

SANDRIDGE PARISH COUNCIL
NEIGHBOURHOOD PLAN



**Sandridge Parish
Neighbourhood
Plan**

2019 – 2036

Consultation Statement

Submission Version

Submitted to the St. Albans District Council

by

Sandridge Parish Council

February 2020

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SANDRIDGE NEIGHBOURHOOD PLAN – CONSULTATION STATEMENT

February 2020

1. Introduction

This Consultation Statement has been prepared to fulfil the legal obligations of the Neighbourhood Planning Regulations 2012 in respect of the Sandridge Parish Neighbourhood Plan 2019-2036.

The legal basis of the Statement is provided by Section 15(2) of Part 5 of the 2012 Neighbourhood Planning Regulations, which requires that a consultation statement should:

- Contain details of the people and bodies who were consulted about the proposed Neighbourhood Plan
- Explain how they were consulted
- Summarise the main issues and concerns that were raised by the persons consulted
- Describe how those issues and concerns have been considered and, where relevant, addressed in the proposed Neighbourhood Plan

2. Aims of consultation process

Our aims were to ensure that:

- the Plan reflected local residents' aspirations for our community and environment
- the Plan will play a vital part in influencing the future shape of our community
- as many local people as possible would be involved throughout the process
- dialogue was maintained with key partners such as other planning authorities

3. Background to consultation

In 2014 Sandridge Parish Council (the Parish Council) took the decision to produce a Neighbourhood Plan. The aim was to provide local people with the opportunity to influence how future development in their area takes place, in the context of the emerging Local Plan. The application for the designation of the Neighbourhood Area was approved by St Albans District Council (SADC) on 24 April 2014.

From the beginning, the process was community led. Local residents in all 3 areas of the Parish, Sandridge Village, Marshalswick North and Jersey Farm, were invited to initial meetings and formed area-centred groups. These groups devised surveys to establish what local people both valued and were concerned about in the context of future development. This formed the basis of the Vision, Objectives and Policies in the Plan. The nature and membership of the groups of volunteers and Parish Councillors changed several times over the course of the Plan's preparation and were interspersed with community wide events, public exhibitions and feedback sought from a Mailchimp consultation group and via the Parish Council website.

A paid co-ordinator provided part-time assistance with the process between 2014 and Spring 2018. The services of a neighbourhood planning expert were engaged to assist with the early stages of the final draft prior to the Regulation 14 consultation process.

Full details are provided in the following sections and supporting documents.

4. People and organisations consulted

Every household in the parish was circulated with a residents' survey and has received regular updates and invitations to participate between 2014-19 via the quarterly Neighbourhood News magazine. In addition, a selection of businesses operating in the Parish received a survey.

Response rates:

- Household survey response rates were good. There were 905 responses to the Marshalswick North/Jersey Farm survey and 66 to the Sandridge Village survey. Overall, an average of 20% of households (2011 figures) completed the surveys.
- Face to face meetings were well attended. For example, there were 54 attendees at the initial meeting in Sandridge Village in 2014.
- Over 400 residents have acted as online consultees at different stages.
- All 6 schools in the Parish were invited to circulate questionnaires to their pupils, although only 1 chose to do so. There were meetings with each school head and a sample of secondary school pupils.
- Surveys were conducted covering businesses operating in the area, including retail. 71 businesses (54%) responded.

In addition, some of the key groups and individuals who have assisted in suggesting or commenting on draft policies in their early/pre-Regulation 14 stages have been:

- St Albans District Council (Spatial Planning)
- Hertfordshire County Council (Highways: Strategy and Programme/Development Control, Network and Travel Planning, Countryside Management Service)
- Principal, Oaklands College
- Bus operators
- St Albans Access Forum (representing walkers, cyclists and horse riders)
- St Albans Cycling Campaign (STACC)
- Local Planning Consultant (DL)
- Woodland Trust
- Church and community groups
- Developers who have approached the Parish Council
- Local landowners
- Herts and Middlesex Wildlife Trust

A list of statutory and non-statutory consultees can be found at **Appendix 1** to this Statement.

5. Methods of communication

The stages of the consultation with the local community are described below in more detail under Section 6. Methods of communication have included:

- Open invitation initial residents' meetings
- Residents' surveys (questionnaires)
- Surveys of local businesses (questionnaires and meetings)
- School surveys
- Regular articles in Neighbourhood News (quarterly magazine sponsored by Parish Council, delivered to every household)
- Parish Council website, including requests for feedback
- Via meetings of Residents Associations and other local organisations
- Public workshops focused on particular themes
- Drop-in sessions in 3 locations
- Local Newspaper articles
- Mailchimp online consultees
- Parish Council Facebook
- Posters on local noticeboards around the community
- Regular reports by the Localism Committee/ Neighbourhood Plan Group Chair to Sandridge Parish Full Council meetings

For a copy of the Communication and Engagement Strategy (2016 - 2019) see **Appendix 2** to this Statement.

6. Stages of the consultation process

6.1 Phase 1 Spring 2014 - Summer 2015 Initial Soundings

The process started with open publicised meetings during the Summer and Autumn of 2014 in each of the 3 areas that make up the Parish. These meetings explained the purposes of developing a neighbourhood plan and sought the active engagement of volunteers. This led to the formation of 3 area-centred groups (combined membership of approximately 30) with the brief of identifying the local features that residents valued most, as well as their areas of concern, to help shape future development in the area. By the Spring of 2015, the groups had produced questionnaires to be circulated to all households in the Parish.

6.2 Phase 2 Summer 2015 – February 2016 Analysis of Residents' Surveys

Two residents' questionnaires were drawn up by the groups and circulated to every household, one covering the village of Sandridge and the other, the more densely populated areas of Marshalswick North and Jersey Farm. 971 questionnaires were returned in total, online or in hard copy. Over 70% of respondents gave their contact details and over 40% their email addresses. Over 130 said they would be interested in active involvement with the Plan's development. Responses to the questionnaires have formed the bedrock of the Plan content.

The decision to invite comments and the relatively high proportion of hard copy responses made the analysis by a small number of volunteers time consuming. The large number of 'additional comments' added immeasurably to the richness of the data gathered. The survey results were made available on the Parish website and a report on the Marshalswick North and Jersey Farm findings was presented to the Parish Council in February 2016.

6.3 Phase 3 Spring 2016 – Winter 2016 Development of Vision and Objectives/Business and Schools Surveys/Policy Drafting

This busy period saw:

- a public meeting attended by around 150 people to discuss the consultation version of the SADC Local Plan at the time and the implications for the Neighbourhood Plan/Parish area
- an open meeting resulting in the formation of 5 new Policy Groups involving volunteers and Parish Councillors to work across the Parish on the 5 identified 'themes' of sustainability in development (large and smaller), transport, health and wellbeing and commerce
- further surveys of other groups in the Parish – businesses and schools
- a Visioning workshop open to anyone who had been involved to draft an agreed overall vision and objectives for the Plan
- work by the five groups on researching and beginning to draft policies
- Parish Council meetings with prospective developers known to be considering development in the area
- Updates to the Mailchimp group
- Consultation and ongoing plan development steered by group of Policy Group Co-ordinators
- November 2016, manned Neighbourhood Plan display as part of Sustainability Week event in Sandridge village
- December 2016 Neighbourhood News article (delivered to every household), setting out the Plan's vision for the future of the Parish and inviting comments

6.4 Phase 4 Jan 2017 – Winter 2017 Initial Plan Draft/Consultation on Policies

This period saw intensive engagement with other stakeholders as the initial draft Plan and policies took shape. This included:

- SADC Spatial Planning representatives attended meetings on 24 April and 4 October and ongoing email dialogue was established, initial draft of Plan sent to SADC and feedback received
- 18 and 25 March, 1 April – weekend ‘drop-ins’ staged in each area of the Parish using boards and post-it notes to gain feedback on initial draft policies
- Comments sought and received from local resident who is also a planning consultant
- 29 June 2017 workshop for all Parish Councillors and members of working groups at any stage – seeking and discussing feedback on initial draft
- Meetings held throughout 2017 with Hertfordshire County Council (HCC) department staff at strategic and area level in Highways, Network and Travel Planning and Countryside Access/Management
- Meetings and comments sought on initial draft from groups representing walkers, cyclists and horse riders
- The Parish Council website – link to initial draft plan and request for comments
- Winter 2017 article in Neighbourhood News reporting on the feedback response

6.5 Phase 5 Feb 2018 – 27 July 2019 Task and Finish Group – preparation for Regulation 14 consultation

Feedback had indicated that there were possible duplications of material and repetitions. The group re-worked and summarised the introductory material to try and make it more approachable to our key audiences (planners and local residents/businesses). Revisions also had to be made as a new Local Plan emerged, recognising that this meant local residents would need to consider higher numbers of new dwellings, schools etc. in or immediately adjacent to the Parish.

