

COMMONWOOD

SARRATT

BELSIZE

CHANDLERS CROSS

The 2012  
Sarratt Parish  
Plan

## SUMMARY

A guide to the Sarratt Parish Plan has been printed and distributed via Spotlight to households in the Parish

It may be viewed here:

<http://www.sarrattvillage.co.uk/admin/CMS/HTMLMedia/P001-2.pdf>



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## 1. WHAT WE LOVE ABOUT THE PARISH

Where else in Britain would you find somewhere to live that is 45 minutes from Central London, close to major motorways and 40 minutes from Heathrow airport, but is also home to the longest village green in the county and where most houses are no more than 100 metres from a green field? Not only that, but we know from questionnaires distributed in 2010 that it is also a thriving and caring rural community with about 35 clubs and activities and has no shortage of volunteers for social and caring responsibilities. In fact 40 people helped to distribute the questionnaires and some of them discovered quite how far spread our parish is! This is Sarratt and whilst we don't want to trivialise or attempt to eliminate the issues raised by the questionnaire, it's important to highlight the things that are valued by the community, in order that we can protect and maintain them.

Overwhelmingly, when the survey was conducted, it showed that people like living in Sarratt. For a start nearly 80% of our respondents have lived in the parish for more than 6 years. Indeed about 55% have lived here for over 15 years. This indicates a stable community, albeit an ageing population.

There is a very varied pattern of working lives. There are lots of home workers, both full and part time and twice as many people live within 15 miles of their work as commute to London. Noticeably, there were found to be some 80 businesses operating in the parish. One of the positive aspects of this is the potential custom for local shops and services which could be further developed and exploited. A very high number of people use the Village Shop – nearly 90%, and 65% use the Village Hall occasionally or frequently, with nearly 80% using the pubs. 75% use the footpaths and over half use Biggerstaffs Garage to some degree.

We should also highlight the incredible reach of “Spotlight”, the parish magazine, with over 90% saying that they read it regularly and use it to find out about local events. The survey asked questions about participation in clubs and activities and found a very high rate of support. To highlight a few – the Horticultural Society is very popular, also the firework display (reinstated last year on the Playing Fields); and the Flower Festival, Grapevine Movies, the Festival of Music and Sunday markets. Over 80% of people were aware of Sarratt Care and 50% either used it or knew people who did.

When asked about the maintenance of green spaces and grass verges etc., around 82% of respondents were satisfied or very satisfied. Rather less than half were satisfied with the hedge cutting and this is something that the plan will attempt to address – bearing in mind that most hedgerows are privately owned. Further questions about the preservation of the countryside and historic features illustrated an enormous depth of feeling. Over 85% thought that the protection of green belt, conservation areas and the Chess Valley was important or very important – most of them were moved to tick the very important box. Similarly, when asked about woodlands, green spaces, footpaths and mature trees there was virtually a unanimous response in agreeing continued protection and maintenance – most people again felt very strongly about these environmental features.

On housing a number of issues were raised which are covered later in this document, but there was very positive support for a “design statement”.

As regards children and young people, the picture was mixed, but largely it was possible to conclude that up to the age of 11 facilities for children are felt to be good within the village. Virtually all children under 11 use a toddler group / nursery or primary school.



There was some interest in green energy. These are clearly early days for domestic take-up but ideas about a co-operative venture and possible grants were positively received.

On crime we would have to conclude that we are very fortunate and in general, it is of a low level of concern.

There were specific issues surrounding late night fireworks, garden burglary, light aircraft noise and bonfires which would be interesting to cross reference with postcodes in due course to see whether they are confined to one particular area.

The Parish Council will, no doubt, be pleased to see that in general people are satisfied or very satisfied with their performance although there was a feeling that more information could be disseminated about their activities in Spotlight. On Three Rivers District Council, rubbish collection and recycling were considered satisfactory or very satisfactory by about 90% of respondents, but there are real concerns regarding planning. In fact “lack of planning enforcement” arose as a strong negative factor in the relevant section of the questionnaire.

At County level responses were more varied. On the positive side 75% were satisfied or very satisfied with re-cycling and 71% with libraries. Although at all 3 council levels – Parish, Three Rivers and County, the tendency was towards “satisfied” rather than “very satisfied”.

Finally, at the end of the survey, we asked people to highlight what they most liked about living here. All the aspects mentioned above recurred: convenience of road and airport links, footpaths, beautiful countryside etc but, overwhelmingly the most commonly recurring answer was the village atmosphere (the fact that we are not a suburb) and the strong, friendly sense of community – in fact “rural” and “community” were the 2 most common words used in this part of the questionnaire.

Clearly people like living in Sarratt Parish and are prepared to contribute to their community. In summarising this section, we must continue to bear this in mind, and ensure that the issues raised do not detract from the many positive aspects. We should also ensure that these positive aspects should not be inadvertently damaged by solutions to some of the issues. Rather, the positive aspects of living within the Parish should act as the guiding principles against which the action plans are tested.



## 2. BACKGROUND

### 2.1 Why have a Plan?

As far as we know, Sarratt has existed for at least a millennium, and maybe even longer, without, as far as we are aware, a Parish Plan at any stage during that time. And, as far as we can guess, Sarratt will continue to exist through the next millennium, with or without a Parish Plan. The natural question therefore is why one is needed at all.

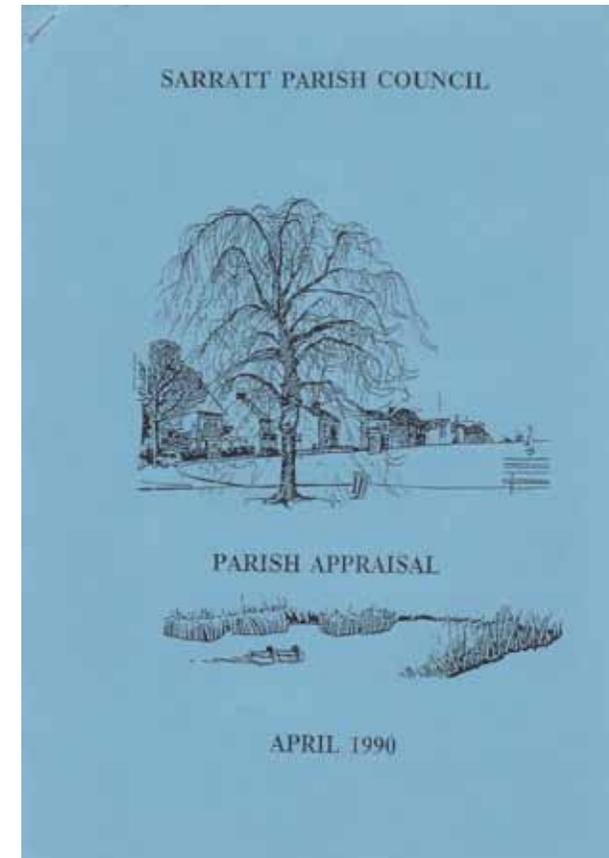
The answer to that question is suggested by the answer to another: What sort of Sarratt do we want to live in? The world will inevitably change over the next millennium, and the rate of change appears itself to be accelerating: this will inevitably affect the parish. How then should we go about protecting what we like about living here, while rejecting what we do not? We must surely begin by identifying these very factors. This process, and any consequent decisions regarding “what we want to keep” and “what we want to reject”; and how we go about doing so, constitute the basis of a plan. As such, a Parish Plan is of fundamental interest to all of us who live within its boundaries.

