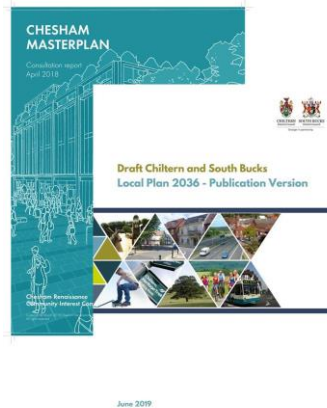
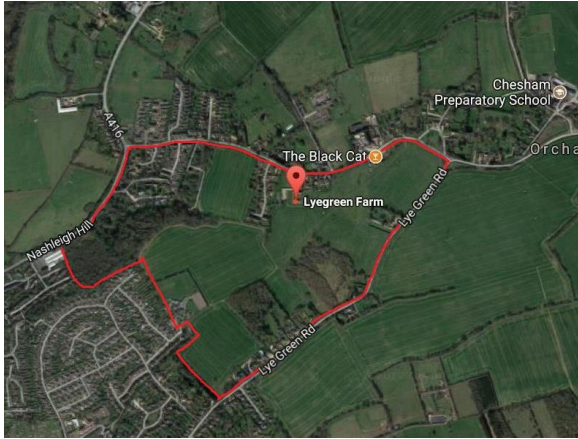


Survey Results - to surveys undertaken by BNG (July 2019) & Chesham Masterplan (2018)



Both the Brown Not Green & Chesham Renaissance organisations have sought public involvement and responses through meetings and surveys of Chesham people.

BACKGROUND:

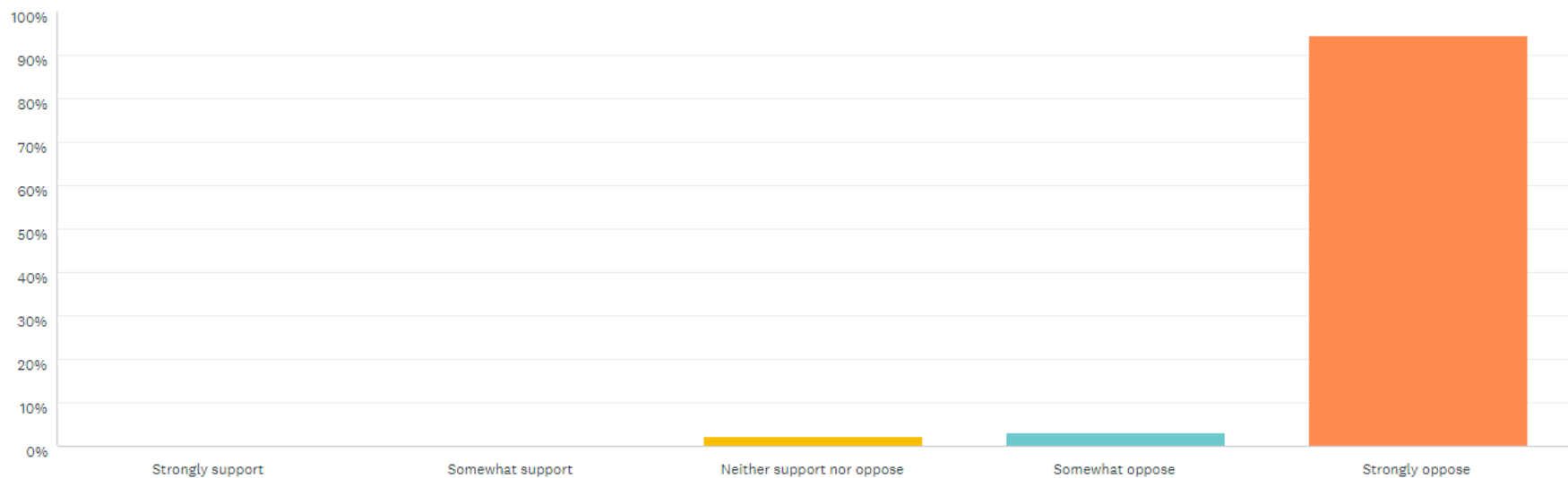
- Upon publication of the draft Local Plan in June 2019, BNG felt it was appropriate to seek comment from the community on certain topics including the current feelings on the proposed release of Green Belt at Lye Green NE of Chesham;
- BNG also wanted to get a feeling from the community on where the community shops, works or spends recreational time. This was done in response to a suggestion by the Council that there was no need to co-operate with the neighbouring administrative area of Dacorum as it was a different Functional Economic Market Area.
- The survey was undertaken over 3 weeks (due to the need to have results before the initial 6 week Regulation 19 Consultation period concluded) and elicited responses from over 90 people all living either in Chesham or in nearby villages within Chiltern District.
- Chesham Renaissance CIC MasterPlan undertook a significant public consultation exercise in 2018 seeking public comments upon its emerging proposals for their Vision for Chesham which sought not only to provide homes but was attempting to create more genuinely affordable home on derelict or underused land nearer to the town centre that would have the added benefit of regenerating the town too.
- Results of both surveys are attached herein.

3 Minute Survey (Ref: <https://www.surveymonkey.com/stories/SM-6N56MMM/>)

Carried out from 21/7/19-31/7/19. Lye Green Residents

Please read this question carefully as supporting means you want houses to be built on the Greenbelt: How much do you support or oppose the proposal...