A neighbourhood planning expert was engaged to assist with work on the Regulation 14 draft. Unfortunately, lack of the availability on the part of the expert entailed significant delays in progress. The final draft completion stage was therefore completed by a small steering group of Parish Councillors and volunteers.

7. Issues raised prior to Regulation 14 consultation and how these were addressed

- Residents and Business Surveys 2015 and 2016 (see final summary reports in **Appendices 3, 4 and 5** to this Statement) – these raised issues of significant importance to respondents which were not specifically linked to development or planning, for example, parking issues and the state of roadside verges. The Plan deals with these by including relevant provisions in relation to new development and, where possible, by setting out actions in the 5 Year Forward Plan (see Appendix 2 to the Plan) which the Parish Council will take forward with other partners.
- Visioning workshop and consultation – comments led to the re-wording and refinement of the Vision and Objectives.
- Schools and other community organisations discussions – issues were raised about the omission of local groups or organisations, for example, local churches. These were addressed by inclusions in the text. (For summary of schools survey, see **Appendix 6** to this Statement).
- Policy drafting and initial draft consultation – meetings with key stakeholders and other parties. Comments received from SADC and HCC on the wording of the initial draft were actioned and the wording revised. HCC Highways requested inclusion of local priorities for spending of monies arising from development.
- Public feedback from drop-ins and the online publication of the initial draft. Over 100 people on the email group viewed the document – all the responses received were carefully considered and, where possible, the text was amended to reflect issues raised. (See **Appendix 7** to this Statement for a copy of the relevant spreadsheet.)

8. Regulation 14 consultation 29 July - 27 September 2019

The formal consultation on the Draft Neighbourhood Plan was launched on the Parish Council website on 29 July 2019. The consultation was publicised as follows:

- Emails to the Mailchimp list
- Parish Council Facebook page
- Via local Residents' Associations
- Via Neighbourhood News (delivered to every household)
- Notification to statutory consultees including neighbouring parish councils
- Separate notification to other organisations/individuals who had been involved at some stage in the preparation of the Plan e.g. schools, local businesses

- Two 'drop in' weekend public exhibition events were held in different parts of the Parish on 17 August and 14 September 2019. These were publicised by means of a newspaper article, posters displayed in local shops etc. and attended by over 60 people. (See **Appendices 8 and 9** to this Statement).

A Summary of the Draft Plan was made available online and in hard copy, containing a response form. 50 hard copies of the whole Draft Plan were produced for the benefit of those unable to use online resources.

9. Summary of issues raised during the Regulation 14 consultation – responses and amendments

27 substantive responses to the Draft Plan were received. 19 were from individuals/local residents. The remaining 8, from key interested organisations including the District and County Councils, were generally lengthier and more detailed in technical terms.

All were carefully considered by the Task and Finish group and some 60 amendments were made to the draft text, although many of these were minor typographical changes or additions to wording for clarification purposes. A full spreadsheet is attached at **Appendix 10** to this Statement.

- Most of the individual residents who commented expressed support for the policies outlined in the Plan and many of the organisations were also very positive about the emphasis on sustainability. No substantive changes were needed.
- The District and County Councils highlighted the need for compliance with their own and specific national policies, resulting in some changes to the wording of prescriptive policies.
- Technical and legal compliance issues raised were dealt with individually, usually by minor omissions, additions or wording changes.
- Several representations were made by those wishing to develop particular sites in the Parish area but no changes have been made to the current planned development areas.

The agreed amendments, which do not constitute any major changes, have been made to the Plan.

The Plan was approved for submission to SADC on 12 February 2020.



Appendices

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Appendix 1 List of all Consultees, Statutory and Non-Statutory

Sandridge Neighbourhood Plan

List of statutory consultees

The table below, sets out the list of consultation bodies detailed at Regulation 14(b) and Schedule 1 of the Regulations, supported by information of which relevant bodies identified were consulted and reasoning for the choices made.

Schedule 1 consultation bodies	Bodies Identified	Reasoning
a) where the local planning authority is a London borough council, the Mayor of London	N/A	St Albans City and District Council is not a London Borough. <input checked="" type="checkbox"/>
b) a local planning authority, county council or parish council any part of whose area is in or adjoins the area of the local planning authority;	<ul style="list-style-type: none"> • Hertfordshire County Council <input checked="" type="checkbox"/> development.services@hertfordshire.gov.uk spatialplanning@hertfordshire.gov.uk • St Albans City and District Council <input checked="" type="checkbox"/> • Welwyn Hatfield Borough Council <input checked="" type="checkbox"/> planningpolicy@welhat.gov.uk • Colney Heath Parish Council <input checked="" type="checkbox"/> clerk@colneyheathparishcouncil.gov.uk • St Michael Parish Council stmichaelparishcouncil@gmail.com • Wheathampstead Parish Council <input checked="" type="checkbox"/> info@wheathampstead-pc.gov.uk • Hatfield Town Council <input checked="" type="checkbox"/> enquiries@hatfield-herts.gov.uk 	These bodies comprise the complete list of local planning authorities, county councils and parish councils that either cover or adjoin Sandridge Parish Council. <input checked="" type="checkbox"/>
c) the Coal Authority	N/A	There are no active or defunct and retained collieries in the Sandridge Neighbourhood Plan Area <input checked="" type="checkbox"/>
d) the Homes and Communities Agency	<ul style="list-style-type: none"> • Homes England <input checked="" type="checkbox"/> mail@homesandcommunities.co.uk 	
e) Natural England	<ul style="list-style-type: none"> • Natural England <input checked="" type="checkbox"/> consultations@naturalengland.org.uk 	
f) The Environment Agency	<ul style="list-style-type: none"> • The Environment Agency <input checked="" type="checkbox"/> HNL.SustainablePlaces@environment-agency.gov.uk 	
g) the Historic Buildings and Monuments Commission for England (known as English	<ul style="list-style-type: none"> • Historic England <input checked="" type="checkbox"/> e-east@HistoricEngland.org.uk 	

Schedule 1 consultation bodies	Bodies Identified	Reasoning
Heritage)		
h) Network Rail Infrastructure Limited	TownPlanning.LNE@networkrail.co.uk townplanningse@networkrail.co.uk	The railway passes to the west of Sandridge Neighbourhood Plan Area
i) The Highways Agency	The Highways Agency <input checked="" type="checkbox"/> planningEE-@highwaysengland.co.uk	
j) The Marine Management Organisation	N/A	The Neighbourhood Plan Area does not adjoin the coast (i.e. The Marine Management Organisation has no interest in the area). <input checked="" type="checkbox"/>
k) any person— i. to whom the electronic communications code applies by virtue of a direction given under section 106(3)(a) of the Communications Act 2003; and ii. who owns or controls electronic communications apparatus situated in any part of the area of the local planning authority;	N/A	<p>The qualifying body does not consider that the interests of electronic communications providers are affected by the proposals for the neighbourhood development plan and therefore these bodies will not be consulted.</p> <p>The Neighbourhood Plan Area does not include any major electronic communications apparatus such as telecommunication masts. No site allocations relate to sites currently used for electronic communications.</p>
l) where it exercises functions in any part of the neighbourhood area— i. a Primary Care Trust established under section 18 of the National Health Service Act 2006(7) or continued in existence by virtue of that section; ii. a person to whom a licence has been granted under section 6(1)(b) and (c) of the Electricity Act 1989(8); iii. a person to whom a licence has been granted under section 7(2) of the Gas Act 1986(9); iv. a sewerage undertaker; and v. a water undertaker;	<ul style="list-style-type: none"> • Hertfordshire Community NHS Trust; <input checked="" type="checkbox"/> communications@hct.nhs.uk • Herts Valley CCG; <input checked="" type="checkbox"/> Planning.Enquiries@Hertsvalleysccg.nhs.uk • Affinity Water; <input checked="" type="checkbox"/> ASTData@affinitywater.co.uk ds@affinitywater.co.uk • Thames Water. <input checked="" type="checkbox"/> devcon.team@thameswater.co.uk ThamesWaterPlanningPolicy@savills.com 	<p>Hertfordshire Community NHS Trust is the Primary Care Trust operational in the parish. Hertfordshire Partnership NHS Trust is a NHS Foundation Trust.</p> <p>Both water and sewerage providers in the HNP Area will be contacted for comments.</p> <p>As with electronic communications providers, the qualifying body did not consider that the interests of licensed gas and electricity suppliers are affected by the proposals for the neighbourhood development plan and therefore these bodies have not been</p>