#### Historical perspective

Sarratt Parish Council [SPC] carried out an appraisal study [Appendix 1] in 1990, which offered people “the opportunity to express their ideas as to what they wanted locally”. It also helped to “highlight local assets and deficiencies” and to “suggest schemes to improve the amenities of the local environment which could be taken up by the Parish and District Councils”. The document proposed a “summary of the views and wishes of the local community”, and stated that “Policies will be formulated, as far as practicable, to reflect those wishes”. Although not making any claim to be a plan, the appraisal nevertheless bears many of the hallmarks of one. Some of the local wishes that it identified appear to have been incorporated into policy, even to the point of being put in to practice. Examples include “railings on the road side of the village pond pathway”; and the “extension of the 30 mph speed limit to

Belsize”. Significantly, responses to the current questionnaire indicate that many of the issues identified in 1990 persist twenty years later, and have become much bigger problems. Examples of these include excessive traffic speed and inconsiderate parking.

One explanation is that the 1990 document did not set out expressly to offer remedies for the issues that it identified. Another is that articulating a desire for something to happen, or that something is wrong, is merely the first step in a process. The 1990 document began that process, but did not set out to follow it through; the current Parish Plan does.



## 2.2 How the Plan has been developed

Work on a plan commenced early in 2010 when an Open Meeting held on February 22nd received support from the community on a proposal by the Parish Council to develop a Parish Plan. As a result a Steering Committee was formed from volunteers within the parish. Their task was to develop this plan.

A key first step was gathering the views of the people who lived and worked in the parish to inform the objectives and actions that would ultimately be contained in the final plan. This was achieved through a questionnaire that collected the views of residents on a wide range of subjects likely to be of concern or interest to them. It was issued to the 800 or so households in the parish during Autumn 2010 for completion via a paper questionnaire or on-line, with over 50% of households responding. This was followed up in early 2011 with a similar questionnaire to the businesses operating within the parish, to which around one third responded.

During the remainder of 2011, the feedback from the questionnaires was consolidated and common themes identified. Of particular note was the wealth of positive feedback received on what people liked and wanted to preserve about Sarratt Parish. This has been captured under the section “What we love about Sarratt”. In addition there were a number of issues identified where people wanted to see change or improvements.

Consolidated feedback, analysis, and initial thinking on objectives and actions to be contained within the Parish Plan were presented at a Public Consultation Meeting held on 30th March 2011. The meeting was attended by around 100 residents and included representation from Sarratt Parish Council, Three Rivers District Council and Tony Barton,

District Councillor. The public forum approved the potential actions within the plan, thus conferring a mandate for those actions.

As a result of the public feedback from that meeting, the parish plan was further developed and refined; this document is the result. The work has been carried out in consultation with volunteers from the parish and with those organisations whose support would be necessary to implement the solutions proposed. Reference has also been made to the Sarratt Village Appraisal commissioned by the Parish Council in 1990.

Precisely because of this process, the plan represents the aspirations of the community, and as such we have a common interest in achieving the objectives it sets out.



## 2.3 What makes up Sarratt Parish?

Sarratt Parish is in area the largest parish within the Three Rivers District and comprises of the villages of Sarratt, Belsize, Chandlers Cross, Commonwood, Micklefield and Bucks Hill.

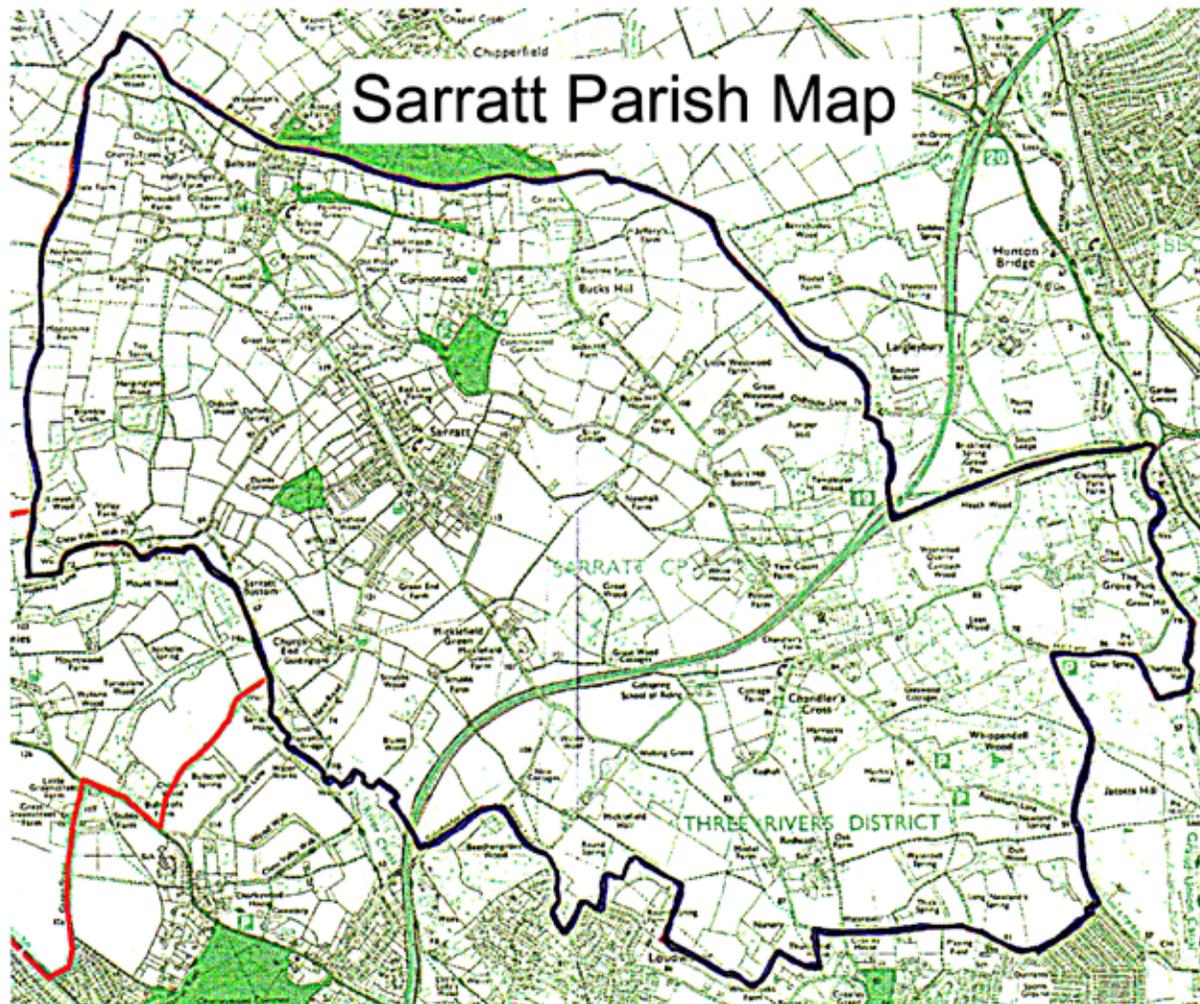
Bisected by the M25 motorway, the whole of the parish is classified as “Green Belt” with a section of the parish along the Chess valley being part of the Chilterns “Area of Outstanding Natural Beauty”.

Sarratt also has two Conservation Areas - The Green and Church End, comprising, respectively, the Green and surrounding properties; and the area

around the parish Church of Holy Cross.

Within the parish there are two schools – Sarratt Village School and York House Preparatory School, the King George V sports and recreation field, a community owned village shop and post office and 6 public houses. The parish is also home to over 35 local clubs and societies and no fewer than 80 small businesses.

