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# Albury Parish Plan

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## Forward

In 2004 following an approach from The Countryside Agency, and after discussion with our neighbouring Parishes and the local representatives of the Countryside Development Agency, the Parish Council resolved to explore the possibility of preparing a Parish Plan for Albury. Accordingly, a Parish Open Meeting was held, attended by more than sixty residents. It was clear from this meeting that there was strong support for the creation of a Parish Plan, and some 20 attendees volunteered to act as either Steering Committee members or as helpers. By March, a grant application was made to EEDA for the support needed to undertake the programme of work necessary to prepare the Plan. The application was approved in late August 2004.

There is no standard format for a Parish Plan and no prescriptive list of the subjects it should encompass. However, it is noted that it is Government policy to increase individual participation in public life and for public bodies to consult communities about the delivery of services. As part of this Policy the Government wants Parish Councils to decide what's best for their own communities, and a Parish Plan is seen as a means to do just that, by providing the evidence that will influence policy making authorities and local service providers.

The Plan presented in this Report is based upon information provided by survey, research, consultation and community participation. It incorporates an Action Plan which identifies the high priority concerns and aspirations of the Community; some of which are already in hand.

Albury Parish Plan is intended to help with the management of change and provide a perspective for the shaping of the future of the Parish by recognising Albury's unique qualities and characteristics. These attributes require special consideration by Planners and potential developers through an understanding of what is, and what is not acceptable to the residents of Albury, and which this Report provides.

It is hoped too, that whilst the Report will provide an interesting and informative view of our Community as we enter the 21st Century, it will also be seen as a living document to be revisited and revised as the years go by.





## 1.0 Introduction

People have lived in Albury for Centuries and the village existed for the vast proportion of that time as an agrarian based community with most residents seeking employment locally. Indeed to-day, agriculture still dominates land usage within the Parish. However, modern practices and mechanisation have reduced to near zero the farmers' local human resource requirements. In parallel, better communication and transport systems have opened Albury and surrounding areas to commuter access. This latter process accelerated during the second half of the last Century so that now in some 97.5% of Albury households at least one member travels away from the Parish for work.

Such demographic changes form many of the drivers which have given rise to most of the concerns and aspirations expressed in this Plan.

### 1.1 The Parish Plan Structure and Programme

The Steering Committee throughout the whole of the Parish Plan Programme has sought to engage with the entire community as each milestone in the procedure was completed. The Committee has referred back to the community by means of open meetings, a parish-wide questionnaire exercise, articles in the Parish Magazine, Focus groups and displays, as well as by regular reports to the Parish Council.

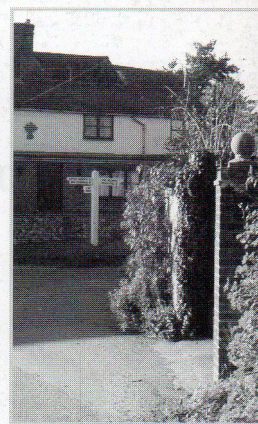
*For the first time, therefore, Albury has undertaken to establish a formal statement of the desires and expectations of its residents by defining acceptable standards, values and other significant issues particularly of an environmental and ecological nature which are to be considered by those who wish to institute change within our community, from whatever source or for whatever reason.*

#### 1.1.1 The Questionnaire

Following the Community's clear support for the Parish Plan initiative, the first major objective of the Committee was to establish a Parish Questionnaire which would be distributed to everyone in the community and upon the collection of completed scripts the required analysis would be undertaken. It was recognised that if the Plan was to meet the desired objective of raising awareness of our community needs and wishes amongst local statutory authorities and service providers, then a strong response to a well constructed set of questions was essential. Accordingly, guidance was sought from the Countryside Development Agency, and East Herts District Council as well as a review of Questionnaires used by other Parishes undertaking similar Plans.

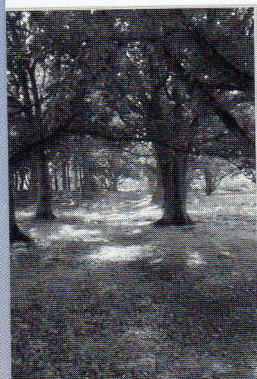
As part of the process of developing the final format, a pilot questionnaire was issued to a cross-section of about 5% of residents. This was a valuable exercise and from the lessons learned the Steering Committee was able to plan the full Questionnaire programme.

The Questionnaire comprised two parts. Residents were invited to complete Part One by an individual member of the household while Part Two was a Personal Section, to be completed individually by everyone in the community over the age of twelve. It was decided that every household should receive by hand a set of Questionnaires - and as many extra second sections as required. Volunteers were recruited to help with this exercise and to offer any help with Questionnaire completion, as necessary. By this means, the Steering Committee received a response from 79% of households.



Clapgate





For the analysis of the returned scripts, the Committee decided to opt for a manual approach to be undertaken by both the Volunteers and the Committee members. Recognised as time consuming, it was none the less considered to be the best means of abstracting detailed information from the replies, as well as giving everyone a good 'feel' for the nature and tone of the responses; particularly replies to the discursive questions. A review of the analysis is presented later in the Report; with the response patterns to the Questions detailed in Appendix 1.

### 1.1.2 The Interest Groups

Analysis of the Questionnaire clearly indicated that there were four main areas of immediate concern to Albury. These were:

- ❖ The Landscape, Setting and Environment
- ❖ The Community and Community Facilities
- ❖ Travel, Traffic and Highways
- ❖ Physical Characteristics and the Built Environment.

Accordingly, four Focus Groups were established, each with an external facilitator and each comprising a member of the Steering Committee as co-ordinator plus some ten further interested residents. These groups were able each to develop a list of concerns and issues relevant to their specific area of interest, and to select five of these points for inclusion in an overall Action Plan.

### 1.1.3 The Report

The Parish Plan is intended for the benefit of everyone in Albury, as well as those who provide services to the Community. In addition, it is hoped that it will provide an interesting and informative insight into a small rural community at the start of the 21st century.

The Report Action Plan has been accepted by The Parish Council and certain elements acknowledged/ accepted by East Herts District Council.

## 2.0 The Five Hamlets

The Parish of Albury is located in rural East Hertfordshire and is made up of five separate hamlets,

- ❖ Albury
- ❖ Clapgate
- ❖ Gravesend
- ❖ Patmore Heath
- ❖ Upwick

Together, the hamlets comprise some two hundred dwellings and a little over four hundred residents. These numbers have remained reasonably constant over the last quarter of a century - with little new building taking place. However, a major change has been a shift away from long term residency; such that to-day a third of residents has lived in Albury for less than five years.

The Map of the Parish shows the spread of the hamlets interspersed between a number of active farms and the strong rural character of the area. There is a network of ancient narrow lanes - some with high hedges still intact - as well as numerous small woodland and natural habitat areas; principle of these being Patmore Heath, which is designated a Site of Special Scientific Interest (SSSI).





Albury Parish Church

A variety of traditional dwellings of all ages are present, many of them being listed buildings. The Church of St Mary the Virgin is seen by many residents as the iconic image of Albury. It dates from the 13th century but maybe earlier, as there appears to be evidence of an older building on the site (which is to be seen

from a late 12th century font now in the south isle). The Church bells are first recorded in 1552, when there were four and a Sanctus bell. Today, following the generosity of an Albury parishioner there is a peal of six bells – one of the oldest in Hertfordshire.