Schedule 1 consultation bodies	Bodies Identified	Reasoning
		consulted.
m) voluntary bodies some or all of whose activities benefit all or any part of the neighbourhood area	<ul style="list-style-type: none"> • Herts and Middlesex Wildlife Trust; <input checked="" type="checkbox"/> planning@hmwt.org • St Albans CVS <input checked="" type="checkbox"/> 	The qualifying body identified these two voluntary bodies as meeting the criteria. St Albans CVS is an umbrella organisation representing the interest of many local voluntary bodies.
n) bodies which represent the interests of different racial, ethnic or national groups in the neighbourhood area.	N/A	The qualifying body did not identify any bodies that met the criteria.
o) bodies which represent the interests of different religious groups in the neighbourhood area.	Churches Together St Albans peter@ctstalbans.org.uk	The qualifying body identified this body as meeting the criteria.
p) bodies which represent the interests of persons carrying on business in the neighbourhood area.	<ul style="list-style-type: none"> • Hertfordshire Local Enterprise Partnership; info@hertfordshirelep.co.uk • St Albans Chamber of Commerce; events@stalbans-chamber.co.uk • Quadrant Traders Association 	
q) bodies which represent the interests of disabled persons in the neighbourhood area.	N/A	The qualifying body did not identify any bodies that met the criteria.

List of non-statutory consultees

Non-statutory consultees included Salvation Army (Mike Dunlop), landowner in Sandridge village.

In addition, all subscribers to the neighbourhood plan email list were contacted and the consultation was promoted in the Herts Advertiser and Neighbourhood News.

Appendix 2 Communication and Engagement Strategy

Sandridge Parish Council Neighbourhood Plan Communication and Engagement Strategy

Introduction and Purpose for the Strategy:

This document is to ensure the process of producing the Sandridge Parish Neighbourhood Plan is communicated effectively and widely to residents, stakeholders and other relevant organisations and achieve community engagement and involvement.

The Parish recognises communication as an essential part of its remit and that this subject is highly important to the residents and their families over the next few decades. Good communications will be:

- Targeted
- Relevant
- Planned
- Timely.

A simple communications plan (table later in this document) for the project will help pinpoint and schedule specific pieces of communication.

The communication strategy will aim to:

- Inform our stakeholders
- Build better partnerships
- Maintain good relationships
- Enable stakeholders to influence policy and practice
- Identify how we will gain support and funding for our work
- Get our information into the community so that people know what is happening and how to be involved should they wish.

This strategy will seek to utilise the principles of the IAP2 Public participation spectrum to achieve optimum communication.

INCREASING LEVEL OF PUBLIC IMPACT

INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
Public Participation Goal:	Public Participation Goal:	Public Participation Goal:	Public Participation Goal:	Public Participation Goal:
To provide the public with balanced and objective information to assist them in understanding the problems, alternatives and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision, including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
Promise to the Public:	Promise to the Public:	Promise to the Public:	Promise to the Public:	Promise to the Public:
We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for direct advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.
Example Tools:	Example Tools:	Example Tools:	Example Tools:	Example Tools:
<ul style="list-style-type: none"> • fact sheets • web sites • open houses. 	<ul style="list-style-type: none"> • public comment • focus groups • surveys • public meetings. 	<ul style="list-style-type: none"> • workshops • deliberate polling. 	<ul style="list-style-type: none"> • citizen advisory committees • consensus-building • participatory decision-making. 	<ul style="list-style-type: none"> • citizen juries • ballots • delegated decisions.

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Stakeholders:

All stakeholders will be involved, albeit at different levels and frequency, and will include the list below and any others who are identified during the process:

- Sandridge Parish residents (Sandridge Village; Marshalswick North and Jersey Farm)
- Sandridge Parish Council
- Quadrant Management Committee
- St Brelades Management Committee
- Local Businesses
- Local clubs and voluntary groups
E.g. - Scouts; Brownies; church groups, clubs who use the community centres
- St Albans District Council Planning Department and Committee
- Hertfordshire County Council
- Wider St Albans Residents
- Surrounding Parishes and residents e.g. Welwyn Hatfield
- Hard to reach groups. E.g. school children

Methods of Communication:

The first impression in any communication is visual so it is important to use the Parish logo and branding consistently. Organisations with clear communications and visual identity are better known, better understood and consequently better supported.

It is often more effective to show rather than tell people, so visual media and presentations will demonstrate the points. Use of the Survey results and quotes give ample scope for engagement of an audience. Case studies, personal accounts or quotes are also very powerful communication tools and some will be included in any communication.

There are many communication channels and tools to use to get the message across. We will need to use several to reach different audiences.

Effective communication tools include:

- Media – newspapers (local, and /or regional and national) – specific articles, advice columns, letters, radio.
E.g. -St Albans Advertiser and Review papers; 3 Counties radio; Hospital radio
- Social media – Facebook, Twitter, YouTube, blogs or local forums.
- Events – either Parish events, open days; or local networking events and consultative groups.
- Meetings – one to ones, briefings, small group discussions.
Use case studies, quotes or facts
- Prioritise building in-depth relationships with the right people
- Talk to all stakeholders who are influential and/ or interested in the process and issues affecting our Parish.
- Publications – leaflets, posters, quarterly/annual reports, consultation responses, policy briefings.
- Newsletters and updates – email or printed.
E.g. – Neighbourhood News; Marshalswick Magazine; notice boards; local shop windows
- People as ambassadors – volunteers; councillors; Church groups; supporters in the local community
- SPC Web site
- Neighbourhood and Council groups Email contact list

Resources:

Any communication requires planning, people to undertake it and funding for some methods. Suggestions of required resources are indicated below:

- Time from council officers/ councillors and volunteers
- Advertising costs
- Printing costs
- Delivery of Leaflet drops
- Staff time to maintain and use email contacts list

Messages to be given:

Our key messages are about what we are doing, why it is required, what outcome is expected, why it will benefit our parish and how they can be involved if they wish. In doing this it can be helpful to consider three things:

- What do you want them to think about?
- What do you want them to say about the process?
- What do you want them to do?

Each communication will need to be tailored to different audiences. Likewise, the use of Plain English, what information they need, how to address their concerns and how to tap into their motivations must be addressed.

Communications Timetable:

Action	Frequency	Commence	Lead	Key Activities
Questionnaire surveys – Residents, Businesses, Not for profit organisations,	Twice	July 2015	SV / MWN and JF working groups	Compile, provide on line and hard versions, analysis, publication, use in building policies and final plan
Update article in Neighbourhood News	Quarterly	Winter 2015	JL/Chairs of policy groups	Write quarterly updates from Summer 2016;
Article in Herts Review & Advertiser	Quarterly	Winter 2015	JL/ST	Write quarterly updates from Summer 2016;
Email shots		Winter 2015	JL	Circulate latest information and seek input, consultations
Updates to Localism Committee	Monthly	November 2015	All	Each Group to feedback on ongoing and completed works and plan for next phases
Reports to Sandridge Parish Council	Monthly	January 2016	JH	Agenda item for SPC,
Communication with the 3 Community sub groups	3 monthly	July 2015	JH/JL	Attend and update members
Policy Groups	Monthly	April 2016	Localism Committee policy group leads	Two-way updates and planning
Website update	Monthly	Winter 2015	JL/ST	Add Survey results – December 20 15 Add Survey analysis and presentation Feb 2016, Add Localism meeting Action points Add Policies Consultations Ongoing relevant reports

Action	Frequency	Commence	Lead	Key Activities
				and information
Public Meetings / Presentations/ Parish events/ street stalls	3 monthly/ Quarterly	Summer 2014	JL/JH	February 2016; June 2016; Sept 2016; Jan 2017; April 2017 and future dates yet to be planned Confirm topic, speakers, notification. Leaflet publication, Consultations
One to one meetings				Arrange, influence, gain agreement
Radio	3 monthly/ quarterly	From May 2016	JL/JH	Week prior to public events
Facebook and Twitter shots	Quarterly	Once SPC set up	JL/ST	Notification of events and access to info on website
Liaise with local residents' associations MNRA and JFRA	Quarterly	From May 2016	JL/ST	Notification of events and access to info on website
Meeting with Young People and families	On going	From May 2016	GC	Meet via schools, other forums to inform and seek involvement

Governance of Strategy:

Actions and progress will be discussed and monitored via the Localism Committee or successor.