Answered: 93 Skipped: 16



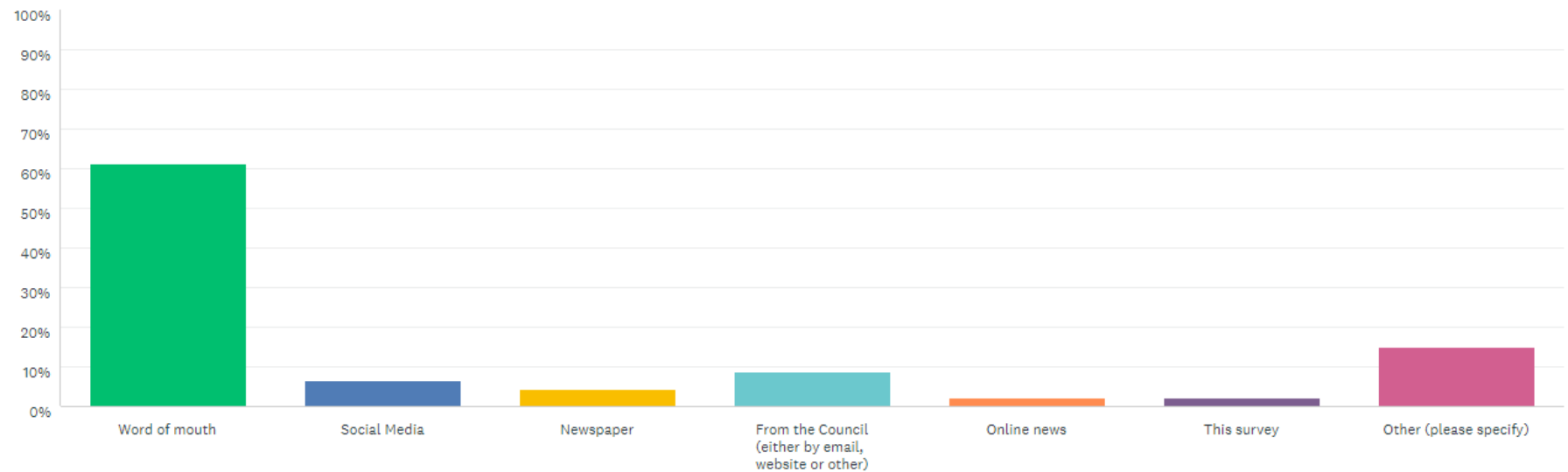
Chesham Community Feedback Survey

🔍 (0)

98+% of respondents oppose the proposal to remove the Green belt status from the fields and woodland at Lye Green

How did you first hear about the proposal to remove the Green Belt status of the fields and woodland to the North-East of Chesham around Lye-Green

Answered: 93 Skipped: 16



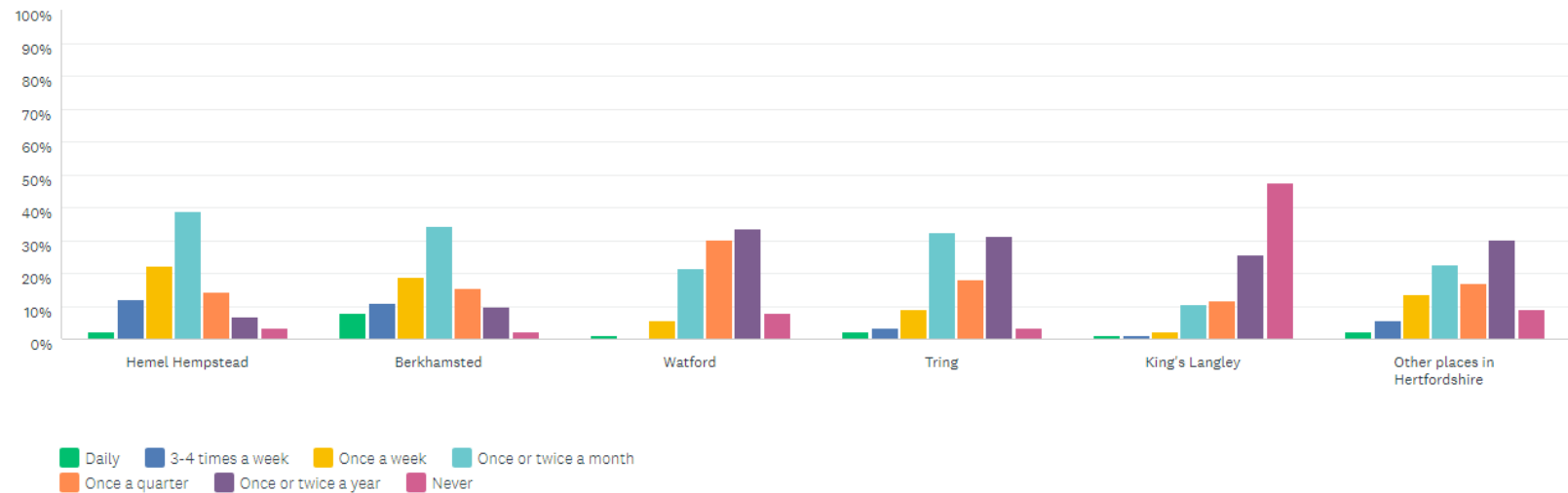
Chesham Community Feedback Survey

🔍 (0)

Less than 9% heard of these proposals from the Council. The vast majority were through Word of Mouth. The majority of "other" responses were BNG.