A map showing the parish boundaries is shown here. Further maps including those marking out the Conservation Areas can be found in Appendix 2.



## 2.4 Survey Structure

The Parish Plan questionnaire was designed to elicit views from the community on their likes and dislikes about living in Sarratt Parish. It was issued to the 800 or so households in the parish; there were 418 replies (102 completed online). The questionnaire was organised into 12 sections as follows:

- About you and your household
- Your life and the life of your household in Sarratt Parish
- Infrastructures & Transport
- Environment & Preservation
- Housing
- Schools, education and young people
- Community Health & Church
- Utility and communication services
- Community Safety - Crime and Security
- Council Services
- Likes and Dislikes
- Green Issues

The results were entered into an online database and analysed.

The principal results of this analysis constitute the basis of this plan, of the objectives it sets and of the actions designed to address them. The database also forms an important source of local information about the population of the parish and its demographics. Some of this information was presented at the Public Consultation Meeting on March 30th 2011, and can be found in Appendix 3. In summary, this showed that over 55% of respondents have lived in the parish for 15 years or more, around 50% of residents work full or part time, and that our population differs from the National Average with a higher percentage of retired or semi-retired residents, and that the average age of the community has increased over the last 20 years.

The full results of the household survey can be found online at:

<http://plan.sarrattvillage.org/household-survey-results>.

A similar questionnaire was also issued to 80 of the local businesses in the parish with 30% being returned. The results of the business questionnaire were generally consistent with those of the household survey and centred on the same themes.



### 3. THE PLAN

With the stated need to address what we wish to protect and preserve about the parish as much as what we wish to change, the following themes have been identified from the questionnaire responses. From these, appropriate objectives and actions have been developed.

- 3.1 What we want to preserve
  - 3.1.1 The institutions
  - 3.1.2 The sense of community spirit
  - 3.1.3 The rural nature
  - 3.1.4 A safe place to live
  
- 3.2 What we plan to change
  - 3.2.1 Traffic Roads & Parking
  - 3.2.2 Housing, Schools and Services
  - 3.2.3 Planning, Policing, Fly-tipping and Landscape Preservation
  - 3.2.4 Communications
  - 3.2.5 Public Transport
  - 3.2.6 Green Issues



### 3.1 What We Want To Preserve

#### 3.1.1 Institutions

The questionnaire replies indicated the parish institutions and facilities of which “frequent” use is made.

- the Shop (69%)
- the Post Office (57%)
- the footpaths (49%)
- Biggerstaff’s Garage (44%)
- Pubs (30%)
- the Village Hall (26%)
- Holy Cross Church (11%)

Holy Cross is an interesting case: it is clearly part of the fabric of the parish because over 90% of respondents feel that its “care and preservation” is “quite important”, “important” or “very important”, while 53% of respondents feel that having it “open as a place of contemplation, reflection and worship in the village” is “quite important”, “important” or “very important”. However, only 151 responders (38%) actually use Holy Cross “occasionally or “frequently”, while its initiatives such as the Home Groups and those aimed at the younger people (such as Cool Runnings), attract many fewer people: some 4% of responders attend one such initiative “occasionally” and less than 4% of responders attend “frequently”. The proportion of responders who are unaware of these initiatives varies between 16% and 30%, depending upon the activity.

Spotlight is read frequently by 85% of responders, and 74% of responders use it as their primary source of information about local activities. 52% of responders use one of three parish websites “sometimes” or “most of the time” to find out about activities in Sarratt.

There are two schools within the parish; Sarratt School (state, primary) and York House (private, extended primary). 14% of respondents use Sarratt School, of which nearly half (47%) use the before/after school club.

In summary, the questionnaire indicated a broad range of well-supported interests and gave a clear indication of which of these institutions matter most to the parish.

#### 3.1.2. Community Spirit

The parish hosts a rich and diverse set of community activities, with no fewer than 35 clubs, societies or activities surveyed. They range from the Grey Knights, the Local History Society, Residents’ Associations and Royal British Legion to Scouts, SPLAT and the Wildlife Volunteers and WI. Those with the highest memberships included the Horticultural Society, Sarratt Care and Neighbourhood Watch.

There are four sporting clubs – cricket, football, bowls and tennis, with tennis attracting 3-8 times more parish-based members than the others. One parish event, the Fireworks, attracts the support of over 40% of respondents, while two others, the Spring and Autumn Flower Shows and the Boxing Day Classic Car Event attract 39% of respondents. Several (including the Antiques Fair, Horticultural Society shows, Sunday Market, the May Fair, Grapevine Movies and Sarratt Festival for Music) attract 25% or more of responders.

Two particular aspects illustrate this spirit: Sarratt Care, a highly unusual volunteer organisation which runs services such as providing transport for hospital appointments, meals on wheels and a luncheon club for the whole Parish; and the financial support provided by the SPC for many of these organisations, and for community events such as the Fireworks display. One third of the SPC’s precept is fed back into the Parish in the form of grants to various clubs and societies.

Note:

Proposing specific actions for each of the Clubs, Societies and Organisations within the Parish was felt to be beyond the scope of a Parish Plan, but rather a matter to be taken up by individual organisations. For example, Holy Cross has recently issued its own survey to members of the Parish.



### 3.1.3. The Rural Nature

The questionnaire sought levels of agreement and disagreement with statements regarding the protection and maintenance of a selection of features in keeping with a rural environment. These included the general countryside, hedgerows, woodlands, common land and several others. Agreement (in favour of such protection) was never lower than 86%; disagreement never higher than 3%.

Elsewhere, 94-96% of responders felt the care and protection of the green belt, the conservation areas and the AONB was “quite important”, “important” or “very important”.

### 3.1.4 A safe place to live

The questionnaire answers reveal a high level of awareness of home security: 58% of responders are part of a Neighbourhood Watch scheme. There is also a Rural Watch scheme within the parish. 32% of responders employ a door chain, while electronic measures such as Alarms, Security lighting and CCTV are in use in 45%, 58% and 6% of homes, respectively. 83% of responders feel that assault is of “no concern” or of a “low level” of concern. 40% of respondents are “very satisfied” or “quite satisfied” with the level of police presence.



## 3.2 What We Plan to Change

### 3.2.1 Traffic, Roads and Parking

The overwhelming response from the questionnaire showed that the state of the roads in Sarratt was a major problem, with 75% of the respondents being either dissatisfied or very dissatisfied with the current situation. Parking is also a cause for concern, as is speeding throughout the parish. Key issues identified were:

- The time taken by the authorities to repair potholes and the poor re-instatement of road surface after utility work.
- Parking around Sarratt Green, Sarratt School and in Belsize.
- Lack of enforcement of current laws on speeding (30mph) and the “commuter rat run” through Sarratt Village; and more widely across the parish.
- Heavy Goods Vehicles (HGVs) using unsuitable roads.