Expected Outcomes:

The Strategy will produce or address the following items relevant to the Sandridge Neighbourhood Plan for ultimate approval by Sandridge Parish Council.

- Informing residents and other stakeholders
- Advertise public meetings or opportunities for involvement
- Providing regular updates on progress
- Circulating results of surveys and other intelligence information
- Provide two-way feedback to SPC and local residents
- Written update reports to the Localism Committee meetings

Review of strategy:

The Strategy document will be reviewed by the Localism/ Steering Committee 6 monthly.

Sandridge Parish Council's Neighbourhood Plan

Sandridge Village Residents' Survey Analysis

Carole Teacher, Jeff Lewis

Overview

Residents of Sandridge village were sent a paper questionnaire inserted inside Neighbourhood News in April 2015. The questionnaire which sought to gauge residents' appetite for development and if so the type of development, location and additional facilities. The questionnaire also asked about current likes and dislikes. Residents also had the opportunity to complete the questionnaire digitally on the Parish website.

Sixty-six people returned their questionnaires.

Appetite for village growth

45% in favour – 55% against

30 respondents supported village growth, albeit slow (50% of the 30 positive responses) limited and in keeping with the current village look and feel, and 37 respondents did not support any growth. Suggestions ranged from several people who wanted to see more clubs and activities in the village hall, and two people who wanted better children's playground and one a club for teenagers.

Of the 30 who were positive there were a range of opinions, from mixed residential and employment, to family homes, to affordable housing. High quality design was a recurrent theme. All wanted development to be within the existing boundaries of the current built-up area. Nine people suggested old garage sites, two to use brownfield sites, one favoured the village centre and another favoured extending existing outskirt areas.

13 respondents favoured small developments, 16 mentioned that the housing should be affordable and 10 wanted more family housing. Only 4 mentioned retirement housing.

Facilities

19 people wanted additional shops, the vast majority mentioning a café, two suggested a post-office and chemist and a few other suggestions were related to gift shop and shops supporting Heartwood. Some positive comments about the improvement in the Village Shop in recent years.

Likes

The most common comment like is the "small village feel". A few people liked the community spirit and there was a smattering of liking of village events, the wood, sports activities.

Dislikes

The overwhelming dislike was speeding traffic. 13 people requested traffic calming. 35 people commented about speed. 16 mentioned the business of roads and 17 thought there was too much litter. A few people mentioned parking, poor road surface, aircraft noise, overuse of Langley Wood.

Transport

There were very few comments suggesting ways to improve transport. Only two areas had more than two comments, one was for parking bays in Langley Grove and the other for more frequent buses. Of the others two requests were made for more parking restrictions in the village centre.

Commerce

Six people thought there was no need for commerce in the village and four others no need for any additional premises. Four wanted a small business hub (low cost) and one expressly wanted something to enable youngsters to stay in the village.

Unusual ideas

One respondent suggested a railway station next to the industrial estate and bridge at the top of St Albans Road, to prevent people adding to traffic problems driving to St Albans Station.

Data

Group	Comment	Yes	%	No	%	Total Responses
	Village Growth	30	45	37	56	66
Speed of Growth	Growth - Slow	15	23	1	2	
	Growth - Medium	1	2			
	Growth - Fast	5	8			
Traffic	Parking bays	11	17			
	Clearways	3	5			
	Enforcement	3	5			
	Traffic calming	13	20			
	Disabled parking	1	2			
Services	Lighting	0	0			
	Enhance Traffic Flow	4	6			
	Bus Service	3	5			
	Broadband	3	5			
	Road Safety	1	2			
	Uniformed police	1	2			
	Roads Policing	2	3			
Build where	Village centre	3	5			
	Edge Village	5	8			
Development type	Retain village feel (see column right)	3	5			
	Small developments	13	20			
	Low rise	1	2			
	Affordable	16	24			
	Villager priority	4	6			
	Family housing	10	15			
	Retirement housing	4	6			
	Conversion/change of use	1	2			
	Young people	7	11			
Commercial type	Shp Y/N	19	29			
	Small commercial	2	3			
	Tourism	1	2			
Transport	Bus	3	5			
	Cycle paths	1	2			
	Footpaths	1	2			
Likes	Small village feel	13	20			
	Community	5	8			
	Quiet	1	2			
	Close to country	1	2			
	Sports and social	1	2			
	Wood	1	2			
	Village events	2	3			
	Green space	1	2			
Dislikes	Litter	17	26			
	Public transport	2	3			
	Busy road	16	24			
	Speeding	35	53			
	nise	1	2			
	Dog mess	4	6			
	Road surface conditions	7	11			
	Flooding	1	2			
	Aircraft nise	2	3			
	Ground maintenance	1	2			
	Overuse Langley Wood	2	3			
	Mobile signal and broadband	1	2			
	Horses	1	2			
	Authority not enforcing planning	4	6			
	Parking in village centre	7	11			
	Heartwood	1	2			

Litter	Busy road	Speeding
17	16	35

- The traffic cars speed up to 60mph. There has not been a lot of safety measures put in. Zebra crossing at top end. Cameras in place would help
- Can Sandridge handle the current number of horses? Dog owners have to pick up after their animals but horses regularly spread their muck literally across Jersey Lane. Horses churn up many of the paths in winter making it virtually impassable.
- Slow broadband, dodgy mobile signal, busy main roads, and terrible state of house lane.
- Cars parking on the street – Particularly on House lane
- Speed of traffic, narrowness of path through the village – feels dangerous when walking because traffic is so close, particularly for elderly and children.
- Volume and speed of traffic.
- The possible risk of building on green spaces and how this could significantly impact village life in terms of traffic and infrastructure.
- Busy road. Untidy centre round triangle.
- Nothing except the threat of encroachment from St Albans. We must stay separate to retain our identity.
- The speed of traffic that passes through.
- House Lane- Constant inadequate repairs to road. This lane is on a driving test route. The potholes and kerbs are unbelievable!
- Traffic and parking in House Lane makes it difficult to enter the High Street and House Lane
- Increasing noise level from traffic and also now from the pubs who regularly hold loud music events. Speeding traffic. Crossing the road is difficult and feels like a village divided by two by speeding traffic. Even at the pedestrian crossing where cars often don't 'top. Drivers often on wrong side of the road to park outside village shop. The bluebell forest is being damaged by visitors. not a good example of conservation
- Green belt is threatened by developers who wish to profit from the green belt.
- The way Langley wood is being spoilt by over use. The amount of rubbish which collects in the corner near my property. I'm too old to tidy it up now and nobody else does
- The speeding traffic
- Litter on verges
- Traffic
- The pavement through the village is very uneven and difficult to walk on, it also acts as a running track and mobility scooter path. Cycle routes should be separated from windier traffic and pedestrians. It would be good to have cycle routes that link up with St Albans Station and Secondary Schools. Consider developing a community centre. Perhaps we need more than three pubs.
- Perhaps slight over-detail: but on some summer evenings there is a smell of smoke/ burning (certainly around St Leonards Court) meaning you have to close the windows
- Speed of traffic through village. £20,000 wasted on sign at entry from Wheathampstead. Traffic rattles windows of cottages on high street. Exiting Hatfield road you take

your life into your hands, near misses at least once a week – cars speed from the right and visibility poor to the left.