If you live in the Chiltern & South Bucks area how often do you visit the following places

Answered: 91 Skipped: 18



Chesham Community Feedback Survey

🔍 (0)

Local residents make regular journeys to Hemel Hempstead, Berkamstead, Watford, Tring and other places in Hertfordshire

17% of respondents travel into Hertfordshire daily

75% of respondents go to Hemel at least 1-2 times a month

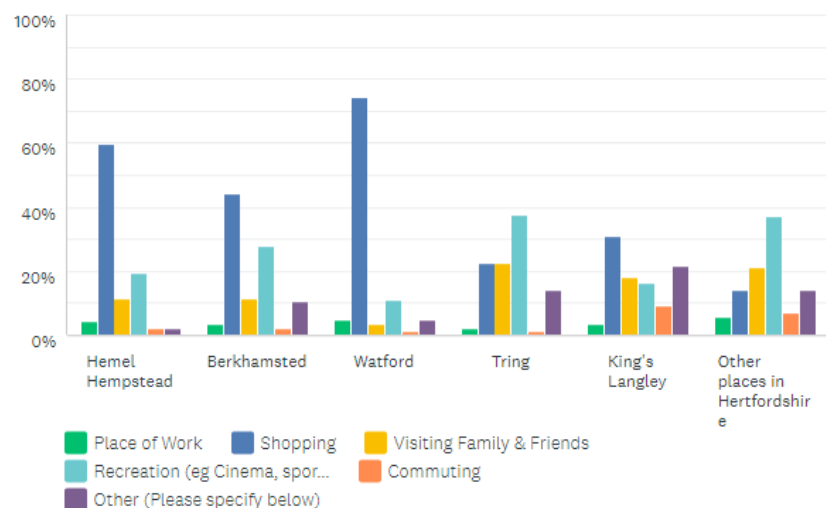
72% of respondents go to Berkhamsted at least 1-2 times a month

47% of respondents go to Tring at least 1-2 times a month

58% go to Watford at least once a year

What is the main purpose of visiting the following places

Answered: 90 Skipped: 19

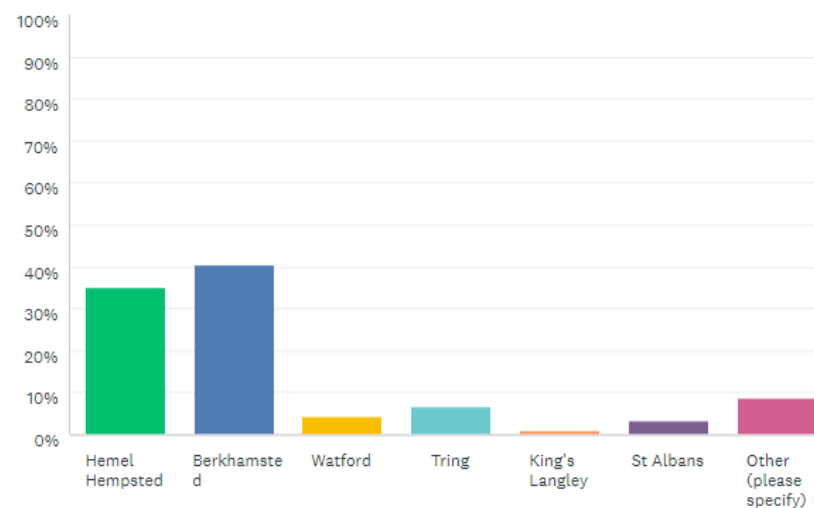


Chesham Community Feedback Survey

🔍 (0)

Which part of Hertfordshire do you visit most often?

Answered: 91 Skipped: 18



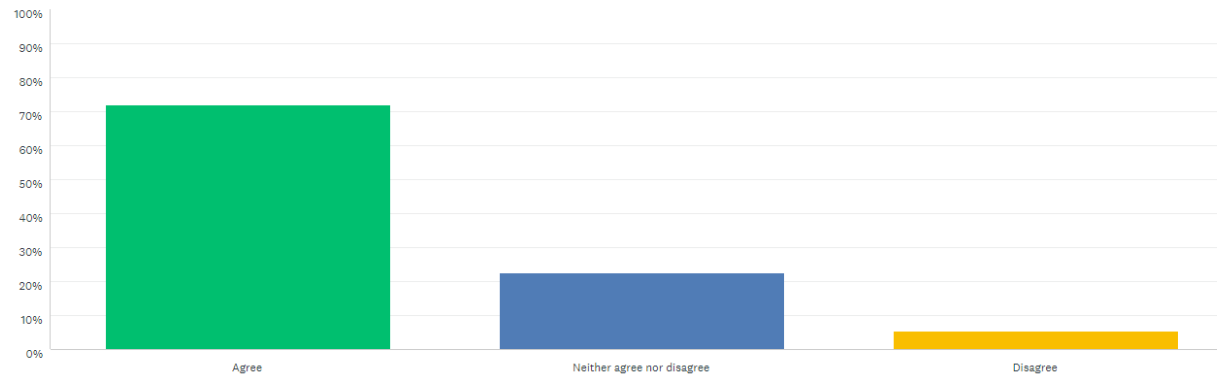
Chesham Community Feedback Survey

🔍 (0)

Shopping appears to be the main reason why respondents travel into Hertfordshire. Reasons may be lack of parking and/or the preferred types of shops in Chesham Town Centre. The Rex Cinema is obviously a draw in Berkhamsted. The high scores of recreation as the main purpose of the journey indicates Chesham is lacking in recreational facilities. This is evident in the dearth of accessible evening locations.

Bovingdon Airfield could provide a suitable location for relocating some employment uses that would free up space in Chesham Town Centre for housing.

