and reduce van deliveries; Servicing space provisions should be balanced against other interests. 	Noted	None
P1_001 12_		Yes	Agree	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_001 14_		Yes	Concur	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_001 16_		Yes	I agree with policy stated	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_001 17_		Yes	Fine	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_001 19_		No	This land is a sanctuary for horses, plants, trees, wildlife and local people. This area has been developed enough and the local infrastructure will not be able to support yet more housing.	<ul style="list-style-type: none"> Land is sanctuary for wildlife 	Infrastructure requirements will be identified in the Infrastructure Delivery Plan. If such works require planning permission, they will be required to	None

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					submit an application which will be considered on its merits and whether the proposals would have an acceptable or unacceptable impact on the environment. Requirement for a net gain in biodiversity would be applied. Policies provide for the retention of trees and hedgerows where possible and replanting.	
P1_001_20_		Yes	Seems sensible.	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_001_21_		Yes	Forget the greenbelt - find alternatives	<ul style="list-style-type: none"> Do not develop Green Belt Land 	The priority for development is making as much use as possible of suitable brownfield sites and underutilised land, and an exhaustive search of potential sites to accommodate development needs has been carried out as part of the SHELAA (2020) and Urban Capacity Study (2020). The draft Housing Density policy also promotes a significant uplift in the density of development in the District, and in all cases, proposals will need to make efficient and effective use of land. However, even with these actions, there is insufficient capacity to meet the growth levels required by the Standard Method within the District's existing urban area. The Council therefore has no alternative but to release a small portion of the Green Belt in order to meet its development needs. Should all the sites in the Regulation 18 consultation be allocated, the Green Belt release that would be required would represent approximately only 4% of the total Green Belt in Three Rivers. Furthermore, the Stage 1 and 2 Green Belt Reviews, alongside other environmental and sustainability considerations, have been taken into account when identifying which potential areas of Green Belt Land to release".	None
P1_001_23_		Yes		<ul style="list-style-type: none"> No comment 	Noted	None
P1_001_27_		Yes		<ul style="list-style-type: none"> No comment 	Noted	None
P1_001_30_		Yes	Developments should adhere to best practice construction techniques	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_001_31_		Yes	Overall OK but 'best practice construction techniques' as defined by what? Surely there's some Building Industry formal standards you can quote?	<ul style="list-style-type: none"> Agree but what is defined as 'best practice construction techniques. Quote building industry standards. 	Noted	None
P1_001_32_		Yes	balanced approach is best	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_001_35_		Yes	Fine	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_001_37_		Yes	Yes I agree with the above, and there would be gridlock within Chorleywood when large vehicles are used to transport construction materials from A to B	<ul style="list-style-type: none"> Agree with approach but there will be gridlock within Chorleywood 	Noted	None
P1_001_40_		Yes	Neighbouring residents would have no option but to tolerate the disruptive construction vehicles etc.	<ul style="list-style-type: none"> Agree with approach, residents have no option to tolerate traffic. 	Noted	None

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P1_001_42_		No	.		• Do not agree with approach but no reason given	Noted	None
P1_001_44_		Yes	It's necessary		• Agree with approach	Noted	None
P1_001_47_		Yes	Fine		• Agree with approach	Noted	None
P1_001_48_		Yes	Clear		• Agree with approach	Noted	None
P1_001_55_		Yes	Good to consider impact of deliveries and construction noise		• Agree with approach	Noted	None
P1_001_62_		Yes	This seems fair		• Agree with approach	Noted	None
P1_001_64_		Yes	There is a steady year on year increase in the variety of delivery and service vehicles going to houses as technically more complicated devices require more and more specialised support and repair. Plus more and more home delivery vans. New developments definitely need to allow space for these users to park.		• Agree with approach. New developments definitely need to allow space for these users to park.	Noted	None
P1_001_66_		Yes	But you actually need to make sure they are controlled. We have terrible trouble with deliveries all day long blocking our cars		• Agree with approach but make sure controlled with deliveries all day long blocking roads and cars.	Noted	None
P1_001_70_		Yes	No Comment		• Agree with approach	Noted	None
P1_001_74_		Yes	Agree with this policy.		• Agree with approach	Noted	None
P1_001_81_Chiltern Society	Chiltern Society	Not Specified	This broadly covers what we would expect.		• Agree with approach	Noted	None
P1_001_83_		Yes	As above		• Agree with approach	Noted	None
P1_001_84_		Yes	No Comment		• No Comment	Noted	None
P1_001_86_		No	As above		• Do not agree with approach but no reason given	Noted	None
P1_001_87_		Yes	No Comment		• No comment	Noted	None
P1_001_90_		Yes	Sensible		• Agree with approach	Noted	None
P1_002_01_		Yes	Construction shouldn't take place too late at night and shouldn't be taking place in rural areas in the first place		• Agree with approach but construction shouldn't take place too late and should not take place in rural areas.	Noted	None
P1_002_06_		Yes	NA		• Agree with approach	Noted	None
P1_002_09_		No	.		• Do not agree with approach but no reason given	Noted	None
P1_002_11_		Yes	No Comment		• No comment	Noted	None
P1_002_15_		No	Is this overkill when we have bigger problems?		• Have bigger issues	Noted	None
P1_002_18_		Yes	No comments		• No comment	Noted	None
P1_002_19_		Yes	Appropriate		• Agree with approach	Noted	None
P1_002_22_Three Rivers Green Party	Three Rivers Green Party	Yes	No Comments		• No comment	Noted	None