- Cannot walk to St Albans town and station – however we knew that when we bought here
- Speeding through village
- Too much parking on the verges and a caravan spoils our view from our window
- The uncollected litter. The speed (& amount) of traffic through the centre. The appalling bus service (especially the notoriously unreliable 657!)
- Rat run traffic both ways along House Lane during rush hours. Traffic has n respect for 30 mph. Police do not check speeds sometimes as high as 60 mph
- Speeding through the village – this seriously needs to be addressed with speed reducing methods introduced (speed bumps)
- Not enough parking for maisonettes!
- Potholes, potential flooding, insufficient publicity of its history (not just the good centenary anniversary set on a more regular basis (Roman roads, John Bunyan, Nomansland Common, Ice Age, etc.)
- Lack of control by the authorities
- Speeding through the village and litter
- Lack of public transport – 2 hourly bus service makes it difficult to attend appointments in town centre

Other Comments

- Parking at bottom of Sandridgebury lane to be used by public not motor car
- Ban heavy lorries not for local needs
- n double-yellow lines or 20 mph speed limit
- Reduce heavy lorry traffic
- People moving from London pushing house prices too high for young people
- Lack of community sense at village hall
- Smell of burning on some summer nights
- Boy racers on Woodcock Hill. Nettles on path to children's park and UKIP signs!
- Serious consideration of impact of forest on parking
- I do not agree that Sandridge should be developed for housing
- Bluebell forest being damaged by visitors
- House prices ridiculous. Feel has huge impact on happiness
- Bouncy castle lowers tone of village and music groups too intrusive
- Web site slow to open and Neighbourhood Plan slow to open. Horses leave muck and churn paths
- People hanging around outside pubs blocking path

Appendix 4 – Residents’ Survey Summary Marshalswick North/Jersey Farm

Version 10.4 – prepared 9th February 2016

Neighbourhood Survey (Marshalswick North/Jersey Farm) Summary of Feedback

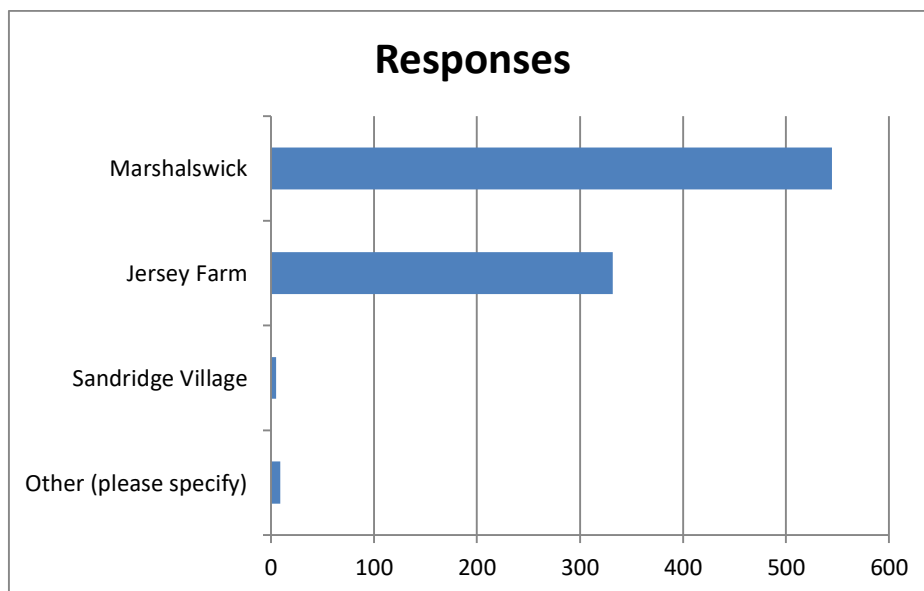
Sandridge Parish Council is developing a parish-wide Neighbourhood Plan. As part of this, a local working group devised and conducted a survey of Marshalswick North and Jersey Farm residents, in the Spring/Summer of 2015. The survey was distributed in hard copy to approximately 3,879 homes and was also available online. 905 responses were received.

This report covers the findings.

Q1 Where do you live?

Of the 905 respondents, 543 said they were from Marshalswick, 332 from Jersey Farm, 5 from Sandridge village and 25 did not specify.

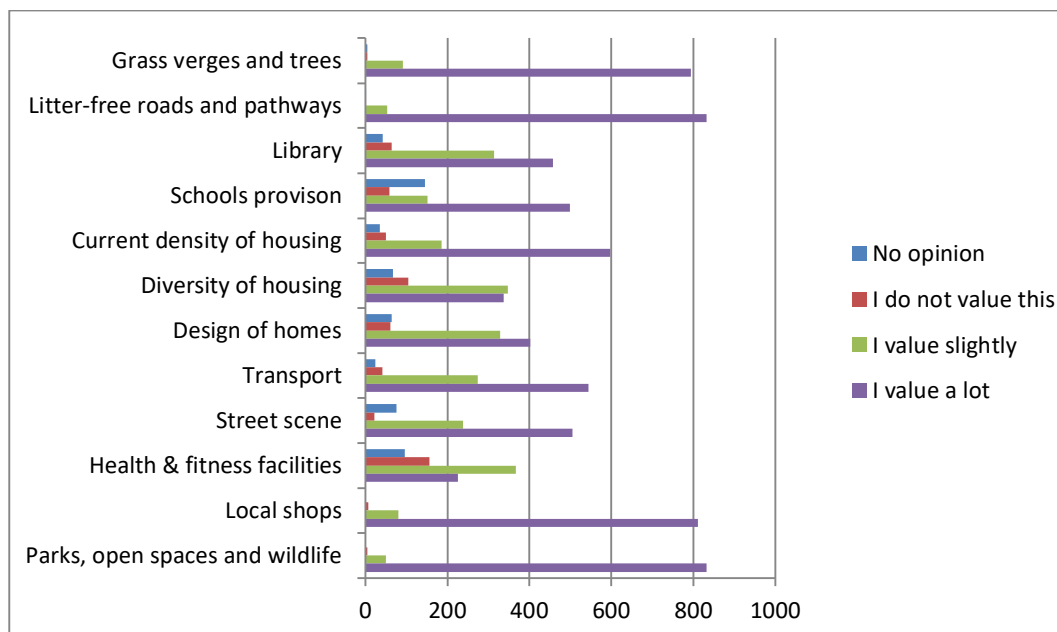
Answer Choices	Responses	
Marshalswick	61.17%	545
Jersey farm	37.26%	332
Sandridge Village	0.56%	5
Other (please specify)	1.01%	9
Total		891



Q2 Which of the following do you value most in your area?

Between 841 and 900 people answered sections of this question.

	I value a lot	I value slightly	I do not value this	No opinion	Total
Grass verges and trees	88.72% 794	10.28% 92	0.56% 5	0.45% 4	895
Litter free roads and pathways	93.59% 832	5.96% 53	0.22% 2	0.22% 2	889
Library	51.99% 457	35.72% 314	7.39% 65	4.89% 43	879
School provision	58.36% 499	17.66% 151	6.90% 59	17.08% 146	855
Current density of housing	68.78% 597	21.43% 186	5.76% 50	4.03% 35	868
Diversity of housing	39.44% 338	40.49% 347	12.25% 105	7.82% 67	857
Design of homes	47.02% 403	38.39% 329	7.12% 61	7.47% 64	857
Transport	61.65% 545	31.00% 274	4.64% 41	2.71% 24	884
Street scene	60.05% 505	28.30% 238	2.62% 22	9.04% 76	841
Health & fitness facilities	26.71% 226	43.38% 367	18.56% 157	11.35% 96	846
Local shops	90.11% 811	9.00% 81	0.78% 7	0.11% 1	900
Parks, open spaces and wildlife	93.69% 832	5.63% 50	0.56% 5	0.11% 1	888



The most highly valued features in the locality (marked as 'I value a lot') were parks, open spaces and wildlife (selected by 94%¹ of respondents, i.e. 832 respondents); litter free roads and pathways (94%, or 832 respondents); local shops (90%, or 811) and grass verges and trees (89%, or 794).

The least valued features (marked as 'I do not value') were health and fitness facilities (19%, or 157) and diversity of housing (12%, or 105).

A significant proportion of respondents valued some features 'slightly', notably health and fitness facilities (43%, or 367), design of homes (38%, or 329), library (36%, or 314) and street scene (28%, or 238).