Objectives	Actions	Resources
<b>State of the roads</b>		
<ul style="list-style-type: none"> <li>• Safeguard / reduce vehicle encroachment of roadsides, pavements and hedges.</li> <li>• Obviate long lead-time to repair pot holes in the Village.</li> <li>• Ensure Utilities companies leave road works “In Good Repair” report.</li> </ul>	<ul style="list-style-type: none"> <li>• SPC to seek volunteers for a local working party to survey and report broken / missing kerbing and damaged roadsides.</li> <li>• SPC to investigate reliable scheme to report and monitor pot holes, including regular and frequent inspections by Herts. CC.</li> <li>• SPC to establish a system to record broken / missing kerbing and damaged roadsides on an on-going basis.</li> <li>• Encourage public to report defects.</li> </ul>	<ul style="list-style-type: none"> <li>• Herts. CC</li> <li>• Three Rivers DC</li> <li>• Pothole Hotline (0300 123 4047)</li> <li>• Utility companies</li> </ul>
<b>Parking</b>		
<ul style="list-style-type: none"> <li>• Eliminate or control parking around Sarratt School.</li> <li>• Improve access to the school for HGVs to reduce damage to the Green.</li> <li>• Eliminate or reduce poor parking at junctions e.g. at the junction of Dawes Lane &amp; the Green.</li> <li>• Improved parking for Village Hall area (currently 33 spaces).</li> <li>• Improved parking for the Dawes Lane area.</li> <li>• Improved parking in Belsize.</li> </ul>	<ul style="list-style-type: none"> <li>• School PTA to survey number of vehicles dangerously parked around the School.</li> <li>• SPC to identify options with Herts. CC to improve school access.</li> <li>• SPC to survey cars obstructing junctions.</li> <li>• Village Hall Committee to pursue more parking spaces in the Village Hall car park.</li> <li>• Village Hall Committee to advise hirers of alternative parking locations (e.g. KGV).</li> <li>• Local residents to monitor obstruction of traffic along Dawes Lane.</li> <li>• Belsize residents to identify local options to increase parking and reduce obstruction.</li> </ul>	<ul style="list-style-type: none"> <li>• SPC</li> <li>• Police Authorities and local Police</li> <li>• Herts. CC and Highways</li> <li>• Hirers of the Hall</li> <li>• Dawes Lane residents</li> <li>• The Green residents</li> <li>• Village Hall Committee</li> </ul>

Objectives	Actions	Resources
<b>Speeding</b>		
<ul style="list-style-type: none"> <li>Reduce speed of commuter vehicles across the parish, including the Green and Church Lane.</li> <li>Create a 20mph zone in vicinity of Sarratt School</li> </ul>	<ul style="list-style-type: none"> <li>SPC to               <ul style="list-style-type: none"> <li>a) Liaise with Police authorities to establish a speed check programme.</li> <li>b) Investigate relevance of Speed Watch speed camera scheme within Sarratt as an adjunct / alternative to vehicle activated (VA) Signs.</li> <li>c) Arrange for police to enforce 30mph limits on restricted roads.</li> </ul> </li> <li>SPC to consult public on proposal for electronic signs.</li> <li>Sarratt School to contact School Travel Plan Team at Herts. CC and jointly update its School Travel Plan (2006) thus improving its ranking in the Herts. “Safer Routes to School” Programme which covers projects such as this at all public sector schools in the County. The school is currently very lowly ranked in this programme.</li> </ul>	<ul style="list-style-type: none"> <li>Hertfordshire Police Authority</li> <li>TRDC</li> <li>School Travel Plan Team at Herts CC (01992 588703)</li> <li>Sarratt School Secretary (01923 262003)</li> <li>Herts. CC and Highways Authority</li> </ul>
<b>HGVs</b>		
<ul style="list-style-type: none"> <li>Enforce the current laws and prohibit HGVs using unsuitable side roads</li> </ul>	<ul style="list-style-type: none"> <li>SPC to</li> <li>Press Herts. Highways to replace existing advisory “Unsuitable for Heavy Vehicles” signs with mandatory signs where appropriate.</li> <li>Determine additional roads that need advisory “Unsuitable for Heavy Vehicles” signs.</li> <li>On existing regulated roads repair / regulate signage and enforce regulations.</li> <li>Seek volunteers for an action group to instigate full survey of parish roads and signage, particularly narrow lanes and HGV vehicle use in the Village.</li> </ul>	

### 3.2.2 Housing, Schools and Services

#### Housing

The householder survey indicated strong support for more affordable houses in the parish and a desire for such properties to be available, preferably to Sarratt Parish residents and relatives of families living in the parish. Affordable Homes can be rented housing in some form below market rents, or small houses for purchase at discounted prices, with shared equity or shared ownership.

The age profile in the parish is heavily weighted towards the elderly and the acute shortage of affordable housing for younger people is one of the reasons for this imbalance. The Sarratt Parish Plan envisages a parish that has homes available to meet local needs through an increase in the availability of “affordable housing” for both these populations within the community. For example, the original agreement for the Clutterbucks housing stated that the first choice for the allocation of houses should be for Sarratt residents and this remains the case. However, at the present time, the only land identified in the District Council’s Local Development framework for affordable housing is the British Legion site in Church Lane. At the time of writing (April, 2012), this site is on the market.

The new Localism legislation and possible changes to the planning laws could have a significant impact in Sarratt Parish. These changes need to be tracked.

#### Schools

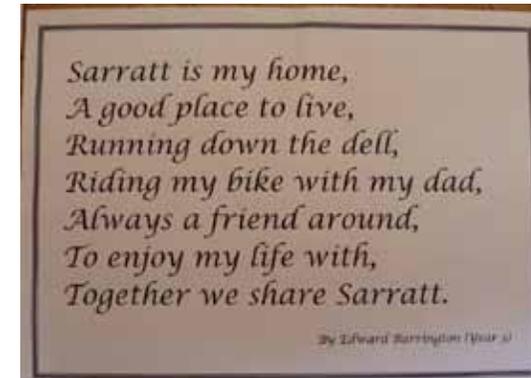
Sarratt has a successful and well-supported junior school. However, problems can arise when pupils move on because of a shortage of secondary school options. A new secondary school is planned in the District, but the final location and timescale are not yet confirmed. The survey returns showed a high level of support (over 35% of all households) for a new secondary school.

#### Services: Activities for Young People

The survey returns showed clearly that whilst the younger age ranges are well catered for in terms of activities offered in the parish, older teenagers are less well served. To some extent the problem, especially for the 14-16 and 17+ groups, may be as a result of transport difficulties, which restrict their ability to visit activity and entertainment centres outside the parish. Some 30% answered “No” to the survey question: “Do young people in your household feel they have enough involvement in the shaping of services for them?”

#### Services: Doctors Surgery in Sarratt

Some 47% of respondents use the Sarratt Surgery. This is a vital service relied upon by many who do not have the means to travel to surgeries in the nearby villages / towns of Chorleywood, Kings Langley and Croxley Green. As such there is more that can be done to promote and enhance its existence and by so doing maintain its presence for the future by, for example, extending the opening hours.



## Objectives

## Actions

### Housing

- To separately quantify the future housing need, and in particular for:
  - a) Affordable housing
  - b) Small 'market housing'
- Ensure that land already identified for affordable housing is developed only for that purpose (within the terms of the Three Rivers DC Rural Exception Site Policy).
- Ensure that the Localism and Planning law changes are understood and used to the benefit of Sarratt Parish.
- Clarify for parish residents Thrive's policies and processes.

- SPC to
  - a) Check Local Authority housing list for affordable housing need
  - b) Assess demand from local estate agents.
- SPC to Maintain contact with local authorities regarding land identified for affordable housing
- SPC to maintain contact with local authorities regarding localism and planning law changes.
- SPC to produce a guide to the operation of Thrive and ensure its distribution to all households.

### Schools

- Sarratt children have access to places in a new secondary school at a location with a good school bus service from the parish.

- Sarratt School and PTA to monitor progress of the proposals (including location) for a new secondary school and lobby elected representatives as required.

### Services

- Availability of a range of activities within the parish for teenagers.
- Improved transport into and out of the parish for young people.
- Ensure the continuation and improvement of the Sarratt Surgery.