Answered: 93 Skipped: 16

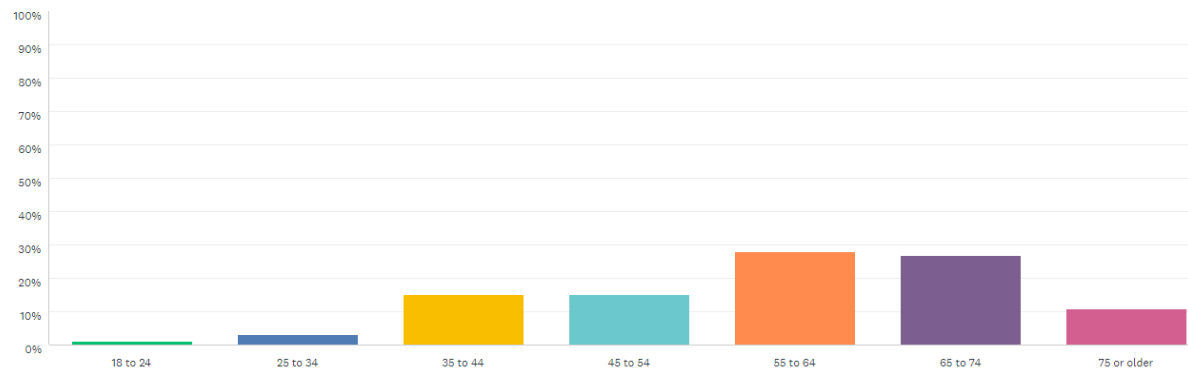


Chesham Community Feedback Survey

🔍 (0)

What is your age?

Answered: 93 Skipped: 16



Chesham Community Feedback Survey

🔍 (0)

BNG conclude from this modest survey that Chiltern District Council needs to do more research before they discount undergoing Duty to Cooperate processes with Dacorum Council. There is clearly an overlap in Economic Areas so Duty to Cooperate opportunities should be explored between the two councils.

6 Consultation Questionnaire Results

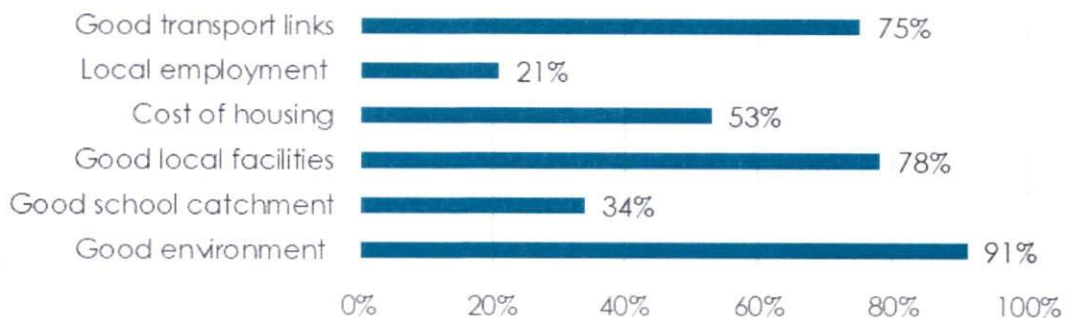
This section provides a summary of the results of the quantitative and qualitative data from the consultation questionnaire. 645 were completed during the consultation period.

Question 1

What are the most important issues when you decide on somewhere to live?

There were 631 responses to this question with nearly all respondents (91%) citing a "good environment" as their most important issue. Good local facilities (78%) and good transport links (75%). Least important issues were cost of housing (54%), school catchment (34%) and local employment (21%).

What are the most important issues when you decide on somewhere to live?



Qualitative analysis of comments, key trends:

1. Crime was the most commonly raised issue demonstrating the high value people place on the safety of Chesham as a place to live and the importance of preserving this (11.2%)
2. Traffic congestion (or a lack thereof) and the road system for Chesham was the second most commonly raised issue (8.9%)
3. Many commenters chose to live in Chesham because of its green space and the accessibility of the countryside (8.4%)
4. Importance of a sense of community (6.5%)
5. Parking (6.1%)

"I am glad that housing, shops, parking and infrastructure are being looked at. I believe the aim should be a vibrant town centre that maintains our independent shops and encourages people to come into the centre while parking outside of it."

"Having been a resident/employer in Chesham for the last 30 years I worry that the road and rail links have not kept pace with current growth and don't seem to be a priority in the masterplan for the future."

Question 2

What types of homes should we be building?

There were 631 responses to this question with respondents reporting affordable homes (74%) and smaller family homes (70%) as the most popular choice of accommodation. Retirement/sheltered (40%), homes for rent (38%) and large family homes (37%) were regarded as less important.

What type of homes should we be building?



Qualitative analysis of comments, key trends:

1. 22.7% of comments suggested that affordable homes were a priority.
2. Smaller affordable homes should be built, either for retirees or first home buyers. An effect mentioned many times is that retirees with appealing options for downsizing, close to town centre, may free up their larger family homes for young families (20%)
3. 13.5% either said few large homes should be built
4. 12.8% of comments suggested retirement homes.

"Admittedly we do need to find space for new homes - and sometimes this will result in green belt being utilised. I think that the more important issue is that the current housing structure in the UK is predominantly low density. In order to ensure that future generations do not continue to eat into the green belt when constructing homes, it is important that we make that shift to high density housing. This should not be seen as a negative, high density housing when well planned and sensitively designed can actually be much more attractive than low density alternatives."

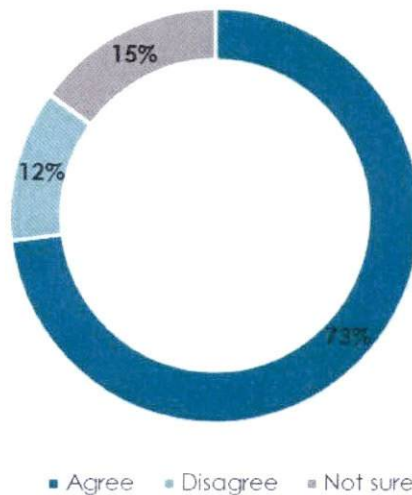
Question 3

The draft Masterplan proposes new dwellings in the centre of Chesham. Do you agree?