From the late 18th century up to the Second World War, Albury was well known for the magnificent 1400 acre Albury Hall Estate, which employed the majority of the population of the district in agriculture and allied trades. The Hall was demolished in 1950 and the site remains untouched to this day.

Albury Church of England Primary School was established in 1784. To-day it is attended by some 60 pupils drawn from the village and surrounding areas. At this time, plans are well advanced for the construction of a new school hall.

In 2001 a new Village Hall was built, and is developing well as a focal point for community activities.

### 3.0 Parish Opinion Survey

A major component of the Parish Plan has been to canvas the views and desires of the community by means of a Questionnaire. Great care was taken by the Steering Committee to ensure that the questions asked in the survey were relevant to the particular issues and dimensions of our community. Whilst recognising the external influences surrounding the Parish could influence, perhaps profoundly, our environment, the Steering Committee nonetheless decided to focus on those issues and potential concerns of a more parochial nature.

Accordingly, it was felt that whilst adopting a framework of questions that had proved to be successful in other Parish Plan Questionnaires that the Committee were aware of, certain questions should be rejected or re-set, and others introduced in order to make them as relevant as possible to Albury.

The Committee was also concerned to ask as few questions as possible and to avoid any ambiguity. In order to assist in this, a pilot study was undertaken wherein approximately 5% of residents were asked to complete and comment upon a draft questionnaire. This proved to be a valuable exercise and enabled the Committee to develop a final Questionnaire format with some confidence.

Arrangements were then made for approximately twenty-five Volunteers to issue and subsequently collect the Questionnaire Forms. They were delivered to every household in the Parish with a request that each resident over the age of twelve complete the Questionnaire.

*The Committee was pleased to have achieved a 79% response to the Questionnaire.*



Upwick





### 3.1 Analysis

The Committee decided that the analysis should be undertaken manually; having regard to the numbers involved and the perceived added advantage of those who undertook the work being able to form a more detailed and informed opinion of the nature of the responses. The analysis of responses to all questions is presented in the Appendix, and some significant findings are noted below.

Firstly, it is perhaps interesting to note that some 34 % of respondents have lived in Albury for less than five years, with 7.6% having lived in the village all their lives. This would seem to confirm the demographic shift away from a stable ( agrarian based) community to one which is more mobile and perhaps finding employment outside the village; as the responses to question 3 would corroborate.

Secondly, the Environment is seen by more than half respondents as being the single most important reason for living in Albury, ahead of 'love of village life' and the Community respectively.

Thirdly, whilst nine out of ten residents use a car as a means of transport, there is considerable concern with regard to the danger, damage and nuisance caused to the community and environment by motorised transport of all types. Increasing aircraft noise is also identified as a concern, as is any expansion of Stansted Airport and attendant road reinforcements.

With regard to housing, there seems to be general consensus that some controlled sympathetic development is both inevitable and welcomed - particularly affordable accommodation controlled by a Housing Association.

With regard to the Community, there appears to be general support for the reinforcement of facilities for all ages, and in particular for the rebuilding the last remaining village Pub (recently burned down).

Finally, with regard to the Environment there is concern at the loss of amenity caused by roadside damage, by general untidiness and a perception of increasingly unsympathetic farming operations which together are combining to destroy the enjoyment of the local countryside as well as the access to it by footpaths, bridleways and other rights-of-way.

### 3.2 Focus Groups

Having considered the responses to the Questionnaire, four major areas of concern were identified and Focus Groups formed to further investigate and develop these particular issues. The four interest groups established covered:

- ❖ The Community
- ❖ The natural environment
- ❖ The Built environment
- ❖ Transport and travel

They were set up, by the Committee and comprised, by invitation, about ten residents with particular interest and/or skills in each area. An external advisor was also invited to attend their discussions. The groups were tasked to identify and develop the issues and concerns surrounding their topic area. They were also asked if possible, to prioritise a list of their top five issues which would then contribute to the Parish Action Plan.

Firstly, however the individual reports of the Focus Groups are presented.



## 4.0 The Community and Community Facilities

Despite the widespread nature of the village into five hamlets, Albury has for many years possessed a strong community structure. Of late, two events typify this assertion - the rebuilding of the Village Hall on a new site and to the most modern of standards, and, by becoming one of the first rural communities to obtain a Broadband Internet service.



The Parish is now populated by a range of residents whose skills have progressively changed as the Village has developed from a largely isolated rural community to one wherein the vast majority seek their livelihoods in other towns and cities. Accordingly, the perception of the community towards the facilities needed has changed, but not as significantly as may have been expected. For example, many residents use the village hall and a vast majority would like to see the presence of a village shop and Post Office once more in the community. Again, the Village School continues to prosper and has recently received a substantial grant for the further development of its facilities.

The recent destruction of the village Pub in a fire and the strong reaction of some two hundred residents at a meeting to demand that it be rebuilt is, once again a clear indication of the presence of a strong community force in Albury.

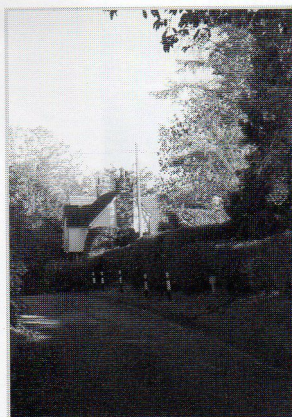
A number of other Community initiatives and facilities operate in the Village, some of which have been running for many years. The Village Hall is used to hold the Mother and Toddlers group, Albury Acorns Pre-school, the Badminton Club and the 60 Plus Group. The Village also runs both Football and Cricket teams who play on the Dole Field. A local resident also co-ordinates and runs a scheme for taking neighbours needing transport to hospitals and for other appointments. This is seen as a most valuable service as is the monthly publication of a well supported Parish magazine. There is a Neighbourhood Watch scheme in operation as well as a 'walking bus' for taking children to the local School.

Building upon this strong foundation was a cornerstone of this Focus Group's wish. They also saw that the Community was inexorably linked to the natural environment surrounding and forming the Parish. For this reason they wished to see Albury maintain its character and rural setting by keeping the village tidy (a tidy-up day and recycling facilities) and by restricting new building development to a small affordable housing project. More sports facilities were seen as desirable, such as tennis and bowls and an all weather sports pitch with lighting.

The Group hoped too that music in the Parish Church would continue with the appointment of an organist and the continuance of the Choir.

The Focus Group considered that the following five issues should be incorporated into the Parish Action Plan.

- ❖ Re-build the children's play area and create other recreational areas
- ❖ Cure the acoustics in the Village Hall
- ❖ A need was acknowledged for a small affordable housing development in the village
- ❖ It is seen as essential to the community that the village Pub be rebuilt
- ❖ There is a clear need to improve the visual appearance of the village.





## 5.0 Landscape Setting and Environment

As has been mentioned earlier in this report, the natural environment in and surrounding Albury is seen by residents as its most valuable asset. Such issues are inevitably inextricably linked to, and underpin all the other Focus Groups.

For example, the group considered that village character, village life and people were important issues to be considered under this topic. There was a view also, that Albury was becoming scruffy and was not well maintained. It was seen that the introduction of community days and of having 'maintenance lists' would help to improve these issues.

Further concern was also expressed with regard to the 'urbanisation' of the village and a desire for a 'changeless society' was expressed. The recent loss of historic hedgerows was cited as one example, as was intensive arable farming.