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P1_002_23_	No	This doesn't work at the moment. Delivery lorries at Tesco Express in Tudor Way have to reverse in, they frequently come two at a time so they park in the road outside, there is inadequate parking for customers etc.	<ul style="list-style-type: none"> Does not work. Cite example at Tesco Express in Tudor Way which causes traffic problems 	Noted	None
P1_002_24_	Yes	if acted upon	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_002_32_	Yes	All Good	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_002_33_	Yes	I agree that the Preferred Policy Option for Deliveries, Servicing and Construction is the right approach.	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_002_34_	Yes	I agree that the Preferred Policy Option for Deliveries, Servicing and Construction is the right approach.	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_002_36_	Yes	Stipulations make sense	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_002_40_	Yes	Yes	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_002_44_	Yes	Fine	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_002_52_	Yes	It is a reality that adequate provision for commercial deliveries and services is needed. This needs to be factored in to local areas so the impacts of increase traffic is minimised.	<ul style="list-style-type: none"> Agree with approach. Adequate provision for commercial deliveries and services is needed so traffic impacts are minimised 	Noted	None
P1_002_56_	Yes	Seems ok	<ul style="list-style-type: none"> Agree with approach 	Noted	None
P1_002_62_	Yes	Fine	<ul style="list-style-type: none"> Agree with approach 	Noted	None

Q29. Should we have considered alternative options?					
P1_000_02_		The constraints on construction work are inadequate. Damage to pavements, work at weekends and Sundays, noise from radios, closure of roads without permission for cranes, no lighting for skips all take place. There is no proactive enforcement. These need fines and more control in policy please.	<ul style="list-style-type: none"> Constraints on construction work are inadequate, damage to area and not enforced 	Noted. This is a Development Management and Building Control issue.	None
P1_000_14_	Yes	As before	<ul style="list-style-type: none"> Agree with approach, query whether this will happen in reality with conflicting priorities. 	Noted	None
P1_000_17_	Yes	see above	<ul style="list-style-type: none"> Agree with approach but need to mandate the policy 	Noted	None
P1_000_20_	Yes	N/A	<ul style="list-style-type: none"> No alternatives suggested 	Noted	None
P1_000_24_	Yes	Deliveries should be made outside of peak times avoiding rush hour and school runs.	<ul style="list-style-type: none"> Make deliveries outside of peak times and avoid rush hour and school runs. 	Noted	None
P1_000_25_	Yes	Different entrance than Oxhey lane	<ul style="list-style-type: none"> Need different entrance other than Oxhey Lane 	Noted	None
P1_000_40_	Yes	Under no circumstances should any building take part on green places. The only building I would support is on brownfield sites - that is places where there has already got buildings.	<ul style="list-style-type: none"> Do not develop Green Belt Land 	Noted	None
P1_000_41_	Yes	Reducing the number of parking spaces will not reduce the number of cars in an area.	<ul style="list-style-type: none"> Reducing parking spaces will not reduce cars 	Noted	None
P1_000_46_	Yes	Large articulated lorries should be kept out of towns	<ul style="list-style-type: none"> Large lorries should be kept out of town 	Noted	None
P1_000_66_	Yes	Ensure enough space is given in any new development taking into account home deliveries	<ul style="list-style-type: none"> Ensure enough space is given to new development taking account of home deliveries 	Noted	None