- Determine what activities would be of interest and could be provided in the parish for teenagers.  
Determine level of need or otherwise for transport for young people in and out of the Parish.
- Practice Management of New Road Surgery to consider supplying practice-related information in Spotlight and on the Sarratt Community website.
- Practice Management to consider including evening surgeries.

### 3.2.3 Planning, Policing, Fly-tipping and Landscape Preservation

#### Housing and Development

From the questionnaire responses it was clear that many people are worried about the internal and external pressures on our rural environment and want it protected. Due to its proximity to London, other major towns and the motorway network, this parish is in a particularly vulnerable location. Many concerns can be described loosely as creeping urbanisation. This is illustrated by the trend to replace front hedges with walls and close-boarded fences and the use of heavy ornamental or courtyard security gates in place of traditional rural styles. The effect of all this is to alter the character of the parish, by slowly turning lanes into suburban roads. A similar loss of character results when buildings and extensions fail to be in sympathy with the character and style of the existing housing and materials.

The 1990 Parish Appraisal found that a majority of respondents (55%) were against development and wanted to keep Sarratt unchanged and only 26% favoured some limited development. In 2010 our Parish Plan survey showed 32% were against any more housing in the parish with 60% feeling that the parish has space, facilities and utilities to support a limited number of new homes. Furthermore, 69% felt that a prime need was for affordable housing. This level of support for affordable housing in Sarratt is very significant at a time when the Royal British Legion site in Church Lane is in the process of being sold.

90% of respondents to the Housing Section supported the proposal for a Sarratt Parish Building Design Statement. Given this outcome there is a clear mandate for producing such a guide in which it will be important to take account of the Government's Localism Act.

#### Enforcement of Planning Law

Protection of the Green Belt, our Area of Outstanding Natural Beauty (AONB) and our two Conservation Areas is clearly seen as a priority by local residents. Not surprisingly some high profile examples of planning law abuse were brought up in the questionnaire replies and the ineffectiveness of enforcement action (real or perceived) emerged as a significant criticism of Three Rivers DC by 25 % of respondents.

#### Hedges

Concern about the poor state of hedges around the parish was demonstrated by the fact that 50% of respondents ticked the dissatisfied or very dissatisfied boxes. Ideally we would like to have a parish with well-maintained hedges, which support a natural habitat for local wildlife. However, addressing this issue is complicated as responsibility for hedge maintenance is divided between landowners, Herts Highways and the Parish Council. As such, a start point will be to create a directory of hedges and their ownership for the parish.

#### Fly tipping

This continues to be a problem. Building materials, discarded white goods and general rubbish are too often dumped in field gateways and lanes. In particular, Bragmans Lane, Ollieberry Lane and Bottom Lane have been frequently targeted. Possible action could include CCTV monitoring in key locations. In addition, general litter could be reduced by community awareness and action as happens in some other parishes. The challenge is therefore how to create a "rubbish free" parish.

#### Police liaison

25% of questionnaire respondents were members of the Neighbourhood Watch scheme, 60% have security lighting and 45% have alarms. The mobile police van is the least used service in the village with only 4% of respondents visiting the van occasionally or frequently. There was also a mixed response to the question "How satisfied are you with the level of Police presence in the Parish?", with 37% of respondents being quite satisfied" and 30% being "not very satisfied", suggesting certain residents would like to see a more visible Police presence. Cross tabulation of locations with household and garden burglaries and household locations with householders who are not satisfied with the level of police presence in their part of the parish will help determine where a more visible Police presence is required.

With the increase in thefts from farm and equestrian premises, membership of the Rural Watch Scheme is likely to become more important

## Objectives

## Actions

### Housing

- Prepare and publish a Parish Building Design Statement to address inappropriate development in our Green Belt rural Parish.
- By end 2013, SPC to prepare a draft Parish Building Design Statement, consult widely and publish.

### Planning

- Improvement in the effectiveness of Three Rivers DC's enforcement actions under the planning law.
- By end 2012, SPC to have available on the SPC website a simple guide on planning law and enforcement.
- Maintain a list of locations with problems reported to the SPC and the TRDC enforcement teams.

### Hedges

- Prepare a 'hedge directory' for the Parish and a best practice guide for hedge maintenance and preservation.
- Commons volunteers to be asked to Survey and list important hedges; and identify ownership.

### Fly tipping

- To significantly reduce the dumping of discarded materials by rogue traders and to clear general litter.
- By end March 2013, SPC to:
  - a) Obtain historic data from Three Rivers DC.
  - b) Monitor the 'hot spots'.
  - c) Investigate ways of identifying the regular offenders.

### Police

- Improved liaison between the local community and the police.
- By end March 2013, Neighbourhood Watch and Rural Watch co-ordinators to
  - a) Help set priorities for the safer neighbourhood.
  - b) Request potential re-scheduling the mobile police van to coincide with Sarratt Care coffee mornings.
  - c) Help promote the Neighbourhood and Rural Watch Schemes.

### 3.2.4 Communications

Despite the fact that Sarratt Parish straddles the M25 motorway and is a mere 20 miles from central London, many parts of the parish are very poorly served by the communications industry.

Mobile phone coverage is at best patchy and in many places non-existent.

Fixed line broadband speeds average 1Mb and in many parts of the parish are much less. Mobile broadband connectivity is rarely possible. The main centre of population in Sarratt Village is no better served than the rest of the parish.

All of this was recognised before the survey was carried out, but the returns have highlighted the importance of finding ways to improve these increasingly vital services. The survey showed that over 80% of households had one or more computers that are used regularly to access the Internet for a range of services using a broadband connection.

Addressing mobile phone coverage deficiencies will need to take account of technical coverage problems, especially the topology in and around Sarratt Village and Belsize, as well as planning issues when suitable mast sites are identified.

### 3.2.5 Public Transport

The survey results implied a need to maintain bus services at the existing levels and to the current destinations of Croxley Green, Rickmansworth, Watford, Kings Langley, Bovington and Hemel Hempstead. More data would need to be collected before any firm conclusions could be drawn and recommendations made.

Although a general question to assess potential interest in a bus service to Chorleywood was included in the questionnaire, 71% of the respondents indicated that they would never use the service, or would use it less than once per month. The Steering Committee did consider the prospects for a more specific, frequent and reliable shuttle bus service to Chorleywood for commuters and shoppers, but the evidence of demand could not be assessed from the questions asked in this survey. A separate study to establish the likely take-up could be considered.

## Objectives

## Actions

### Communications

- Provision of better mobile phone coverage throughout the parish. (N.B. Currently, no plans for improvement are confirmed)
- Improved Broadband connectivity through the acceleration (or no further slippage) of BT Infinity roll-out, which was recently postponed to December 2012 from March 2012 for the Kings Langley exchange to be enabled.

- David Butler to approach the Mobile Phone service providers to:
  - a) Identify optimum position of masts in parish
  - b) Match to suitable sites
  - c) Understand Return on Investment & other requirements e.g. user volumes
- David Butler to:
  - a) Contact David Gauke local MP for support
  - b) Contact key personnel at BT (Customer Services, BT Retail, Open Reach).
  - c) Investigate existence of fibre optics in Commonwood
  - d) Enable the Sarratt Village database to be able to contact everyone registered for lobbying purposes
  - e) Review alternatives to fixed-line broadband, (such as 4G or LTE wireless).

### Public Transport

- To at least maintain the present level of service to Watford (8 per day) and Hemel Hempstead (6 per day).
- To provide regular and reliable transport between Sarratt and Chorleywood.

- Working group to be set up to look more closely at the need and determine the plans of the service providers.
- Investigate the demand for such a service.