*The group agreed that loss of the natural environment would be irreversible and that every effort should be made to prevent this happening.*

In this respect, the Group felt that modern farming practices were contributing to the loss of natural habitats and hastening the demise of the fragile environmental structure which has existed in the area for generations. The network of hedgebanks and sunken lanes is an essential aspect of the village. In these respects they sought the active support of the local District and County Councils.

The natural environment is seen as a key element which attracts new residents to Albury, and in this respect the Group were anxious to see a Parish Portrait created in order to begin the process of highlighting those aspects which were most under threat and therefore required an action or response by the community in order that they are not damaged or lost to following generations.

The following points were seen as being priority issues:

- ❖ Maintain the SSSI status of Patmore Heath as a high priority
- ❖ Create a map of all footpaths in the Parish and encourage their use.  
Re-establish a plan of 'field names' as part of this scheme
- ❖ Create a natural environment 'Parish Portrait' of Albury
- ❖ Maintain a pleasing visual appearance of the Village with Community days and maintenance of roadside verges, signposts and railings
- ❖ Identify potential for creating wildlife habitat/local amenity on any suitable land in the Village.





## 6.0 Physical Characteristics and the Built Environment

The scale of buildings in Albury is generally domestic with heights restricted to two stories.

Houses are surrounded by mature trees, woods and rolling landscape. Roads wind through the hamlets giving unexpected views and interest. Over the centuries, buildings have been completed in different but complimentary styles and the spaces between the buildings, the presence of open fields and of mature trees has contributed to a strong rural feel to the village. Many older buildings have a pleasing scale and proportion some having been enlarged but have retained an appearance of modesty by extending in a style that reflects the original form.

The layout of buildings is informal with intimate spaces formed between buildings or between buildings and landscape. The edges of building plots are often soft edges drifting into areas of unkempt landscape and farmland.

Older properties are often characterised by high standards of privacy and spaciousness. These are interspersed with a few examples of smaller housing for example bungalows for the elderly near the village hall.

### 6.1 Housing styles

Albury has a number of listed buildings including the church and in addition, there are a number of attractive houses which together give a strong character to Albury. There are a number of thatched properties with colour washed render walls, interspersed with red brick cottages with terracotta tiled roofs.

#### Walls

The predominant wall finish is colour washed smooth render, often this is combined with horizontal Essex boarding. There are occasional examples of red brick work and flint.

#### Roofs

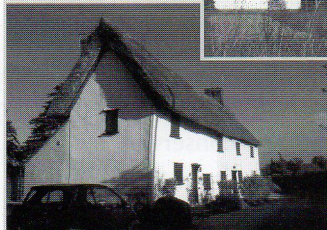
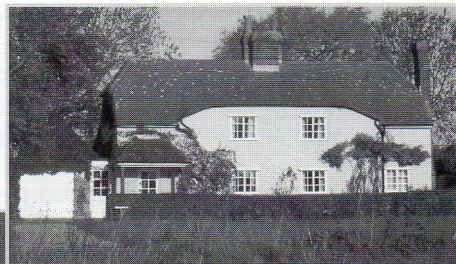
There are a several fine examples of thatched cottages, for example Bog Cottage and Church Cottage. Elsewhere the main roof material is red pantiles.

#### Boundary Treatments

Property boundaries are often soft edges formed from mature hedges, trees and grass covered banks. These features are interspersed with formal estate railings and brick /flint walls which add considerable interest and character to the village

#### Mature Hedges and Trees

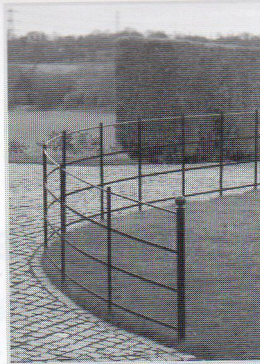
These help to preserve the rural character of Albury.





### **Estate Railings**

Many railings are overgrown and in need of repair.



### **Brick/Flint Walls**

Formal boundary treatment which mellows well into the surroundings



## **BUILDINGS GUIDANCE**

- 1] *Extensions, alterations and new buildings should follow the scale, style and setting of the existing historic settlement*
- 2] *Several styles of building have evolved in Albury. Smooth rendered walls with Essex boarding and thatch; smooth rendered walls with red clay pantile roofs and occasionally warm red clay brickwork properties usually with red pantile roofs. Extensions and new buildings should be constructed in materials which respect adjoining properties, thatch, smooth render, Essex boarding, red clay brickwork and red clay pantiles are acceptable.*
- 3] *Where conservatories are built they should not detract from the street scene.*
- 4] *New houses or extended houses should be proportionate in size to neighbouring properties and should not dominate the landscape setting. Buildings should be subordinate to landscape.*
- 5] *Hedging, brick/flint walls and Estate railings are preferred boundary treatments for housing. Hedging should preferably consist of mixed indigenous species avoiding species which are not native to Albury such as Leylandii.*
- 6] *Existing hedge banks and ditches should be retained wherever possible.*
- 7] *Include mown roadside verges as a local feature in new developments.*

## **6.2 Landscape**

Survey results have shown that landscape is hugely important to residents of Albury. The protection of the environment and landscape features were raised by many respondents who wished to see landscape features improved and conserved.

The undulating landscape with mature woodlands is a simple but attractive landscape, with few detracting features. Nevertheless, given its importance to residents, care should be taken to promote good countryside management practice and step up the protection of vulnerable features.

## **6.3 Geology and soils**

Soils are slowly permeable calcareous and clayey over chalk till (glacial drift).

In the shallow valley around the River Ash various loams, gravels and sands are present appearing frequently at the surface.

Locally on Patmore Heath, sands and gravels lie over Eocene and Jurassic loam and clay, resulting in acidic soils with seasonal water logging.



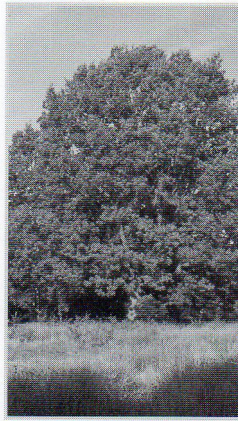
### Land cover and land use

Mainly arable farmland, interspersed with a number of ancient woodland sites.

Albury Great Wood occupied this area in the 16th century, pockets of the wood remain but a number of sites were planted over more recently – after the 1st World War.

### 6.4 Areas of Ecological interest

- 1] SSSI site – Patmore Heath is the largest area of dry acid grass heathland in Hertfordshire. The heath supports rare plants, insects and amphibians.
- 2] Wildlife sites – There are numerous wildlife sights often associated with woodland areas (see map). Albury Church, Albury Hall and a listed barn at Upwick Green support colonies of bats.
- 3] Ecology sites – In addition to wildlife sites there are several sites of general ecological interest such as: Spring fed pool in the field to East of Albury Church; pools at Albury Hall which support bats; roman snails on the site of the former Village Hall; Upwick Wood an ancient Oak/Hornbeam woodland site and protected species area. There are chalk pits in the wood and numerous important invertebrates; Badgers Mead, Upwick, old chalk pit, neutral chalk grassland supporting orchids, invertebrates and protected species; Filbert Copse, ancient woodland; Middle Park Square Spring, ancient Oak/Hornbeam woodland site; Oaken Spring, ancient woodland site and pond.