All the aspects of local life listed in the question had an overall significantly positive rating (i.e. valued a lot or valued slightly). The ratings ranged from those with 99% (litter free roads and pathways; parks, open spaces and wildlife; local shops; grass verges and trees), through transport (93%), current density of housing (90%), library (88%) street scene (88%) design of homes (85%) and diversity of housing (80%), down to schools provision (76%) and health and fitness facilities (70%).

Respondents had least decided views (marked as 'no opinion') on features they do not currently use: schools (17%, or 146) and health and fitness facilities (11%, or 96)

Response rates were high for this question, with two options (grass verges and local shops) attracting a response from 99% of respondents. The lowest response rates were for street scene and health and fitness options, where 7% left the boxes blank.

In the majority of cases, the proportion of favourable responses was very similar between Marshalswick and Jersey Farm. The widest differences were over the library (90% valued in Marshalswick, 78% in Jersey Farm) and schools (75% Marshalswick, 66% Jersey Farm). Diversity of housing was more valued in Jersey Farm (81%) than Marshalswick (73%).

Analysis of comments

The comments made against this question have been combined with the comments made against the final, more general question: Question 14 – *Are there any other comments you would like to make about your area?*

39% (351) of all respondents added comments to one or both of these questions. These responses have been analysed and divided into a number of related categories. The categories with the most comments are listed below:

General quality of life	21% (112) of people who commented
Poor quality grass cutting	19% (102) of people who commented
Value parks & open spaces	15% (80) of people who commented
Litter & dog mess	14% (76) of people who commented
Poorly maintained trees	11% (61) of people who commented
Parking problems	11% (58) of people who commented
Lack of maintenance to roads	9% (48) of people who commented
Damage to verges by cars & vans	7% (39) of people who commented

¹ Percentages in this report are rounded to the nearest whole number, and are followed (in brackets) by the number of respondents.

Two of the top three comment categories demonstrated how happy respondents were with the overall character of the area and their appreciation for its layout and open vistas.

Other respondents identified areas of concern particularly around maintenance of roads, pavements & footpaths, litter and parking issues.

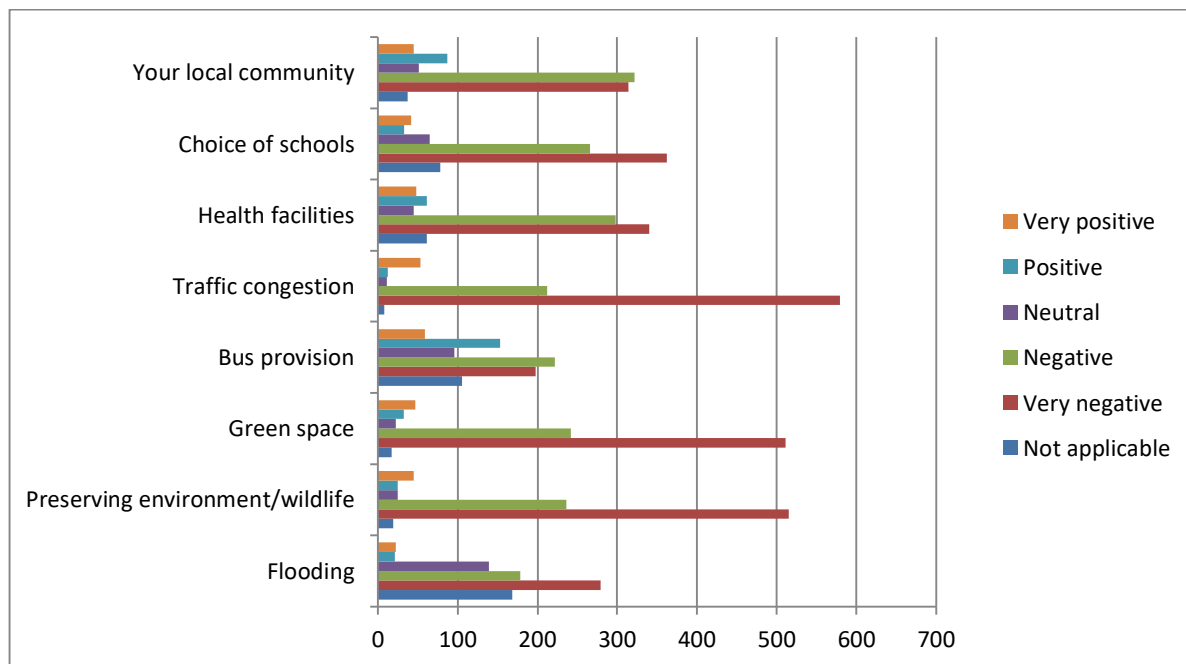
Respondents also commented on the shopping and community facilities at The Quadrant & St. Brelades Place:

Like the current mix of shops at Quadrant	8% (45) of people who commented
Value library	5% (29) of people who commented
The Baton not suitable for area	3% (14) of people who commented
Want improvements to Blackberry Jack	1% (7) of people who commented.

Q3 Would large scale housing development in this area, e.g. as suggested at Oaklands, have a positive or negative effect on development?

In total, 892 people answered one or more sections of this question. For each individual option, the figure ranged from 807 to 875 people.

	Very positive	Positive	Neutral	Negative	Very negative	Not applicable	Total
Your local community	5.26% 45	10.16% 87	5.96% 51	37.62% 322	36.68% 314	4.32% 37	856
Choice of schools	4.96% 42	3.90% 33	7.68% 65	31.44% 266	42.79% 362	9.22% 78	846
Health facilities	5.63% 48	7.15% 61	5.28% 45	34.94% 298	39.86% 340	7.15% 61	853
Traffic congestion	6.06% 53	1.37% 12	1.26% 11	24.23% 212	66.17% 579	0.91% 8	875
Bus provision	7.08% 59	18.37% 153	11.52% 96	26.65% 222	23.77% 198	12.61% 105	833
Green space	5.40% 47	3.67% 32	2.53% 22	27.78% 242	58.67% 511	1.95% 17	871
Preserving the environment / wildlife	5.20% 45	2.89% 25	2.89% 25	27.28% 236	59.54% 515	2.20% 19	865
Flooding	2.73% 22	2.60% 21	17.22% 139	22.06% 178	34.57% 279	20.82% 168	807



In all eight sections of this question, a majority of all respondents thought the effect of large scale housing development in the area would be negative.

On average across the eight sections, respondents thought the effects would be 45% very negative, 29% negative, 14% no opinion, 6% positive and 5% very positive. These figures mask some wide variations in distribution between the options provided.

The strongest feelings were about the impact on traffic congestion – there was a high response rate proportionally (97%, or 875 people) and of these, 90% (791) thought the effects of a large scale housing development on traffic congestion would be very negative (66%, or 579) or negative (24%, or 212).

The next strongest views concerned a very negative or negative impact on green space (86%, or 753) and preserving the environment/wildlife (87%, or 751).

Of positive views reported, the highest proportion (25%, or 212) related to bus provision, whilst 16% (132) foresaw a positive effect on the local community.

The lowest response rate was on flooding (89% of the total, or 807) where 57% (457) saw the impact as very negative or negative but 38% (307) were unsure or neutral.

There were few substantive differences in the distribution of responses from Marshalswick and Jersey Farm. People from Jersey Farm generally viewed effects of large scale development slightly more negatively. In relation to traffic congestion, Marshalswick residents viewed the effects marginally more negatively than those living in Jersey Farm. The biggest difference was in the effect on flooding from large scale development, where people from Jersey Farm saw substantially more negative effects than people from Marshalswick.

Analysis of comments:

35% (319) of all respondents added comments on Question 3.

Comments generally echoed the main issues mentioned as options in the question and the balance of views. They illuminate some of the reasons behind responses to this question. For example, respondents clarified that positive views on bus provision related to a hope/expectation that the service would improve if there were large scale housing development. The lower response rate on ‘flooding’ was explained as lack of knowledge on the subject.