### 3.2.6 Green Issues

The survey questionnaire touched on green energy by asking households about their current usage of energy from green sources. They were also asked about their potential interest in green energy options, if these were made easier to obtain or install in the parish.

Of the 227 households that responded to the question about which energy they were most interested in, the highest number (126) answered solar, 54 favoured ground source heat pump and 20 opted for wind.

The Steering Committee would have liked to follow-up this interest, but unfortunately there was no-one available with the necessary background to take on the task. It is for this reason that the Green Energy Theme has not been determined in this edition of the Parish Plan. However, it is to be hoped that a return to the subject can be made in the future.

## 4. MAKING IT HAPPEN

The publication and launch of the Sarratt Parish Plan mark both a task completed and the starting point for work ahead. It is the point in time when the Parish Plan can be adopted by the Parish Council; the organisation in the community best placed to help monitor and maintain progress.

Some of the work outlined in the Parish Plan is already underway, but there is much more to do. Where possible the Plan identifies those in the community best placed to deliver the desired outcome, but more people prepared and able to help will be required. For example, many actions point to the Parish Council as the body to carry out the work, but to achieve successful outcomes able volunteers will be needed. In this connection it should be borne in mind that the Parish Plan expresses the aspirations of the Sarratt Parish community.

At this stage the key objective must be to maintain momentum and to start to convert the plan into real benefits.



## Acknowledgements:

Our thanks go to the Parish Plan Steering Committee and the many volunteers who have given time and support during the development of the parish plan. The list includes all those who gave time to help with the distribution of questionnaires for the survey, data inputting and the production and distribution of the complete online Parish Plan and the printed Summary.

In particular the Parish Plan Steering Committee is grateful to the following organisations for their support and financial contributions towards the funding of the Sarratt Parish Plan project.

- Cemex-Great Westwood Quarry
- Bidwells Estate Agents Kings Langley
- The Cock Inn Sarratt
- Savills Estate Agents Rickmansworth
- Messrs D. B. Rees Builders
- Hetheringtons Estate Agents Chorleywood

We are also most grateful to our District Councillor Tony Barton, Herts. County Councillor Chris Hayward and to Sarratt Parish Council for their grants and moral support.

Finally, many of the images throughout the document were provided by the pupils of Sarratt School who were asked to depict different aspects of the Parish in either words or pictures as part of a competition held in March 2011. From the many outstanding entries we have selected a range to complement the different sections of the plan.

### Members of the Steering Committee

David Alexander	Mike Gallagher
David Butler	Gordon Harold
Carol Chorley	Mike Musk
Sarah Dobson	Jean Newell
Ian Dorrett	John Rickard
Anne Dudley	Cathy Vines