Patmore Heath

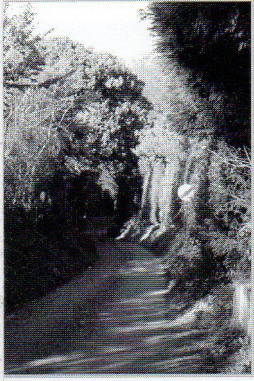
### 6.5 Landscape Vulnerability

- 1] Hedgebanks, edges of sunken lanes, verges and ditches are being damaged by road vehicles.
- 2] There is a serious loss of ancient hedgerows and a lack of management of those which remain.
- 3] There are insufficient buffer zones between intensive arable production and important natural habitats.
- 4] The upper reaches of the River Ash are frequently dry and there is no obvious watercourse in places. Definition and vegetation should be improved. Arable production close to the watercourse has reduced its ecological potential.
- 5] Areas of pasture are low.
- 6] The future of mature trees and parkland attached to the former Albury Hall is unclear.

### LANDSCAPE GUIDANCE

- 1] *For existing woodlands, encourage the replacement of softwoods with indigenous native deciduous species.*
- 2] *Improve hedgebank management and replant historic hedges where these have been lost.*
- 3] *Survey and manage parkland in the Estate of the former Albury Hall record veteran trees for biodiversity value and encourage reversion from arable uses to pasture and grassland.*





- 4] *In the Estate of the former Albury Hall record and preserve landscaping details such as steps, balustrades, ponds, gates, gate piers and walls to allow these elements to contribute to the landscape and not be lost to future generations.*
- 5] *Promote the creation of new ponds and maintain /enhance existing ponds.*
- 6] *Protect hedgebanks to sunken lanes.*
- 7] *Create buffer zones between intensive arable production and important natural habitats such as woods and streams.*

## 7.0 Transport, Travel, Traffic and Highways

### 7.1. Introduction & context

A key function of the Parish Plan is to help manage the Parish's movement requirements. This plan reflects the needs and aspirations of the Parish at a grass roots level & mirrors to some degree the following plans in descending order of hierarchy.

The Government White Paper 'A New Deal for Transport: Better for Everyone' (July 1998) is aimed at an approach based on more integrated & sustainable transport. Initiatives focus on supporting future prosperity, while proving wider availability & choice of travel mode to reduce the need to travel by car.

The Hertfordshire County Structure Plan 1991-2011 contains the strategic policy framework for transport planning in the County. It aims to 'reduce the growth in private motor traffic on roads and minimise its environmental impact, especially during peak periods & in towns'. Within this plan sits the Local Transport Plan 2006 - 2011 and its daughter documents; the Bus, Rail & Public Rights of Way (PROW) Strategies.

The East Hertfordshire Local Plan Second Review December 2000 supports the Counties policy stance. Its aim is to promote the development of an integrated transport system to serve all users, reduce the dominance of private motorised traffic & its adverse effects on the environment & thereby enhance East Hertfordshire as an attractive place in which to live & work.

### 7.2. Highway System

The primary responsibility for the highway system lies with Hertfordshire County Council, as Local Highway Authority. In October 2002, Hertfordshire Highways was formed to deliver highway services. This is an alliance between Hertfordshire County Council (Client), Mouchelparkman (Consultant) & Amey Lafarge (Contractor). Hertfordshire Highways Eastern & Lea Valley Area office is based at The Rotunda, Old London Road, Hertford.



Albury End



### 7.3. Road Hierarchy

A road hierarchy throughout Hertfordshire has been defined by the County Council, which aims to direct public & private transport onto particular categories of road, in order to improve traffic flows, safety standards, environmental conditions & to serve the needs of development. Through traffic & Heavy Goods Vehicles (HGVs) in particular are directed to the Primary Route Network which, in East Hertfordshire, consists of the A10 trunk road, the A120, A414 & A602. Part of the A120 (Standon / Puckeridge / Little Hadham / Bishop's Stortford) falls within the South West sector of the Parish of Albury.

*More prominent 'Albury' village signs at the Parish boundary points at the Southern & Northern ends of Albury Road / Gravesend Road & provision of similar village signs on Church End Road near its junction with the A120 & on Upwick Green Road, at its Eastern boundary.*

### 7.4. Local Transport Plan

The Hertfordshire Local Transport Plan (LTP2) 2006/07 - 2010/11 sets the framework for achieving the vision for a better transport system for all. The plan builds upon the first LTP & focuses on delivering shared priorities of tackling congestion, delivering accessibility, providing safer roads, improving air quality & the quality of life for residents. The LTP is also the delivery vehicle for transport improvements in the county.

#### Policy/Action (Albury Transport) ATR1 Road Hierarchy.

*The Parish Plan supports the following:*

- *The maintenance & improvement of an appropriate road hierarchy*
- *A road hierarchy which seeks to secure the canalisation of traffic into an appropriate route within that hierarchy;*

#### Local Distributor Roads

*C15 (Albury Road / High Hall Road / Graves End Road) - the main through route in Albury, running south to north, linking The Hadhams to The Pelhams. Residential development is located either side of this road in the hamlets of Clapgate & Gravesend.*

*C33 - part only (Pelham Road) - running west to east from Braughing to Furneux Pelham, located in the North West sector of the Parish of Albury.*