There were 636 responses to this question with 73% agreeing with this proposal. 15% were not sure and 12% did not agree with this proposal.

It was felt that the centre of Chesham was the best place for new dwellings with 73% agreeing with this proposal. Nearly 50% thought that higher density homes were also required:

The draft masterplan proposes new dwellings in the centre of Chesham. Do you agree?



Qualitative analysis of comments, key trends:

1. 11.8% made general comments in favour of building new dwellings in the centre.
2. 6.6% of commenters would like town centre parking to remain or be factored into the new plans.
3. 6.3% of people commented that they would like no new dwellings in the centre.
4. 6.3% of comments mentioned that parking in the town centre had to be adequate for new homes.

"We need to encourage more people to rely on walking/ cycling/ using public transport so that we do not exacerbate the growing traffic chaos through Chesham in the peak travel times.

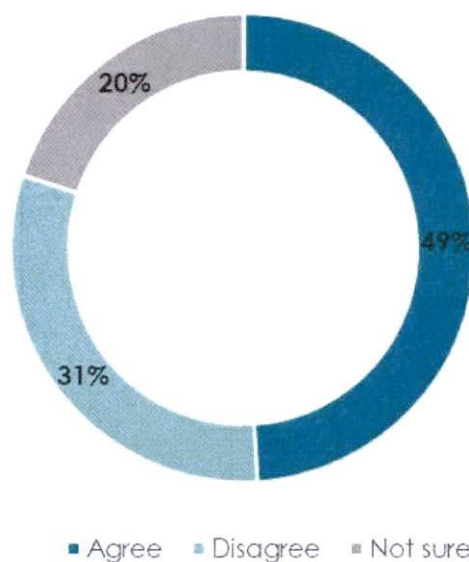
Multi storey homes with parking under would not be out of place in a town."

Question 4

If you agreed with the previous proposal; do you also agree to higher density and 3 or 4 storey dwellings in the centre?

There were 609 responses to this question with half of respondents in agreement to higher density properties in the centre of the town and 31% in disagreement with this proposal. 20% were unsure of this concept.

If you agreed with the previous proposal do you also agree to higher densities and 3 or 4 storey dwellings in the centre?



Qualitative analysis of comments, key trends:

1. 15% of commenters believe higher densities must be designed well/ in a way that complements their location. Additionally, 15.8% of commenters stated that maintaining the town's character was essential.
2. 14.2% of commenters are only in favour of higher density buildings if they do not exceed 3 storeys.
3. Only 3.6% of commenters said they would be in favour/ accept a maximum of 4 storeys. The majority (14.2%) preferred 3 stories.

"So long as attractive. The worst thing you can do is build 'student accommodation' or canary wharf style from 20 years ago. Need more 'Bristol' or 'Manchester' designers."

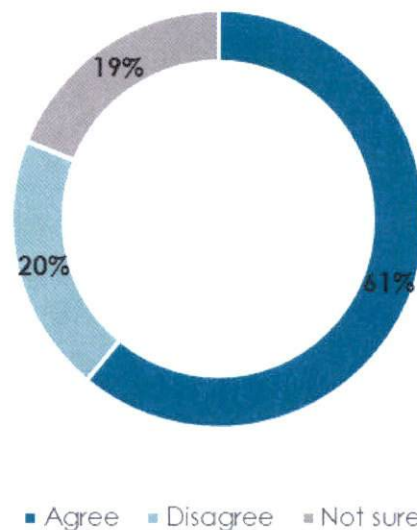
"The plan's imaginative siting of these with a mixture of dwellings and green spaces makes it an attractive, practical prospect."

Question 5

The draft Masterplan proposes multi-storey car parking on the periphery of the centre. Do you agree with this approach?

There were 633 responses to this question with two third of respondents (61%) agreeing with the proposal for multi-storey parking on the periphery of the centre. 20% were not sure about this proposal and 20% disagreed.

The draft masterplan proposes multi storey parking on the periphery of the centre. Do you agree with this approach?



Qualitative analysis of comments, key trends:

1. 17.7% of comments outlined that the design of the car park is very important and many stated that their agreement with the proposal is contingent upon the design.
2. 11.1% were in general agreement with the proposals
3. 10.6% of comments raised concerns over the exact location and many of these included were unsure of what was meant by 'periphery'.

"The ground space taken up in the centre of Chesham by car parking is significant. This is space which is effectively wasted - by condensing car parking into a multi storey car park you will open the town up for redevelopment. Without re-imagining the current car parking within the town I do not see how the masterplan can effectively go ahead."

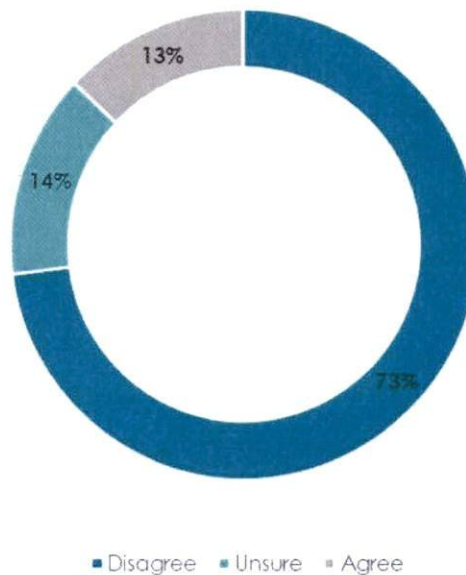
"Not generally a fan of multi storey car parks but appreciate the need for suitable parking near the town centre."