## Appendix 1: URLography

### SPC Parish Appraisal April 1990

<http://www.sarrattvillage.co.uk/admin/CMS/HTMLMedia/P001-1.pdf>

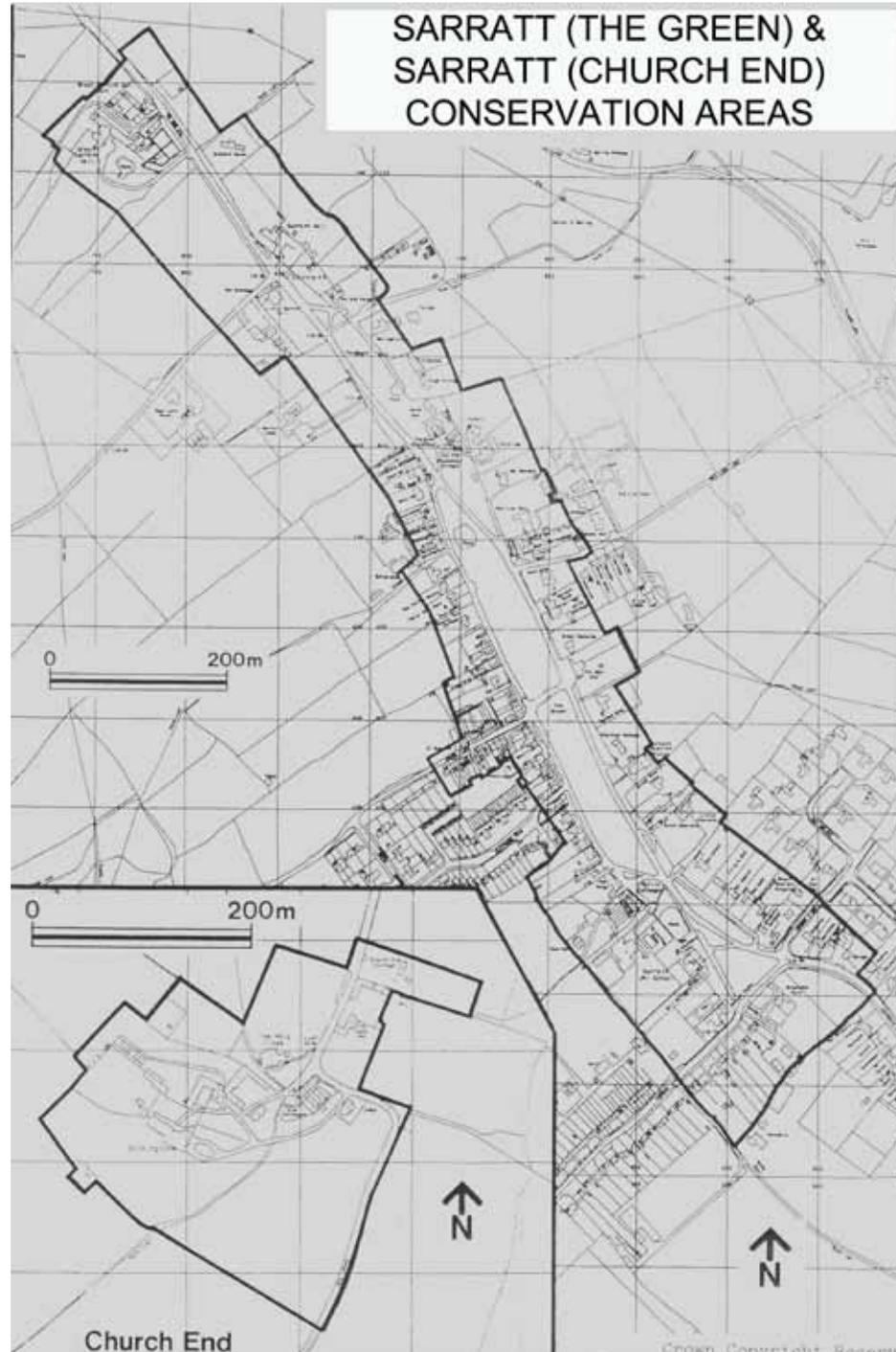
### Guide to the Sarratt Parish Plan

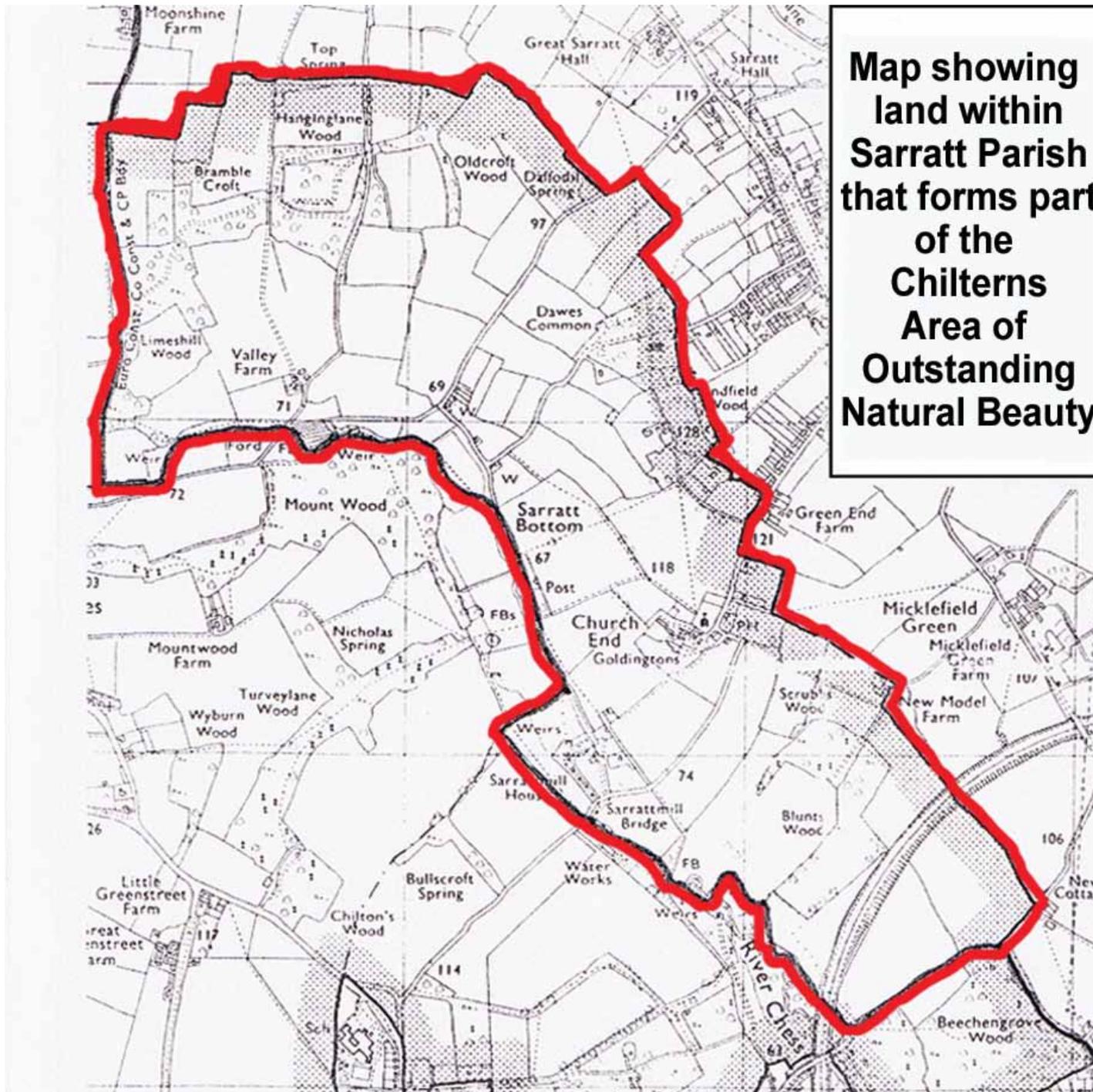
<http://www.sarrattvillage.co.uk/admin/CMS/HTMLMedia/P001-2.pdf>

### Household survey results

<http://plan.sarrattvillage.org/household-survey-results>

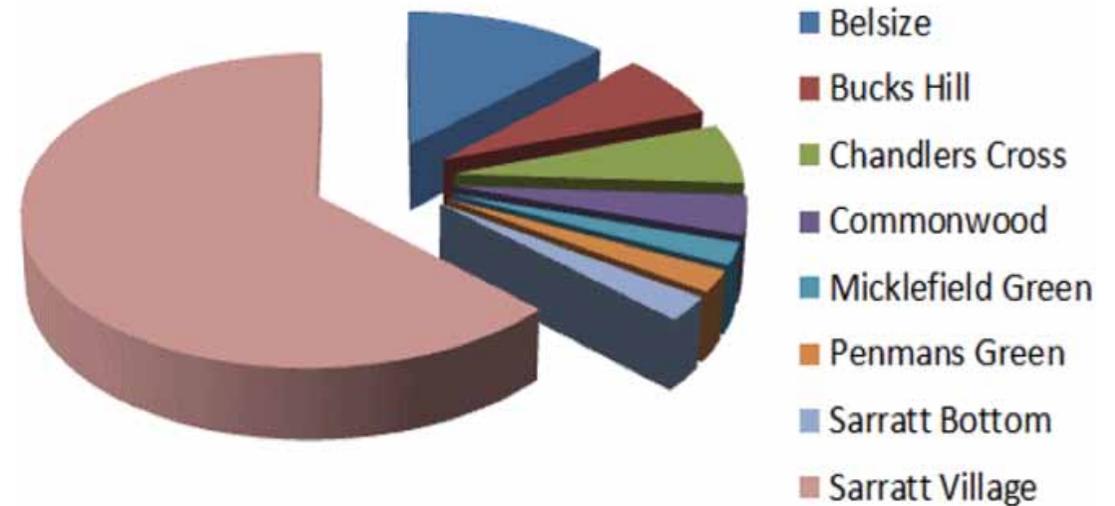
Appendix 2: Parish Maps





## Appendix 3: Parish Demographics

The following graphs and tables highlight some of the key statistics extracted from the household data. Response levels from across the parish reflected the location of the main population densities, although some respondents were not aware that they lived in Sarratt Parish

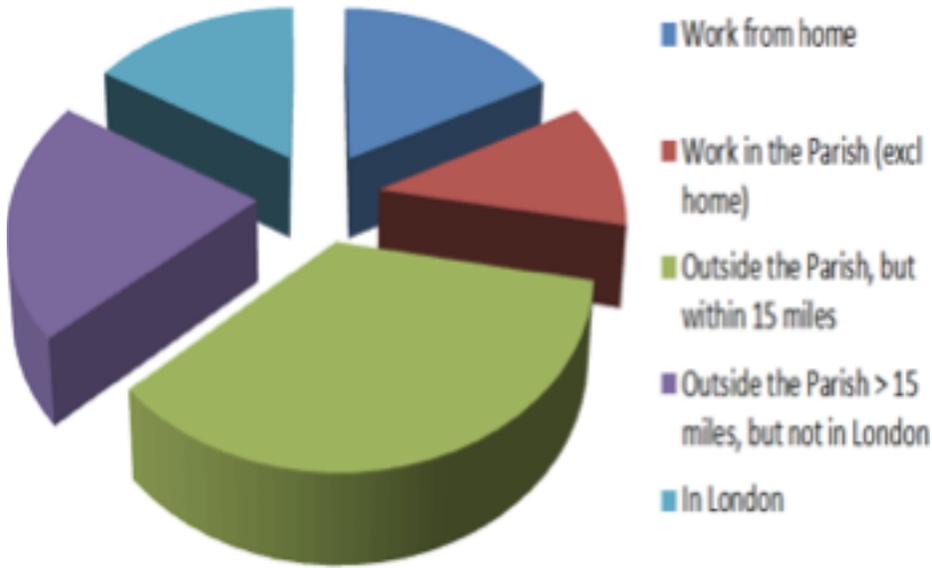


**55% of residents have lived in Sarratt for more than 15 years**

How long have you lived in Sarratt ?