#### Local Roads

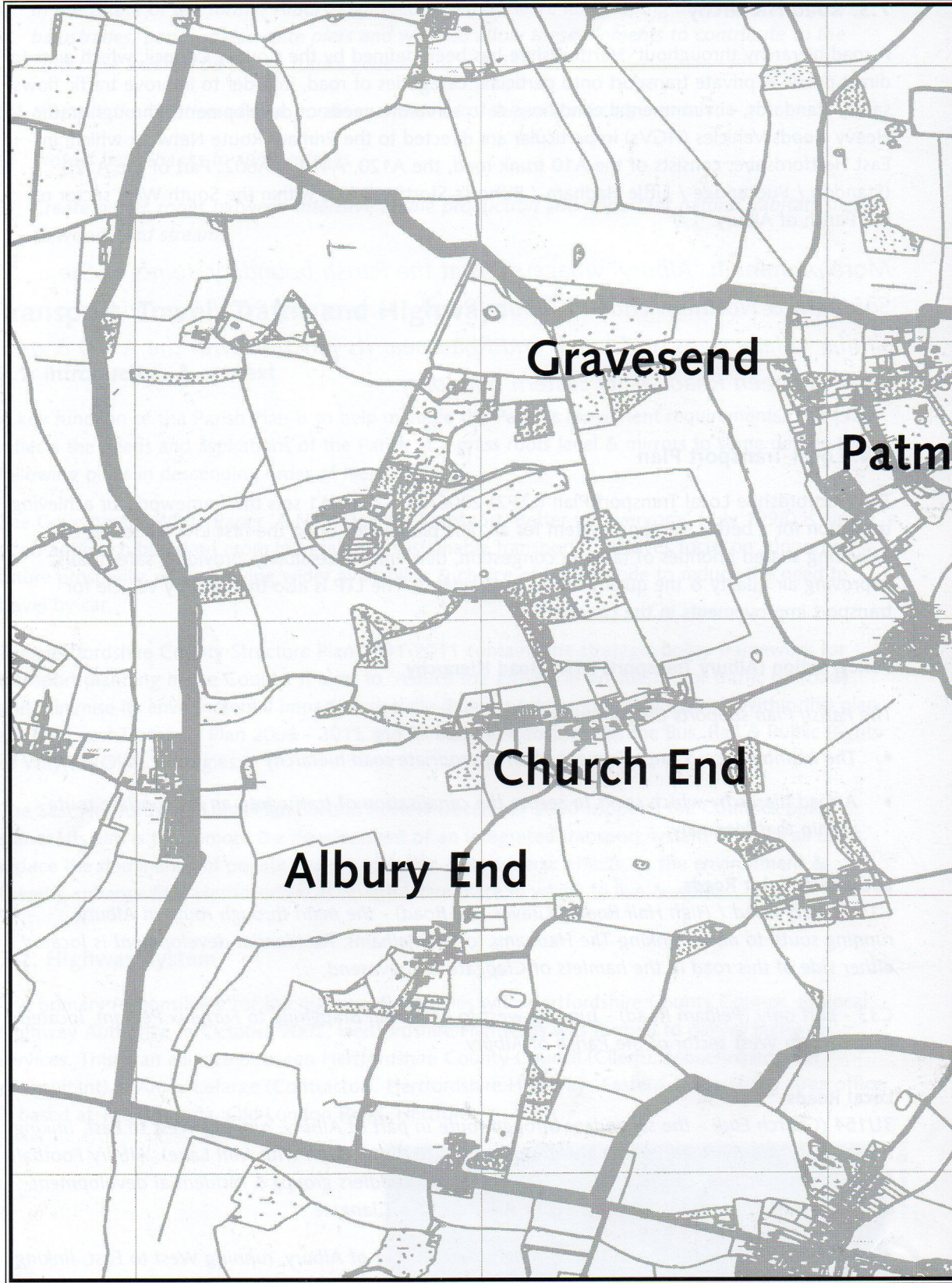
*3U154 (Church End) - the secondary through route in part of Albury, running West to East, linking the A120 to Albury Road (which also forms a cross roads junction with Mill Lane). Albury Football Club, Primary School, Church, Village Hall (venue for toddlers group) & residential development are located on this road in the hamlets of Albury End & Clapgate.*

*3U152 (Upwick Green) - the tertiary through route in part of Albury, running West to East, linking Albury to Bishops Stortford, via Farnham. Residential development is located either side of this road in the hamlet of Upwick Green.*





# The Parish





# of Albury







3U155 (Hixham Road) - residential no through road in the hamlet of Patmore Heath, running from Gravesend Road (At its junction with the site of the former Catherine Wheel Public House) to the private road at Hixham Cottages.

3U266 (Patmore Heath) - residential loop road, bounding the Heath, a Site of Special Scientific Interest (SSSI).

3U153 (Mill Lane) - residential no through road forming a cross roads with Albury Road & Church End to the private road leading to Patmore Hall.

3U98 (Barncroft) - residential cul- de- sac of High Hall Road.

3U1013 (Parsonage Lane) - residential no through road, running from Church End Road to Farm entrance.

3U1054 (The Bourne) - residential cu- de-sac off Church End Road, adjacent to Village Hall.

## 7.5. Highway Network

Following the construction of the A10(T) bypass (Wadesmill, High Cross, Colliers End) by the Highways Agency in the Autumn of 2004, journey times have been reduced, enabling traffic to arrive sooner at the traffic-signaled cross roads at Little Hadham on the A120. As a result of the sheer volume of traffic on this single carriageway, coupled with the signalisation of the cross roads, significant queues of traffic form on the A120, particularly during the morning & evening peak periods, both east & west bound. It is a frequent occurrence for traffic to queue from the cross roads, back past the junction of the A120 with Albury End, a distance of approximately one mile. A similar length of queue forms east of the cross roads back towards Bishops Stortford. Queuing, although not as significant, also occurs on the minor legs at the cross roads, namely Albury Road and Hadham Road.

As a result, some through traffic use the local roads in Albury (i.e. Church End Road & Albury Road), contravening the existing 30mph speed limit in the process, to 'jump' the queue at the above traffic lights in Little Hadham.

### Policy/Action (Albury Transport) ATR2 Highway Network

The Parish Plan seeks the following:

- An extension of the 30mph speed limit on Church End Road to encompass the hamlet of Albury End;
- Appropriate road safety / traffic & environmental measures on suitable sections of Albury Road (e.g. near its junction with Church End Road, Clapgate), & Church End Road (e.g. near its junction with Parsonage Lane, in the vicinity of the Primary School & Church, - 'School Safety Zone');
- An increase in the number of 30mph 'repeater' speed limit signs within the 30mph zones;
- An increase in the number of appropriate road warning signs & road markings;
- The implementation of an appropriate size / weight limit on lorries;



The Eastern Hertfordshire Area Plan covering Bishops Stratford & Sawbridgeworth has been developed within the LTP to deliver a local integrated & sustainable transport system. Those areas not covered by specific Area Plans are actioned under separate countywide programmes.

Although the LTP is based on reducing car dependency & promoting alternatives to the car; such a public transport, there are some areas that have been identified where major road improvement schemes are still considered necessary by the County Council. Major schemes are classified by the County Council as those costing more than £5 million. Given current Government funding levels, it is likely that only one or two major schemes will be funded during LTP2. The list of schemes put forward to the Department for Transport (DfT) includes the A120 at Little Hadham in East Hertfordshire.

Little Hadham lies on a major east - west route linking the M11 with the A10 and the A1. Movement of traffic along the A120 east - west corridor causes congestion in Little Hadham and there will be increasing pressure on the route as a result of expansion at Stansted Airport. The completion of the A10(T) bypass at Wadesmill has already increased pressure on the route as described above. The problem is compounded by Albury Road, which forms a staggered crossing with the A120 in the middle of Little Hadham. Traffic signals operate on four phases causing queuing on the A120 in both directions. Over the last five years there have been 27 accidents: 25 slight in severity of injury & two were serious. The County Council has stated in LTP2 that they will undertake a full public consultation to investigate all the options, including a bypass, to address the issue at Little Hadham setting it within the wider context of the A120 corridor.

*The results of the Parish Plan questionnaire showed that 80% of respondents used a car as their main means of transport to & from Albury & that 64% stated that they did not experience transport difficulties to and from Albury.*

**63% of respondents stated that a bypass at the A120 Little Hadham would cause them concern.**

## 7.6. Stansted Airport

Whilst located in Essex, Stansted Airport has a considerable impact on East Hertfordshire. Further planned growth of the airport to its current permitted level and possible further expansion in the form of a second runway, will in due course add to the pressure on the local transport system from both passengers and employees. This reinforces the need for east - west improvements in Hertfordshire; one of these being a proposed bypass at the A120 Little Hadham.

The environmental problems that airports can bring are acknowledged by East Hertfordshire District Council & Hertfordshire County Council. It is the policy intention of both Hertfordshire & Essex County Councils' to seek improvements in the daytime noise footprint of the airport to reduce its overall impact and to secure the cessation of night flying.