General view on large scale housing development

28% of those who commented (88) underlined their unequivocal opposition to large scale development such as at Oaklands. In most cases, their reasons specifically cited a detrimental effect on the local/St Albans area and their quality of life. Their views included the following:

- Area already overpopulated, would lose ‘village’ or semi-rural feel
- Density of housing at ‘saturation point’
- Erosion of Green Belt/disappearance of surrounding countryside and wildlife
- Hatfield and St Albans would almost join up
- Fewer facilities to go round in already overcrowded town
- Loss of peace, quiet, views

Some respondents used emotive terms to describe their views such as ‘disaster’ and a few felt so strongly they said they would move away if large scale development happened.

25% (79) of respondents who commented (including 21 of the 88 mentioned above) specifically mentioned the lack of planned improved infrastructure (overloaded roads, schools, health facilities) as a reason for their opposition to large scale development.

10% (32) of respondents who commented did so in a ‘conditional’ way. Some said that if specific features were to be included (e.g. improved bus, health or school services), there could be some positives arising out of large scale development or that their view would depend on the individual features of any development, unknown at present.

3% (8) of respondents who commented underlined their unequivocal support of large scale development, relating to the need for housing and the expectation that housing prices would be lowered. A further 4% (14) of respondents who commented were in favour of large scale development provided that additional infrastructure was put in place as part of the package.

Additional comments

The highest number of additional comments, and often the strongest views, set out the negative effect large scale development would have on traffic congestion and the road network: 45% (145) of the respondents who commented. Many people described the current congestion in roads local to the Oaklands site at peak times (rush hour/school runs) and its detrimental effects on travelling times and quality of life. 11% (35) of people who commented made specific mention of Sandpit Lane, either describing queuing traffic towards intersections and/or for flooding reasons. Traffic levels were described as 'already at breaking point' at peak times and respondents expressed concerns about worsening 'rat runs'.

34% (107) of respondents who commented outlined the negative effect they saw large scale development having on the availability of school places. Again, some people expressed strong views. Respondents said local school places were oversubscribed and referred to children having to travel because they could not get a place at their nearest school.

19% (60) of those who commented expressed concern about the loss of green space or damage to the environment and wildlife from housing developments. A number of respondents referred to green space and wildlife as contributing to their current quality of life and wellbeing. They used expressions such as 'devastating' or 'unbearable' to describe the detrimental effects of their removal for house building.

16% (51) of people who commented referred to existing pressure on local health services (GPs, dentists etc.), with 2% (6) mentioning current difficulties making appointments. 2% (7) of those who commented separately mentioned current pressures on hospital services.

12% (39) of the respondents who commented outlined the likelihood of increased flooding if land at the Oaklands site was built on. 4% (14) of those who commented specifically cited existing flooding in the Sandpit Lane/House Lane areas following heavy rain.

8% (24) of those who commented referred to general problems in parking locally and in St Albans and were concerned that large scale development would exacerbate these.

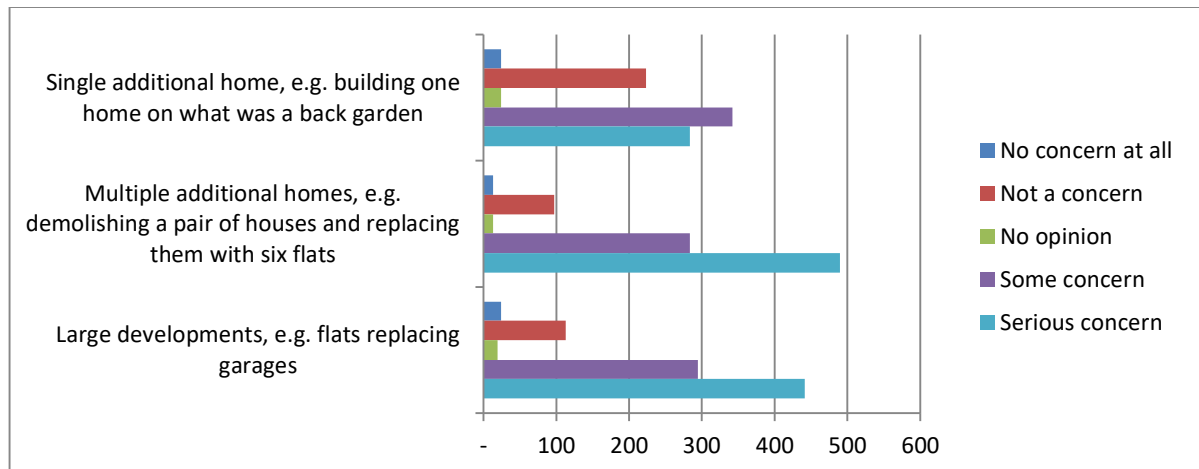
5% (16) of respondents who commented referred to deficiencies in the current bus service.

3% (10) of those who commented mentioned concerns about pollution, mostly air pollution arising from traffic congestion, but also noise pollution.

Q4 How much does infill development concern you?

In total, 898 people answered one or more sections of this question. For each individual option, the figure ranged from 891 to 896 people.

	Serious concern	Some concern	No opinion	Not a concern	No concern at all	Total
Single additional home, e.g. building one home on what was a back garden	31.58% 283	38.17% 342	2.68% 24	24.89% 223	2.68% 24	896
Multiple additional homes, e.g. demolishing a pair of houses and replacing them with six flats	54.64% 489	31.62% 283	1.45% 13	10.84% 97	1.45% 13	895
Large developments, e.g. flats replacing garages	49.49% 441	33.00% 294	2.13% 19	12.68% 113	2.69% 24	891



Multiple additional homes, e.g. involving demolition of a pair of semi-detached houses, caused the highest level of serious concern (55%, or 489), with larger infill developments not far behind (49%, or 441).

Single additional home developments generated serious concern in 32% (283) of respondents, 'some concern' in 38% (342), and were not a concern for 25% (223).

Overall in terms of infill development, respondents were most concerned about developments of multiple additional homes, with 86% (772) saying this was a serious concern or of some concern, and only 12% (110) saying it was not a concern.

Larger infill, e.g. demolition of blocks of garages, was also of concern with 82% (735) of respondents with serious or some concerns as against 15% (137) for whom they were not a concern.

70% (625) of respondents had serious or some concerns about single additional homes e.g. built on what was previously a back garden and for 28% (247) this was not a concern.

Analysis of Comments

25% (228) of the total number of respondents made additional comments on this question.

General view on infill

Comments related to extensions to existing houses as well as larger scale options. They tended to elaborate the reasons for respondents' choices and specified features that made options acceptable or otherwise.

30% (68) of respondents who commented were opposed to more 'infill' building in general (to 'protect what we already have') or thought there had already been too much. Of this 68% (46) were from Marshalswick, 28% (19) from Jersey Farm and 4% (3) from unspecified areas. 8% (18) of the people who commented on this question specifically referred to excessive density of housing, whilst 5% (12) stressed that infill developments exacerbated the strain on local facilities as they did not bring any additional infrastructure.

17% (38) of respondents who commented either felt they could not express a firm view without looking at the individual merits of any given case or outlined certain types of development they thought were/were not acceptable.

8% (18) of those who commented on this question expressed a positive view about infill in general. 4% (10) of respondents who commented said they would prefer infill building to building on Green Belt land. Some respondents prefaced concerns about infill by stating that they realised that people need homes and 3% (6) mentioned the need for smaller size homes, particularly for young people.

Additional comments

29% (67) of people who commented (37 of whom were also opposed to infill generally) felt their area was deteriorating and losing its charm through infill. Their reasons included:

- 'Overdevelopment' and overpopulation (14 people)
- Loss of open space and 'spacious' feel to area (11 people)
- Insufficient car parking provision (8 people)

21% (47) of people who commented referred to significant existing pressures on parking in their area, leading to on-road, grass verge or inconsiderate parking and increased traffic congestion. They saw 'infill' schemes as often adding to these problems. Jersey Farm and northern areas of Marshalswick seemed particularly affected.

The most common stipulation made by respondents to this question (15%, or 35 people) related to the need for additional parking to be provided, to equate to the number of additional vehicles generated by infill development, e.g. 2 per dwelling.

14% (31) of people who commented said that they thought infill had adversely affected the appearance of their local area - it 'cramped' the environment and led to a 'mish-mash' of styles. For example, The Ridgeway 'looks like a long terrace now' because of the number of extensions. Others (10) quoted specific examples of extensions or re-builds that they considered quite out of keeping with a road or local area. 84% (26) of the 31 responses on housing style deterioration were from Marshalswick. A number of respondents from Jersey Farm made the point that there was less scope for infill in their area because of the generally smaller gardens, less spacious layout and the 'deeds' relating to their properties.

