

LOCAL DEVELOPMENT FRAMEWORK
ISSUES AND OPTIONS – PUBLIC MEETINGS

FEEDBACK COMMENTS

Introduction

There were four public meetings, one each in the main four towns in the Borough and one 'drop in' session. The public meetings were:

- Radlett on 13th March 2006;
- Bushey on 16th March;
- Borehamwood on 21st March; and
- Potters Bar on 23rd March.

A variety of comments were recorded at each meeting while the discussion was taking place. The comments are as follows:

Radlett

- Can Hertsmere Borough Council (HBC) refuse to accept more than 4,200 new homes to be built over the plan period?
- Where have the 4,200 homes come from?
- Think that converting larger homes into flats is a good idea.
- Do not wish to see redevelopment for larger executive homes.
- Need a policy to prevent redevelopment of a large house into an even larger house (1 for 1) as this is unsustainable.
- Provision of affordable housing is difficult due to the number of small sites that are developed.
- A roof tax on all development would be a good idea.
- Can the Council control the number of supermarkets in a town centre?
- Need to try to balance the number of shops (A1) compared to cafes, restaurants and bars (A3, A4 and A5) uses.
- The film studios should be protected and promoted.
- There should be scope for the existing business at Elstree Aerodrome to expand.
- Concerns were raised over the trend for the redevelopment of small properties to large family homes.
- Consider that car parking standards are too high for new development.
- Consider that new facilities must be provided if new housing being built.
- Recreation space for new housing needs to be provided.
- Flats have got to be made more attractive to potential residents need amenity space and the provision of services and facilities.
- The existing safeguarded sites need to be continued to be protected.
- There is concern over the loss of non-Major Developed Sites in the Green Belt.
- Concerned about the new housing proposal in Theobald Street.
- Better links are required between planning and housing need.
- Improved public transport links are required, especially east / west links. Including bus routes to Watford.
- The new rail franchise will provide 12 car trains but will these be accessible to the disabled?
- New development must be matched with new infrastructure provision.
- There must be room for new community facilities as well.
- Consideration needs to be given to water supply and flood risk when sites are allocated for new development.

Bushey

- Is 4,200 a minimum or a maximum target?
- Can a 'cap' be set at no more than 200 new homes per year?
- Can any further development be stopped once the target is reached?
- How does is the phasing of new development controlled over the time period?
- Have the 4,200 homes been identified?
- New development needs supporting infrastructure?
- What is the status of the safeguarded sites?
- Will sites that are being considered for development be suitably advertised to allow support / objections to be registered?
- What counts / is regarded to be affordable housing?
- The definition of affordable need to be broadened to bridge the gap between the private and social rented markets.
- Provision of more smaller units as one possible solution.
- Energy efficiency has to be a consideration – non-car travel and other 'green' measures should be included.
- Car parking – key issue is reduced provision versus overspill onto roads.
- How do you reduce dependency on people's cars?
- Garages are used for storage but open sided car ports are used for car parking.
- Policies should not be getting 'bogged' down in the details but should keep an eye on the bigger picture.
- There should be a diversification of rural uses – a more pragmatic approach is required.
- Plain English is required in all documents.

Numbers of parking spaces considered needed for new residential development:

Unit size by bedroom	Numbers of parking spaces that should be provided per unit
1	1
2	1
3	2
4	2
5+	2

Borehamwood

- Regional distribution can change housing requirements.
- Some permissions granted for new housing will not be built.
- Green belt is irreplaceable and therefore support strict Green Belt policy.
- Many buildings in the Green Belt are run down and should be managed properly as managed properties are better than unmanaged properties regardless of whether they are in the Green Belt.
- More homes will mean more people and cars.
- If there are more and more flats built there will be more demand for allotments and therefore new flats should not be built on allotments.
- Affordable accommodation is vital and we need to make provision for it.
- The affordable housing threshold needs to be reduced to capture more smaller site developments.
- The proportion of affordable housing needs to increase.
- Socially rented homes should stay as affordable housing and not be sold off.
- Ageing population requirements are increasing and this must become a key policy issue.

- Demand for more independent living accommodation for the elderly and not 'care homes' but there is still a clear need for assisted living.
- The cost of the accommodation does not always equal the care given.
- The area is already suffering from over development – the local infrastructure can not cope with all new developments.
- A holistic approach over time is needed rather than a piecemeal approach.
- Distribution of new units should be more evenly spread across the main and smaller settlements.
- A tariff approach should be introduced to capture the majority of development including individual units developed.
- More people causes an increased potential for crime – possible mitigation measures include 'designing out crime'.
- More police are required if more homes.
- Higher density living can reduce the 'ownership' of where people live.
- Car parking needs to be realistic – must also provide space for teenagers to have cars and visitors.
- School run car journeys need to be reduced.
- If school catchment areas are increasing they must have travel plans, school buses etc to reduce journeys and cars.
- There should be shared use of car parking areas – flats, shops, offices can all use the same area at different times of the day.
- The conversion of garages into rooms results in on-street parking and causes obstruction for emergency vehicles in modern developments which have 'wiggly' roads.
- Developments must also consider pedestrian access and cycle routes.
- New development must be sustainable.
- Employment land should not be built on. More homes will result in a demand for more jobs and employment land is needed.
- Shenley Road does not look like a town centre. It needs proper improvement and regeneration.

Numbers of parking spaces considered needed for new residential development:

Unit size by bedroom	Numbers of parking spaces that should be provided per unit
1	1-2
2	1-2
3	2
4	2
5+	more

Potters Bar

- There needs to be an increased provision of low cost housing. People cannot afford to buy locally.
- Is there a need for new housing in the Borough?
- Are new homes for local people or to provide for overspill from London?
- What is the process for the release of Green Belt sites? Is it easy?
- Is Green Belt policy getting weaker as the Secretary of State has final say?
- We seem to be on target so far without building in the Green Belt – can't we just keep going?
- Building on the Green Belt will set a precedent and be difficult to stop if we start down that route.
- Infrastructure is needed to support new housing.

- Concern of (potential) loss of parks and playing fields.
- Is it possible to come up with a long-term solution to providing new homes that will please everyone.
- What is the long term solution as demand drives supply which fuels demand so we are back where we started?
- Can the bus station be allocated for housing?
- What is the future of the Station Road employment area? It seems a better location for housing.
- Can all the towns take their equal share of the housing? Potters Bar and Borehamwood have had the burden share in recent years.
- New homes will have an impact on water supply and this has to be a consideration.
- Sustainability has to be a concern – all new homes should have solar panels.
- Need to ensure that new development does not lead to an unacceptable level of on-street parking.
- Garages should be used as garages.
- Need to balance the provision of small houses with the quality of life they provide.
- Traffic is a concern. More houses will mean more traffic and the traffic at Tesco is already awful.

Numbers of parking spaces considered needed for new residential development:

Unit size by bedroom	Numbers of parking spaces that should be provided per unit
1	1-2
2	1-2
3	2
4	2-3
5+	2-3