Patmore Heath is designated a Site of Special Scientific Interest



The Government White Paper on 'The Future of Air Transport' was published in December 2003. The paper sets out the government's policy regarding the provision of airport capacity. It supports the development of a second runway at Stansted Airport, with strict environmental controls. The new runway at Stansted Airport would be the first to be built in the south-east & could take the capacity at the airport to about 80 million passengers a year. Hertfordshire County Council, Essex County Council & the district councils of East Hertfordshire, North Hertfordshire & Uttlesford challenged aspects of the Aviation White Paper in the High Court. As a result the airport operators will have to consider options for runway development & justify their choice of option through the planning process. Transport implications will be considered as a part of any Planning Inquiry. The airport operator, British Airport Authority (BAA) Stansted, undertook a public consultation exercise in the autumn of 2005 over its proposals for planned growth of the airport to its current permitted level and possible further expansion in the form of a second runway.

The results of the Parish Plan questionnaire showed that 60% of respondents considered that the proposed expansion of Stansted Airport will affect them a great deal.

*In addition, 34% and 38% of respondents considered that aircraft noise has increased a lot and somewhat respectively during the last five years.*

#### **Policy/Action (Albury Transport) ATR3 Stansted Airport**

*The Parish Plan is supportive of the above policy and of measures to increase the percentage of trips made by public transport to and from Stansted Airport.*

### **7.7. Public Transport**

Whilst only five miles West of Bishop's Stortford with its frequent bus services. Albury, like most parishes has a limited rural bus service. Albury is served by the number 20 bus operated by Richmonds Coaches. This service is operated under contract (subsidised) to Hertfordshire County Council. The service runs between Bishops Stortford & Brent Pelham/Anstey, Mondays to Saturdays only with slight variations for school days & non school days. There is no service during the evenings or on public holidays.

However, the service does have stops at Bishop's Stortford Railway Station, town centre and the Tesco store at Bishop's Park, just on the outskirts of the town. The bus route through the Parish is via the A120, Church End Road (Albury End), Albury Road (Clapgate - the location of the only wooden bus shelter in the village), High Hall Road, Graves End Road (Graves End) & vice versa.

The results of the Parish Plan questionnaire showed that 55% of respondents do not use the bus service.

*However, of those that do, around 16% would like an improved route, timetable & links to other transport services in Bishops Stratford (& to Stansted Airport).*



## **Policy/Action (Albury Transport) ATR4 Public Transport**

*The Parish Plan seeks the following:*

- *The provision, where appropriate and in keeping with the rural character, bus stop flags with timetable information (combined bus & train) and wooden bus shelters at appropriate bus stops;*
- *The provision of paving stones across the grass verge at the junction of Church End Road / Albury Road (Clapgate) to improve access to the existing bus shelter;*
- *Review / amendment of the bus timetable and bus stop locations to incorporate & recognise the existing custom and practice of the bus stopping on High Hall Road, in the vicinity of its junction with Itch Lane / Barncroft and on Church End Road near the Village Hall - both stops are currently well used by school children.*

## **7.8. School Travel**

Those children that attend Albury Primary school either walk or are taken by car. Parents normally park their cars directly outside the school and church. Due to the number of cars, narrowness of the road and lack of footway, localised congestion occurs, visibility is restricted, leading to an unsafe environment for the school children, parents and the public.

Children that attend primary and secondary schools outside Albury either use the bus service (at Parsonage Lane, Church End Road / Albury Road, Clapgate & Barncroft, High Hall Road) or are ferried by their parents in cars.

*The results of the Parish Plan questionnaire showed that 50% of respondents considered that Albury Primary School needed a car park.*

## **Policy/Action (Albury Transport) ATR5 School Travel Plan**

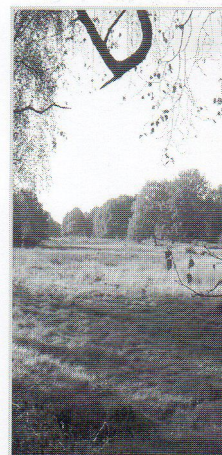
*The Parish Plan will support the development & implementation of Safer Routes to School within a School Travel Plan and with the cooperation of the Governors and Head of Albury Primary School, ensure that any School Travel Plan is consistent with the wider Parish Travel Plan.*

*Subject to investigation and feasibility, the development and implementation (within the School Travel Plan) of a School car park and/ or a continuous footway / footpath link between the Village Hall car park and School.*

## **7.9. Public Rights of Way**

The primary responsibility for the 'rights of way' network lies with Hertfordshire County Council's Public Rights of Way (PROW) Unit. The PROW Unit are currently in the process of developing an Improvement Plan for the whole network across the county.

The local footpaths and bridleways are very well used throughout the parish by local residents and non residents (including Ramblers Association), with people walking, cycling & riding by horse on circular & through routes on several different paths & bridleways.





The results of the Parish Plan questionnaire showed that 69% of respondents know where the local paths are; 44% stated that they can use them without difficulty; 32% stated that they were well signposted; & 22% stated that they would be willing to maintain them. However, 42% & 21% of respondents would like to see more footpaths & cycle paths respectively in Albury.

#### **Policy/Action (Albury Transport) ATR6 Public Rights of Way**

*The Parish Plan seeks the following:*

- *The provision, through the Parish Travel Plan & County Council's PROW Improvement Plan, of more footpaths & cycle paths in Albury.*

#### **7.10. Local highway & traffic conditions & problems identified**

*The results of the Parish Plan questionnaire may be summarised as follows:*

##### **68% of respondents considered speeding traffic to be a problem in Albury;**

*The percentage of respondents, that as a pedestrian, experienced a feeling / perception of danger from traffic at the following specific locations in Albury:*

- 54% Junction of Albury Road / Church End Road, Clapgate;
- 52% Albury Road, Clapgate to Graves End;
- 32% Church End Road in the vicinity of the School & Church;
- 29% Junction of Church End Road / Parsonage Lane

*The percentage of respondents that would support the following traffic control measures in Albury:*

- 67% size / weight restriction of lorries (by association, 52% of respondents would like to see preservation of green road side verges);
- 42% extension of the 30mph speed limit to other areas;
- 32% additional, appropriate road warning signs;
- 32% appropriate road safety / traffic calming measures in Albury Road, Clapgate to Graves End;
- 29% appropriate road safety / traffic calming measures in Church End Road in the vicinity of the School & Church.

In addition to the above results, a highway & transportation focus group was held in August 2005. The group was made up of around a dozen local residents, representing the hamlets within Albury. The purpose of the focus group was to debate & prioritize the key issues (using the results of the Parish Plan questionnaire as a starting point), & recommend an action plan / way forward to address the identified problems. The problems identified, in priority order for action were as follows:

- Speeding traffic
- Lorries
- Through traffic
- Lack of continuous footways / footpaths & links between them (e.g. safer routes to school)
- Lack of information / communication about availability of other modes of transport (e.g. public transport, taxis, dial-a-ride).





The group also expressed its concern over the probable increase in noise & air pollution associated with the proposed expansion of Stanstead Airport & a bypass at the A120 Little Hadham together with associated 'infill' development.

Hertfordshire Highways have already undertaken traffic speed & volume surveys to quantify some of the above identified problems. The results from the surveys conducted by automatic traffic counters in place for one week in November 2004 are as follows:

Location	Av. 85%ile speed, mph	Av. one way volume / 24 hour, v/d
Albury Road near its junction with Church End Road, Clapgate	46 (southbound) 41 (northbound)	1037 971
Albury Road near its junction with Hixham Road (Patmore Heath), Graves End	35 (southbound) 35 (northbound)	779 765

Notes: Figures are for an average of Monday to Friday; 85%ile is the 85th value out every 100 motorists recorded.  
V/d = vehicles per day.