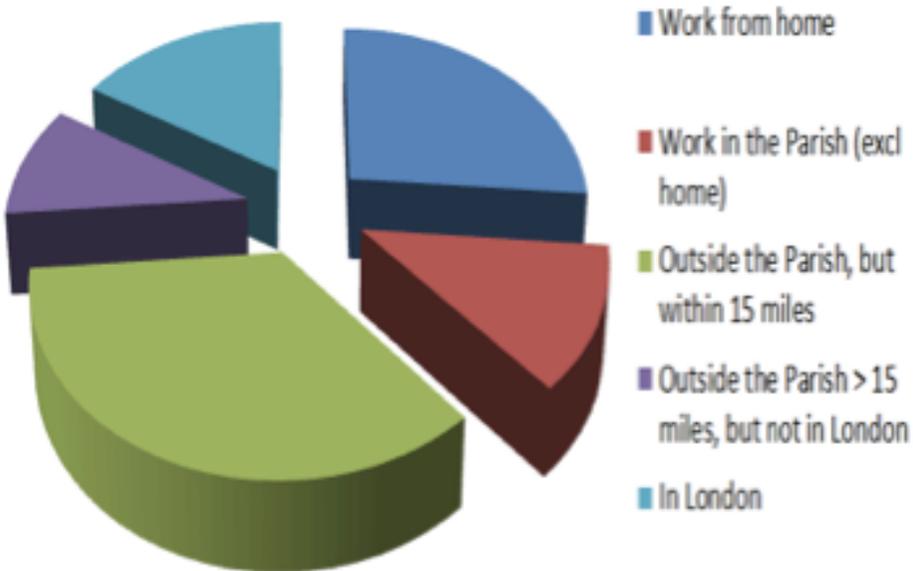


### Full Time



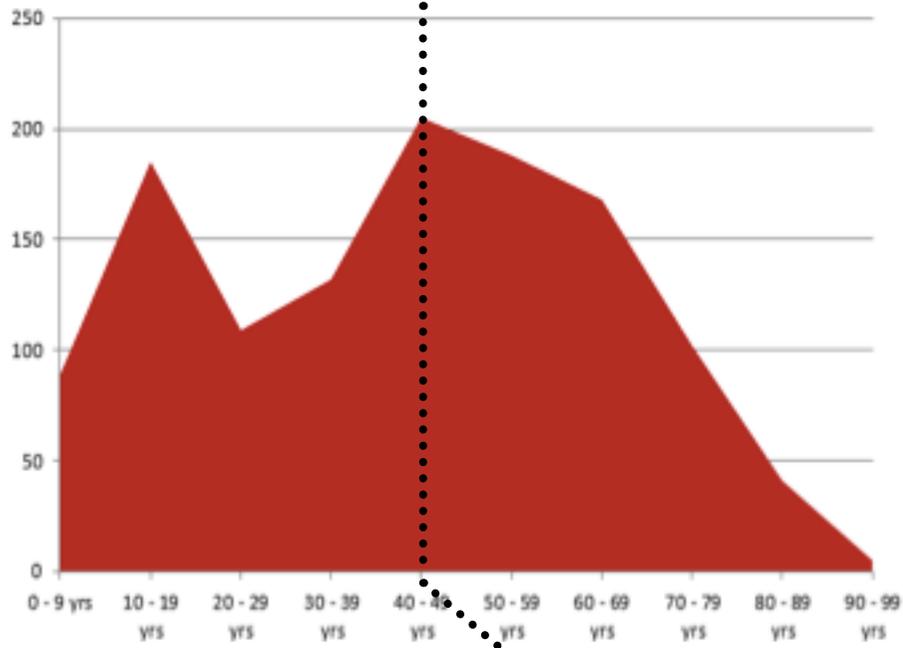
Over 50% of residents work full time and 41% part time and both groups largely work locally

### Part Time

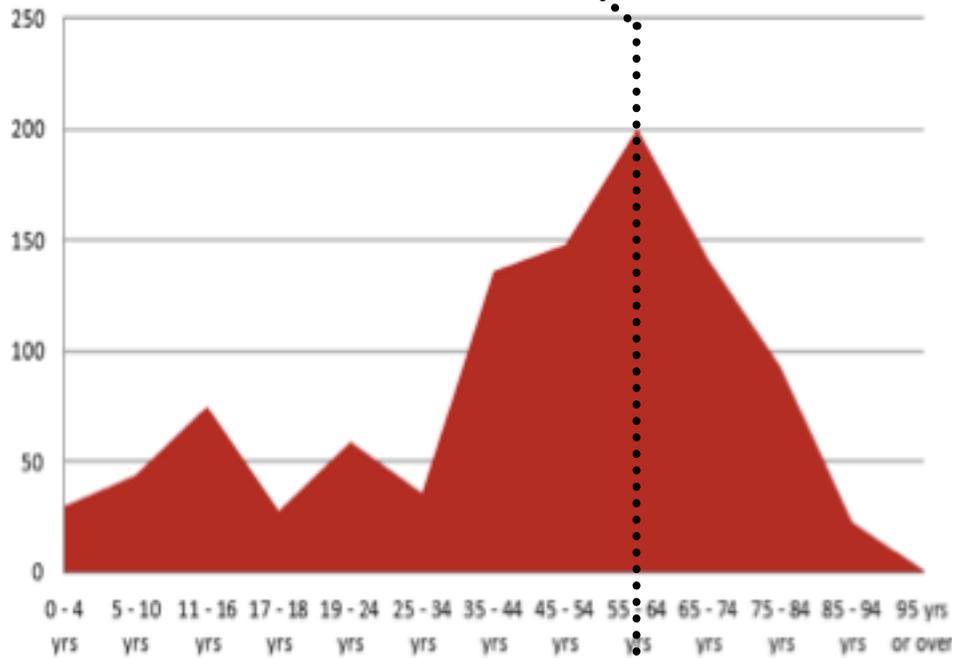


Our population differs from the National Average, with a higher percentage of retired or semi-retired residents.

### 1990 Age Profile



### 2011 Age Profile



The proportion of older people in the parish has risen over last 20 years

## Appendix 4 – Additional Information on Roads & Parking

1. A search on the web will reveal many vehicle activated signs as regards speed awareness. Some systems can be hired, bought outright or mobile systems may be used in conjunction with police.
2. The possibility of using “yellow lines” to control parking and reduce unnecessary obstruction at dangerous corners will require further investigation. There are legal requirements to be ascertained prior to introduction of such measures. For example: Who would enforce such controls? Also, others may object to such measure “despoiling the village”. Detailed and in depth consultation will be necessary.
3. As regards HGVs, preliminary observations would suggest that there is mandatory signage banning HGVs in certain parts of the village, e.g. Bottom Lane. However, in Bottom Lane apparently an HGV can drive in one direction along the road, but not in the other! Signs on some roads leading to Bottom Lane are also missing. Implementing this aspect of the plan will require knowledge of: which roads are controlled: which signage should be displayed and which authority is responsible for its display.
4. Monitor the observance or disregard of the law by HGV vehicles. Also the various Sat Nav companies need to be made aware of the restrictions. (This subject not yet approached.)
5. Alternative car parking has not been fully explored.
6. There may be a number of simple advisory actions that could be implemented to reduce speeding. For example the “I drive slowly in Sarratt” style of car stickers could be re-introduced. Appeals for speed reduction made occasionally in Spotlight. “Speed awareness” stickers placed for (say) 3 weeks on public places on The Green and such other roads might have some influence all at a very low cost. The PTA may be able to assist in advising parents to car share, use buses or even occasionally walk to the school. The list will no doubt be too long to put into the action points part of the plan.
7. The Parish Council has made a number of plans regarding speed reduction recently and these are free to view for an interested action group.