Question 6

The District Council proposes as an option the construction of new dwellings in the Green Belt on the periphery of Chesham. Do you agree?

There were 635 responses to this question with 73% of respondents against construction of new dwellings on Green Belt land. 14% were not sure about this idea and 13% agreed that Green Belt should be considered.

The District Council proposes as an option of developing on the Green Belt on the periphery of Chesham. Do you agree?



Qualitative analysis of comments, key trends:

1. This question received the largest number of comments. A total of 12.08% of questionnaire responders commented in writing; indicating that many people felt ticking the box (agree, disagree, not sure) was inadequate for expressing their thoughts.
2. 22.1% of comments expressed general disagreement (for building on Green Belt land) or expressly stated that Green Belt should be protected. This does not include all those against the CDC proposal.
3. 21.8% of comments expressed the desire for brownfield sites to be used first.

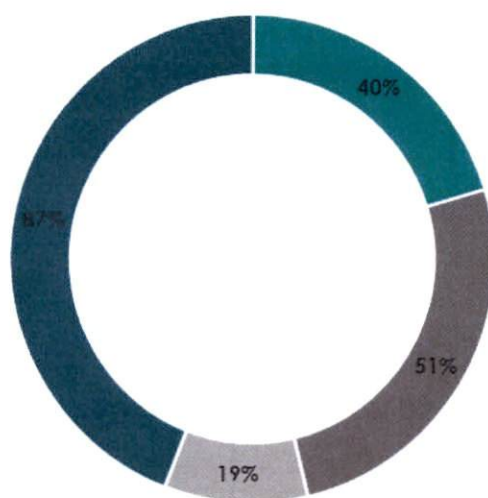
"Admittedly we do need to find space for new homes - and sometimes this will result in green belt being utilised. I think that the more important issue is that the current housing structure in the UK is predominantly low density. In order to ensure that future generations do not continue to eat into the green belt when constructing homes, it is important that we make that shift to high density housing. This should not be seen as a negative, high density housing when well planned and sensitively designed can actually be much more attractive than low density alternatives."

Question 7

Where should future development be located (including possible relocation from old premises)?

There were 634 respondents to this question, with Brownfield sites listed as the preferred option by most (88%). The edge of town (but not Green Belt) was cited as an option by 51%, followed by in the town centre (40%) or on the edge of the town (in poor quality Green Belt) with 20%.

Where should future employment developments be located (including relocation from old premises?)



- In the town centre
- On the edge of town, but not green belt
- On the edge of town, in poor quality green belt
- On existing unused brownfield sites

Qualitative analysis of comments key trends:

1. Asheridge Road was raised in 14.3% of comments.
2. 10.7% of comments mentioned unused business sites around Chesham. This broadly indicates residents are aware of derelict sites no longer being put to productive use.

"We have commercial estates on the edge of our town hampered by difficulties with large vehicles needing to use inadequate road (e.g. McMinns & Clarkes) perhaps both sites would benefit by easier access to motorways and be traded for housing."

Question 8

Tell us what you think about the needs for infrastructure.

Respondents were asked to categorise their answer based on need.

A-we need more now

B – We have enough but will need more with new development

C- We will not need any more even with new development

Local shops:

There were 627 respondents with 45% citing that more local shops will be needed with new development. 39% felt that there is an immediate need for more shops and 16% answered that there will be no further requirement for shops even with new development.

Local schools:

There were 616 respondents to this question, with 70% reporting that they believed there is infrastructure requirement for schools with new development. 23% cited that there is a need for schools development immediately and 7% felt that current schooling levels were adequate.

Built leisure facilities:

There were 616 respondent to this question, with a large proportion (59%) of responses indicating that more leisure facilities will be required with new development. 23% felt that existing provision was adequate and 12% believe that there is an immediate need now for new built leisure facilities.

Parks and play areas

There were 622 respondents to this question, with over half of respondents (55%) felt that more parks and play areas would be required with new development, 32% reported that there would not be any more required even with new development and 13% felt that the town needed more parks and play areas now.

Local health (facilities)

There were 622 respondents to this question, with 62% believing that there is enough health provision currently but with new development the need for this would increase. A tiny proportion (just 5%) believed that there would not be a requirement for new health provision even if there is new development and 33% felt that there is a need for health facilities immediately.

Core utilities (gas, electricity sewage and water)

There were 622 respondents to this question with 60% suggesting there will need to be infrastructure investment if there is more development. 32% believed there is an immediate need for core utilities and 8% reported that no further investment would be required even with new development.

Flood alleviation

There were 618 respondents to this question with nearly half (48%) citing that there is enough investment in flood prevention and 41% believed that there is a current immediate need. Only 11% felt that no more investment was required even with new development.

Superfast fibre broadband

There were 645 respondents to this topical question with 52% suggesting an immediate need and 40% citing more will be required if there is new development. Only 8% felt that no further investment would be needed, even with new development.

Community facilities

There were 612 respondents to this question with 60% citing a need for more investment in community facilities if there is new development in the town. 31% felt that there is an existing need for facilities and 9% felt that no further investment would be required in community facilities.

Parking capacity

There were 628 respondents to the issue of parking in the town with 49% suggesting that there is enough at present but more will be required with new development. 43% felt that there is an immediate need for parking in the town and 8% answered that there is adequate current parking capacity.

Road capacity

There were 628 respondents to this question related to road capacity with 53% citing an immediate need for increased investment in roads. 37% felt that more would be required if the town was developed and only 8% felt that there was no need for increased road capacity.

Bus capacity

There were 622 respondents to this question with over half of respondents (54%) believing that bus capacity is currently at the right level but should the town develop it too will need to increase. 30% felt there was an immediate need for bus capacity and 16% felt that current levels were adequate.