Hertfordshire Highways statistics show that there have been two personal injury accidents recorded on Albury Road (both slight in severity of injury) over the last three years. The weather conditions & road surface for both accidents were fine & dry. Both accidents also involved motor vehicles. The first accident, ref. 2002-4100A0921 occurred at 22.52 hours on 19.9.2002, 95 meters north of the junction with Upwick Green Road (within 60mph speed limit). The second accident, ref. 2003-4100A0826 occurred at 14.07 hours on 31.8.2003, 164 metres south east of the junction with Barncroft, outside High Hall Farm (within 30mph speed limit).

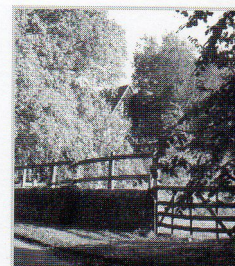
Hertfordshire Highways have already assessed & ranked Albury Road & Church End Road / Parsonage Lane in accordance with County Council criteria for traffic & environmental (T&E) problems. The criteria covers road hierarchy (traffic flows & road type), safety traffic speed, accident history, & vulnerable users) & environment (area, footways, visibility, available pedestrian crossing points, parked vehicles & lorries). The T&E ranking score is calculated as: Hierarchy x Safety x Environment.

As at December 2005, Albury Road & Church End Road / Parsonage Lane have a score of 35 & 8 respectively. Their current ranked positions are 21 & 36 respectively on Hertfordshire Highways list of T&E problems for East Hertfordshire.

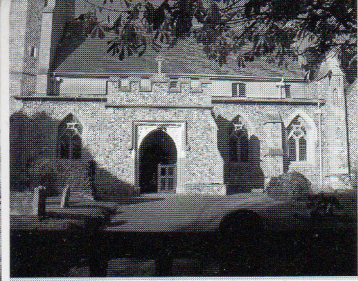
#### **Policy/Action (Albury Transport) ATR7 Local highway & traffic conditions & Parish Travel Plan**

*The Parish Plan will support the development & implementation of a Parish Travel Plan & use this Travel Plan as vehicle for addressing the main transport, travel, traffic & highway issues as identified by Albury residents & Hertfordshire Highways in the aforementioned sections.*

A quite corner  
of Upwick







The Parish Church of St. Mary the Virgin

## The Action Plan

Each of the major areas of concern to the community was, as discussed above, the subject of closer examination by Focus Groups. Inevitably, there were certain areas of overlap in their findings; so all issues were subsequently amalgamated by the Steering Committee into one list, having approximately five items in each Sector:

- ❖ The Built Environment
- ❖ The Community
- ❖ Natural Environment
- ❖ Landscape and Setting
- ❖ Transport and Travel.

The guiding principle in generating the list was that the Action Plan should be a 'living document' intended to be refreshed periodically as priorities change and objectives are either achieved or resolved to the Community's satisfaction.

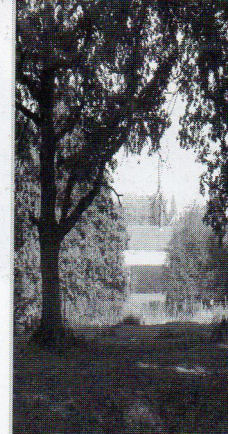
As a first step, it was decided that a five-year horizon should be the initial time scale before a review is undertaken. However, should a major issue arise within that time, due acknowledgement should be given and adjustments made as necessary.

The major custodian (and implementer) of the Action Plan is seen to be Albury Parish Council, on behalf of the Community.

## ALBURY ACTION PLAN

PROPOSED ACTION	Sponsor/ Leader	Timescale/ Status
<b>Built Environment</b>		
B1 Extensions, alterations and new buildings to follow the scale, style and setting of the existing historic settlement.	EHDC Albury PC	Continuing
B2 Extensions and new buildings to be constructed in materials which respect adjoining properties. Thatch, smooth render, Essex boarding, red clay pantiles and red clay brickwork are acceptable.	EHDC Albury PC	Continuing
B3 Where conservatories are built, they should not detract from the street scene.	EHDC Albury PC	Continuing
B4 New houses or extended houses to be proportionate in size to neighbouring properties and not dominate the landscape setting. Buildings to be subordinate to landscape.	EHDC Albury PC	Continuing
B5 Hedging, brick/ flint walls and Estate railings are preferred boundary treatments for housing. Hedging should consist of mixed indigenous species; avoiding species which are not native to Albury (such as Leylandii).	EHDC Albury PC	Continuing





B6 Existing mature trees, hedge banks and ditches to be retained wherever possible	EHDC Albury PC	Continuing
B7 Include mown roadside verges as a local feature in new developments	EHDC Albury PC	Continuing

**The Community**

C1 Re-build children's play area and create recreational areas in vicinity of the Village Hall.	Albury PC	24 months Action Group established
C2 Cure poor acoustics in the Village Hall	VH Cttee CDA	Feasibility Study in progress
C3 Affordable Housing - Pursue the provision of a small number of such dwellings within the Parish.	EHDC	Housing Association Appointed
C4 Re-build the Village Pub; recently destroyed by fire.	Albury PC	Rebuild Committee established
C5 Generally improve the appearance of the Village.	Albury PC	Continuing

**Natural Environment**

E1 Maintain the SSSI status of Patmore Heath as a high priority	Albury PC Herts & Middlesex Wildlife Trust	Continuing
E2 Create a map of all footpaths and bridleways in Parish and encourage their use. Re-establish a plan of 'field names' as part of this scheme	Albury PC	12 months
E3 Create a natural environment 'Parish Portrait' of Albury	CMS Northeastern (Herts CC)	Started
E4 Maintain pleasing visual appearance of the Village with Community Days and maintenance of roadside verges, signposts and railings	Albury PC	Continuing
E5 Identify potential for creating wildlife habitat/ local amenity on any suitable land in the Village	Albury PC	18 months





The Clapgate crossroads

### Landscape and Setting

L1	For existing woodlands, encourage the replacement of softwoods with indigenous native deciduous species	Albury PC EHDC	Continuing
L2	Improve hedgebank management and replant historic hedges where these have been lost	Albury PC EHDC	Continuing
L3	In the Estate of the former Albury Hall record and preserve landscaping details such as steps, ponds, gates and walls to allow these elements to contribute to the landscape	Albury PC EHDC	24 months
L4	Promote the creation of new ponds and maintain existing ponds	Albury PC EHDC	Continuing
L5	Protect hedgebanks and sunken lanes	Albury PC EHDC	Continuing
L6	Create buffer zones between intensive arable production and important natural habitats, such as woods and streams	Albury PC EHDC Local Farmers	Continuing

### Transport and Travel

T1	Consider ways of reducing the speed of traffic through the Village and implement chosen option	Albury PC, EHDC, Police, Herts CC Highways	12 months
T2	Heavy vehicles are seen to cause damage to both roadside properties and verges. Means of reducing such traffic should be sought	Albury PC, EHDC, Herts CC Highways	12 months
T3	Through traffic, particularly at rush hours and at school times increases the danger to residents and should be controlled/ reduced	Albury PC, EHDC, Police	6 months
T4	The provision of better Bus Services should be investigated - perhaps via a Village Travel Plan	Albury PC, CDA(E Herts)	12 months
T5	Maintain all footpaths and rights of way in good order. Properly signpost the same	Albury PC, Herts CC RoW Unit	Continuing