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P1_000 68_	Yes	The whole Local Plan could be upset by some matters being the responsibility of Three Rivers and some County - do you ever work together?	<ul style="list-style-type: none"> Confusion where it is TRDC or HCC who are responsible for some aspects, needs clarifying. 	Noted	Clarify in next version of the plan (Reg 19)
P1_000 88_	Yes	The existing roads and access is not sufficient in many places. EG. Bend before the school and after the shops at Shepherds Lane the side of the road/embankment has been used as part of the road for over 20 years. The road is not wide enough, especially considering it is a bus route.	<ul style="list-style-type: none"> Roads are not suitable enough, with examples quoted. 	Noted	None
P1_000 89_	Yes	The site for the Green Street proposals are obstructed with young children possibly being impacted, it is very busy along Green Street especially when parents pick children up or wait on yellow lines at the back entrance of St Clement Danes school or turn into our road regularly for school drop offs, this is now so having more houses built would need careful consideration on these risks.	<ul style="list-style-type: none"> Green Street site obstructed, very busy along Green Street especially when during school pick up. More houses will exacerbate this issue. 	Noted	None
P1_001 06_	Yes	Stop any further development.	<ul style="list-style-type: none"> Stop development 	Noted	None
P1_001 19_	Yes	This land is a sanctuary for horses, plants, trees, wildlife and local people. This area has been developed enough and the local infrastructure will not be able to support yet more housing.	<ul style="list-style-type: none"> Land is sanctuary for wildlife 	<p>Infrastructure requirements will be identified in the Infrastructure Delivery Plan. If such works require planning permission, they will be required to submit an application which will be considered on its merits and whether the proposals would have an acceptable or unacceptable impact on the environment.</p> <p>Requirement for a net gain in biodiversity would be applied. Policies provide for the retention of trees and hedgerows where possible and replanting.</p>	None
P1_001 21_	No	Forget the greenbelt - find alternatives	<ul style="list-style-type: none"> Do not develop Green Belt 	<p>The priority for development is making as much use as possible of suitable brownfield sites and underutilised land, and an exhaustive search of potential sites to accommodate development needs has been carried out as part of the SHELAA (2020) and Urban Capacity Study (2020). The draft Housing Density policy also promotes a significant uplift in the density of development in the District, and in all cases, proposals will need to make efficient and effective use of land. However, even with these actions, there is insufficient capacity to meet the growth levels required by the Standard Method within the District's existing urban area. The Council therefore has no alternative but to release a small portion of the Green Belt in order to meet its development needs. Should all the sites in the Regulation 18 consultation be allocated, the Green Belt release that would be required would represent approximately only 4% of the total Green Belt in Three Rivers. Furthermore, the Stage 1 and 2 Green Belt Reviews, alongside other environmental and sustainability considerations, have been taken into account when identifying which potential areas of Green Belt Land to release".</p>	None
P1_001 32_	Yes	ideas for development possible	<ul style="list-style-type: none"> Ideas for development 	Noted	None

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P1_001_37_	Yes	Yes but I don't know what they could be as many of our roads are narrow, so aren't built to receive large constructions vehicles	<ul style="list-style-type: none"> Roads are too narrow to receive construction vehicles 	Noted. This is a Development Management and Building control issue to address.	None
P1_001_42_	Yes	.	<ul style="list-style-type: none"> No alternatives suggested 	Noted	None
P1_001_66_	Yes	Not Sure	<ul style="list-style-type: none"> No alternatives suggested 	Noted	None
P1_002_09_	Yes	It is for councillors to consider sensible, alternative options and proposal a range of those options	<ul style="list-style-type: none"> For councillors to consider alternatives 	Noted	None
P1_002_15_	Yes	Encourage the use of the rail lines to local site delivery and then smaller van distribution rather than big lorry.	<ul style="list-style-type: none"> Encourage use of rail lines 	Noted	None
P1_002_23_	Yes	The proposals should be much more realistic.	<ul style="list-style-type: none"> Proposal should be more realistic 	Noted	None