Underground capacity

There were 619 respondents to this question with 48% suggesting capacity was enough presently but would require a re-think should the town be developed. 38% felt that there is an immediate need to review the underground capacity from Chesham station. Only 14% felt that there would not be a requirement for investment even with new development in the town.

Emergency services

There were 624 respondents to this question, with 62% believing that currently servicing levels meet the existing demand, however with new development that services would need to increase. 33% felt that there was an immediate need for investment and only 5% believed that even with new development services would not need to be enhanced.

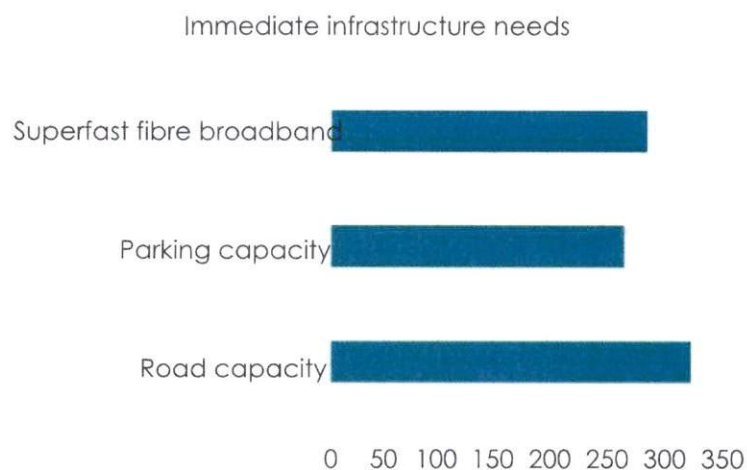
Local facilities

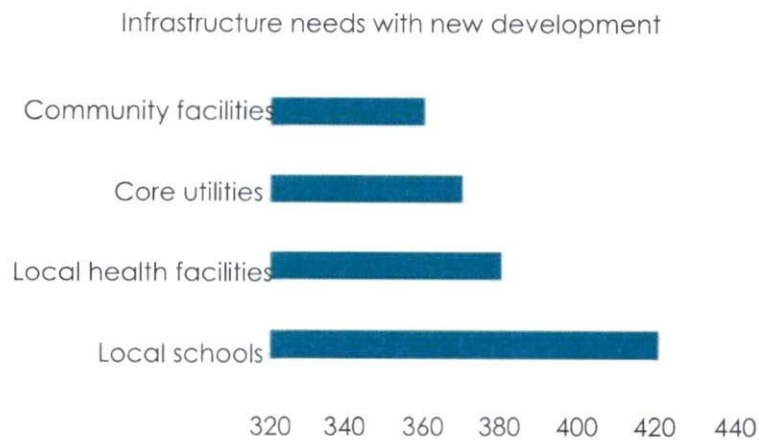
Respondents were practical in highlighting the immediate needs for the town and at the same time there was a strong desire to improve the shopping and evening economy.

"Fantastic to see a strategic plan being worked on and debated. I feel there is a massive opportunity to grow the night-time economy and attract more restaurants to Chesham"

"It's imaginative, exciting and practical. Chesham is already the most interesting small town in the area with its diverse yet cohesive, friendly population and ever expanding creative and technical industries and this is exactly the way to develop it for the future."

Road capacity, parking and broadband were highlighted as the immediate infrastructure needs for the town and these are being carefully looked at for stage 2 and 3 of the masterplan. It was clear that schools, health facilities followed by utilities and community facilities were also important with new development:





Qualitative analysis of comments, key trends:

1. A vast range of suggestions were presented. Overlaps occurred in a few main areas.
2. 9.8% of commenters stated that traffic diversion/ control/ management was required. This is a common theme across many of the responses to other questions.
3. 7% of people requested cycle lanes/ an improvement in cycling infrastructure.
4. 5.6% of commenters requested an increase in fast trains to London.

"Parking and traffic need to be seriously considered as with current population size this is already a problem."

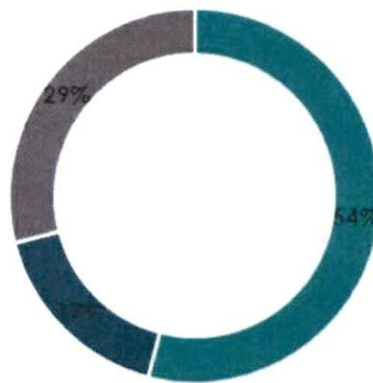
"I think it is an excellent idea to bring housing into the centre and develop social and small business areas in the centre. To compact the parking into a multi-storey rather than have sprawling car parks as at the present is also a good sensible plan. To open up access and viewing of Lowndes Park is a very positive plan, less lanes on St Mary's Way would be much better as long as bottlenecks of traffic elsewhere in the town are carefully considered and adjusted/ remedied."

Question 9

It is proposed to have a new Culture/Civic Centre in Star Yard overlooking St Mary's Way and Lowndes Park. Are you in favour of this suggestion?

There were 633 responses to this question, of which 54% were in favour of a new Civic Centre. 30% were not sure about the idea and 16% were opposed to it.

It is proposed to have a new culture/civic centre in Star Yard overlooking St Mary's Way and Lowndes Park. are you in favour of this suggestion?



■ Yes ■ No ■ Not sure

Qualitative analysis of comments, key trends:

1. 16.6% of comment stated that existing combination of the Elgiva, Town Hall, White Hill Centre and Library are sufficient for the town's cultural and civic needs.
2. 11.4% of comments indicated that further information would be desirable.
3. 10.4% felt that the Elgiva met the need of a civic building.