## The Results of the Analysis of the Questionnaire

1.	Are you male or female	Male Female	47.20% 52.80%
2.	How long have you lived in Albury	Less than a year 1 - 5 yrs 6 - 12 yrs 13 - 25 yrs 26 - 50 yrs 51 + Whole life	5.60% 28.80% 17.60% 22.40% 14.40% 1.60% 7.60%
3.	Why do you live in Albury	Born here Work locally / commute Relatives nearby Love of village life Marriage Setting up home Retired here Other	12.00% 17.60% 4.40% 34.40% 6.40% 18.80% 1.60% 16.00%
4.	What is most important to you about Albury	Community Environment Situation Other	29.20% 53.20% 28.80% 4.00%
5.	What is your main means of transport to and from Albury	Car Bus Taxi Bicycle Motorcycle Other	87.60% 8.80% 1.20% 1.20% 0.80% 2.80%
6.	Do you experience transport difficulties to and from Albury	Yes No	24.00% 71.20%
7.	Would you like to see the following bus service improvements	Routes Timetables - combined bus & train Links to transport services in Bishop's Stortford Cost Reliability Bus stop location Access for the disabled Do not use bus service	14.40% 18.40% 14.80% 4.00% 6.00% 4.40% 4.80% 61.20%
8.	Does Albury School need a car-park	Yes No No opinion	56.80% 16.40% 28.80%
9.	Do you think speeding traffic is a problem in Albury	Yes No No opinion	76.40% 16.40% 3.20%
10.	As a pedestrian, indicate any areas you feel in danger from traffic	Albury School lane Parsonage Lane junction with Albury Road Clapgate junction Little Hadham to Gravesend road	36.00% 32.40% 61.20% 57.20%
11.	Would you support any of the following traffic control measures	Extension of 30 mph limit to other areas Traffic calming in the school road Traffic calming from Lt Hadham to Gravesend Apply size restrictions to lorries Road warning signs None of the above	46.00% 32.00% 35.20% 74.00% 34.40% 4.80%
11a.	Referring to our roads, would you like to see any of the following	Cycle paths More footpaths Provision of street lighting Pavements A by-pass Additional bridleways Preservation of green verges	21.20% 47.60% 21.60% 22.40% 12.80% 9.20% 55.60%
11b.	Would an A 120 by-pass on the Albury side cause you	Inconvenience Concern No concern	13.60% 68.40% 19.20%
12a.	Do you think Albury can accommodate more new housing	Yes, many areas could be expanded Yes, but only as infill without joining hamlets No further expansion should take place Other Don't know	9.60% 41.60% 37.20% 2.00% 7.60%
12b.	If yes, what should be the character/ appearance of new housing	Left to the individual taste of developers Follow characteristics of existing dwellings There is no discernable character to the village	3.60% 47.20% 8.40%
12c.	What type of accommodation do you think Albury needs	Affordable housing for young people Large family houses Small family houses Executive houses Houses for people with disabilities No further houses needed Other	39.60% 9.60% 33.40% 3.60% 8.40% 11.60% 2.00%
13.	Do you think more new housing in Albury will	Improve the environment Spoil the environment Bring no change to the environment Don't know	8.80% 42.80% 26.40% 15.60%
14.	Would you welcome the provision of mains gas to the village	Yes No Don't know	62.00% 28.80% 0.80%
15.	Do you use a village Allotment	Yes No	2.40% 91.60%
16.	Would you use a village shop or Post Office	Shop Post office Neither	77.20% 78.00% 7.60%



17. Do you have difficulty getting to any of the following :	Hospitals	Yes	7.20%
		No	92.00%
	Doctors	Yes	6.40%
		No	84.80%
	Chemist	Yes	7.20%
		No	83.60%
	Optician	Yes	6.00%
		No	84.00%
	Dentist	Yes	6.40%
		No	84.00%
Other health services	Yes	8.00%	
	No	47.60%	
18. Have you been affected by any of the following in last 12 months		Petty theft	9.60%
		Vandalism	8.80%
		Drunkenness	2.00%
		Burglary	6.00%
		Other	8.00%
		Not concerned	30.80%
19. How do you view facilities provided in the children's playground		Good	6.00%
		Reasonable	26.80%
		Poor	27.80%
		No opinion	33.60%
20. What are your views on local social facilities	For children up to 16	Good	2.40%
		Reasonable	14.80%
		Poor	46.00%
	For young people 17-25	Good	1.20%
		Reasonable	3.60%
		Poor	52.40%
	For people 26-60	Good	3.60%
		Reasonable	24.40%
		Poor	35.60%
	For people over 60	Good	16.00%
		Reasonable	27.60%
		Poor	18.40%
21a. Do you use Albury Village Hall		Yes	45.20%
		No	50.40%
21b. If yes, on average, how many times		More than once a week	6.40%
		More than once a month	19.20%
		Occasionally	12.00%
21c. Do you use/ visit other local village halls		Yes	29.20%
		No	60.40%
22. Would you be prepared to help organize & run any of the following	Walking Club	Yes	9.60%
		No	60.80%
	Choir	Yes	4.40%
		No	64.00%
	Drama Club	Yes	3.60%
		No	64.40%
	Art Club	Yes	5.60%
		No	63.20%
	Youth Club	Yes	6.40%
		No	62.40%
	After-school Club	Yes	6.00%
		No	62.40%
23. What should be done to protect & enhance the environment of Albury		Recycling	64.00%
		Energy saving	21.60%
		Improved Public Transport	36.60%
		Car sharing	11.20%
		Reduce traffic	53.60%
		Other	3.20%
Nothing	3.20%		
24. Would you be prepared to sort refuse for separate collection/ recycling		Yes	86.40%
		No	4.80%
25a. Do you feel the countryside around Albury has changed in recent years		For the better	2.40%
		For the worse	31.60%
		Not changed	35.20%
		Don't know	26.00%
25b. Do you feel that aircraft noise has increased during the last 5 years		A lot	38.00%
		Somewhat	41.60%
		Hardly at all	24.80%
25c. How do you think the proposed expansion of Stansted will affect you		A great deal	65.50%
		Hardly at all	24.80%
26. How do you think the local environment could be made more attractive		Remove litter	59.60%
		Keep roadside verges mown & tidy	49.20%
		Let roadside verges grow for wildlife	24.80%
		Stop vehicle damage to road verges	56.40%
		Signpost paths & bridleways	27.20%
		Remove unnecessary signposts	23.20%
		Reduce traffic	54.80%
		None of these	1.60%
		27. Do you think Albury should be kept clean & tidy by :	
Putting up notices	17.20%		
Entering the Best Kept Village competition	32.00%		
Having a Spring Clean Day twice a year	40.40%		
None of the above	10.00%		
28. In relation to footpaths & bridleways :	Do you know where the local paths are	Yes	76.00%
		No	12.40%
	Can you use them without difficulty	Yes	48.80%
		No	20.40%
	Are they well signposted	Yes	34.00%
		No	32.40%
	Would you be willing to maintain them	Yes	24.00%
		No	27.20%
29. How would you like Albury to develop over the next 5 - 10 years		As a working community	31.20%
		As a retirement community	0.80%
		As a commuter community	1.60%
		To stay as it is	59.20%
		None of the above	5.20%