"Anything that integrates the park and Old Town better with the main High Street would be welcome."

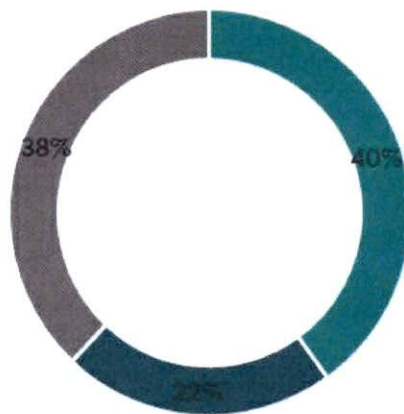
"Traffic noise currently has a big impact on meetings at the Town Hall, especially when it is so hot the windows need to be open. This would need to be addressed in the design of the Civic Centre."

Question 10

One of the draft Masterplan proposals is for a two lane highway with right turn (central feeder) lanes from St Mary's Way. Do you agree?

There were 628 responses to this question with 40% of respondents citing agreement for this proposal. 38% were unsure of the approach and 22% were against the two way highway with central feeder lanes for St Mary's Way.

One of the draft Masterplan proposals is for a two lane highway with right turn (central feeder) lanes for St Mary's Way. Do you agree?



■ Agree ■ Disagree ■ Not sure

Qualitative analysis of comments, key trends:

1. 22.9% of commenters believe that the plan to reduce St Mary's Way to 2 lanes will increase congestion. Many of the comments were very emphatic about this. Research will need to be undertaken to find the best option for St Mary's Way and the findings must be distributed to the community. 10.19% people stated that they believe that traffic flows require analysis.
2. 17.2% of commenters requested further information or a diagram to better understand the proposal.
3. 13.7% of commenters expressed their general agreement with the proposal, many of which were on the grounds of road safety and benefits for traffic flow.

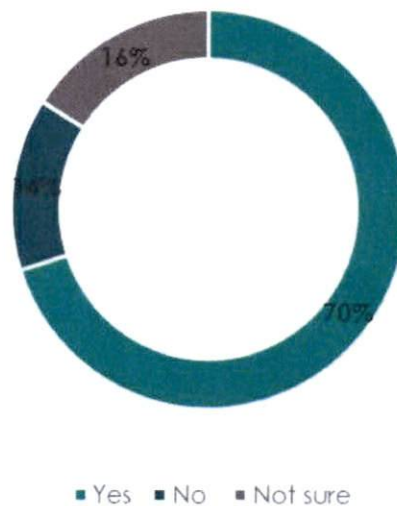
"I would like to see a traffic planning assessment. Will it lead to a slower flow through the town? In peak evening times the traffic backs up to Chesham Bois and already leads to higher traffic on Fuller's Hill which is not suitable. There are similar long queues on the Waterside approach to the town in the evenings."

Question 11

The draft Masterplan proposes a transport hub/bus station located near to the underground station. Do you agree?

There were 634 responses to this question with 70% of respondents were in agreement with the idea of a transport hub near the station. 16% were unsure of the proposed location and 14% did not agree with this proposal.

The draft Masterplan proposes a transport hub/bus station located near to the underground station. Do you agree?



Qualitative analysis of comments, key trends:

1. 13.2% of commenters expressed their general agreement with a transport hub near the station.
2. 17.3% of comments raised concern for the elderly/ disabled/ infirm or less fit walking up the Station Rd hill to access the proposed transport hub. Which was the *most* commented on point in this section.
3. 10.7% of commenters believe that the current bus station in the Broadway is sufficient.

"Has a drop off area been fully considered in the plan for the station?"

"Only if the bus routes expand out to follow the train timetables & provide services to all the major roads on the hills surrounding the town."

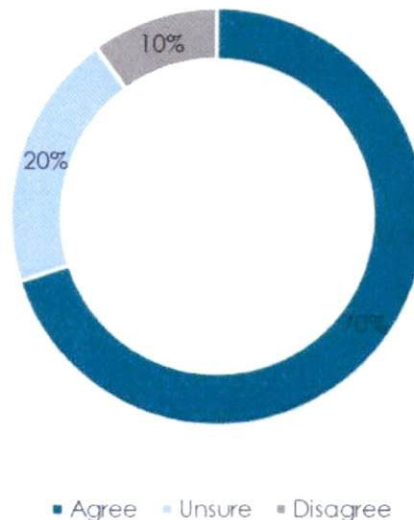
"Hope this includes moving taxis up there as well. "

Question 12

Do you agree with the overall approaches set out in the Masterplan?

There were 645 responses to this question with 70% of respondents in favour of the overall approaches set out in the Masterplan. 20% were undecided and 10% of the respondents disagreed with the overall approach.

Do you agree with the overall approaches set out in the Masterplan?



Qualitative analysis of comments, key trends:

1. This was the second most answered 'comments' question on the questionnaire (counting commenters rather than their individual comments).
2. 18.2% of commenters are in favour of/ see the need for rejuvenation of the town centre and value the proposal for high density dwellings here. Many of these commenters also note the importance of encouraging small and medium size businesses.
3. 18.2% of commenters have expressed concern about the parking, traffic congestion and roads in Chesham.
4. 7.5% of commenters have raised environmental concerns and the preservation of Green Belt.
5. Out of the responders who took the time to comment, most are in favour of the Masterplan.
6. Housing affordability has been raised frequently during public consultation events, it is interesting to note that only 2 commenters raised it here in the final question on the questionnaire.

"Chesham needs a different approach to what exists at the moment and these plans are refreshing. "

"This is transformational. A long-term vision that has sustainability and purpose."