10% (23) people who commented on this question said they thought infill building exacerbated traffic congestion.

7% (16) of respondents who commented expressed strong concerns about building in back gardens resulting in loss of green space, wildlife and quality of environment for neighbours. Individual examples were cited where developments in back gardens had badly affected amenities for neighbours and caused a precedent for the local area.

7% (15) of those who commented referred disparagingly to the financial motivation of building developers and their lack of concern for the impact on local residents.

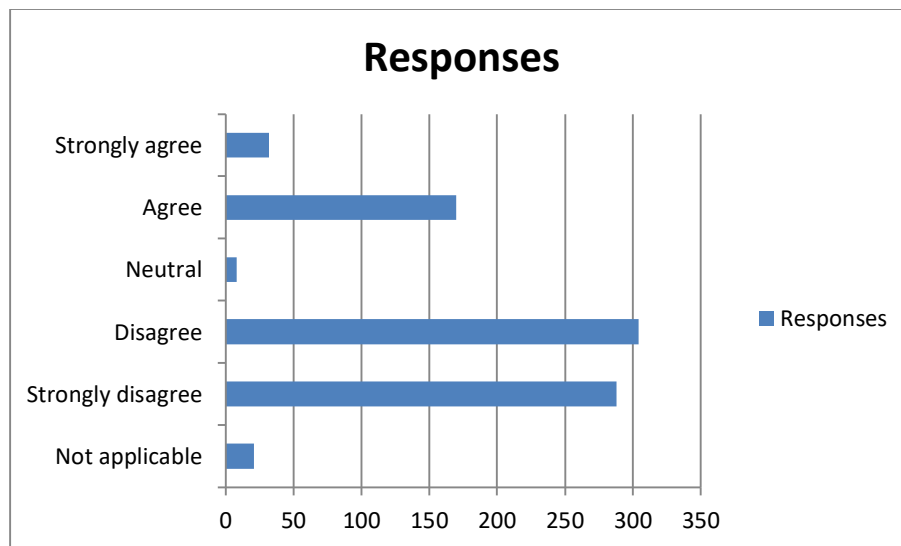
6% (14) of respondents who commented said that the views of neighbours or the characteristics of the surrounding properties should be given more weight when infill or house extension planning applications are considered. Some dissatisfaction with the strength and application of current planning regulations/guidance was evident.

6% (13) of respondents who commented on this question were in favour of the possible demolition of unused or unattractive sets of garages to replace them with flats. Most also stipulated that significant numbers of additional parking spaces must be provided as part of the planning, underground if necessary, to avoid exacerbating existing local parking pressures.

Q5 Do you agree that the roads used as through routes in your area are adequate to take current traffic levels?

823 people answered this question.

Answer Choices	Responses
Strongly agree	3.89% 32
Agree	20.66% 170
Neutral	0.97% 8
Disagree	36.94% 304
Strongly disagree	34.99% 288
Not applicable	2.55% 21
Total	823

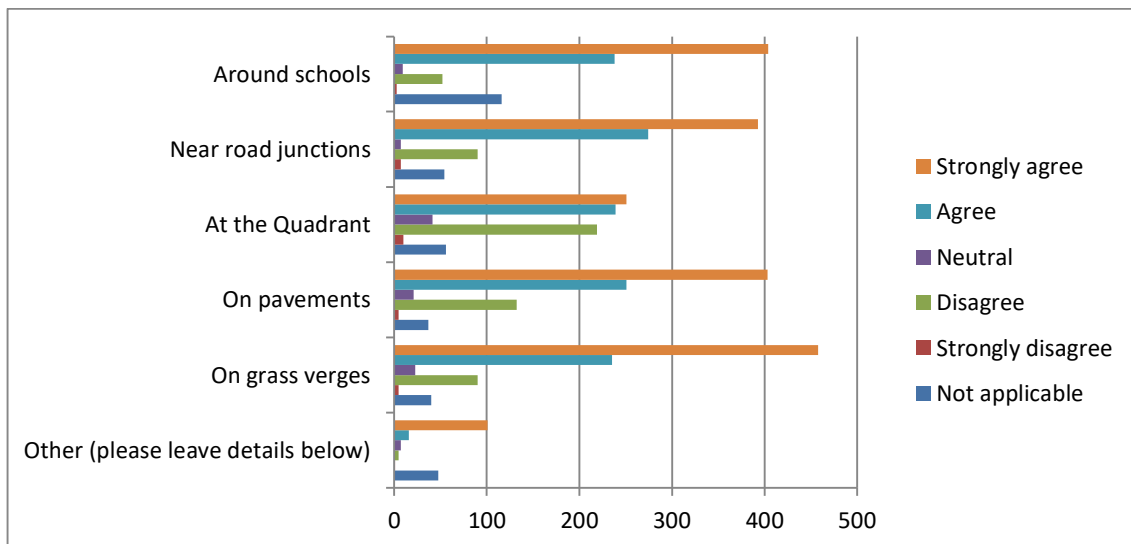


The great majority of respondents (72%, or 592) disagreed or strongly disagreed with the idea that roads used as through routes in our area were adequate to take current traffic levels. 37% (304) of those who responded said they did not think these roads were adequate and 35% (288) felt this strongly. 25% (202) of respondents agreed or strongly agreed that roads used as through routes in the area were adequate for current traffic. 3% (21) did not see this question as applicable and 1% (8) were neutral on the subject.

Q6 Do you agree that inconsiderate parking is a problem in the following areas?

In total, 880 people answered one or more sections of this question. For each individual option, the figure ranged from 816 to 851 people.

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Not applicable	Total
Around schools	49.15% 404	28.95% 238	1.09% 9	6.33% 52	0.36% 3	14.11% 116	822
Near road junctions	47.64% 393	33.21% 274	0.85% 7	10.91% 90	0.85% 7	6.55% 54	825
At the Quadrant	30.76% 251	29.29% 239	5.02% 41	26.84% 219	1.23% 10	6.86% 56	816
On pavements	47.47% 403	29.56% 251	2.47% 21	15.55% 132	0.59% 5	4.36% 37	849
On grass verges	53.82% 458	27.61% 235	2.70% 23	10.58% 90	0.59% 5	4.70% 40	851
Other (please leave details below)	56.74% 101	8.99% 16	3.93% 7	2.81% 5	0.56% 1	26.97% 48	178



There was much disquiet as to the inconsiderate parking of residents, shoppers, builders and school attendees, in addition to the 'rat run' roads used by commuters. All of which were seriously affecting the local residents and their quality of life, and they wished resolved.

Many respondents agreed that inconsiderate parking is a problem in the area. 78% (642) of respondents agreed or strongly agreed there was inconsiderate parking around schools, 81% (667) near road junctions, 60% (490) at the Quadrant, 77% (654) on pavements, 81% (693) on grass verges and 66% (117) in other areas.

However, some respondents did not agree with this view. 28% (229) disagreed or strongly disagreed that there was inconsiderate parking at the Quadrant, 16% (137) on pavements, 12% (97) near junctions, 11% (95) on grass verges, 7% (55) around schools and 3% (6) in other areas.

Analysis of comments

378 people commented on this question.

92% of respondents (346 people) complained about parking in general, many of whom gave specific details and locations such as The Quadrant, St Brelades Place, and around schools.

68% of respondents (256 people) requested Parking and Highway control enforcement.

55% of respondents (207 people) cited general unacceptable traffic congestion in and around the area.

Other comments can be categorised as follows:

Grass verge parking	34% (129 residents)
Builders	28% (107 residents)
Blocked driveways	36% (136 residents)
School time parking	41% (155 residents)
Residents not using own driveways to park in	25% (94 residents)
Attitudes of parents or drivers on being challenged	32% (121 residents)
Pavement parking	18% (68 residents)
Disabled parking and access	8% (32 residents)
Parking within Marshalswick	56% (210 residents)
Parking within Jersey Farm	14% (52 residents)
Narrow roads contributing to the parking difficulties	10% (39 residents)
Speeding drivers complicating parking difficulties	7% (25 residents)
Signage (lack of, incorrect or missing)	1% (2 residents)

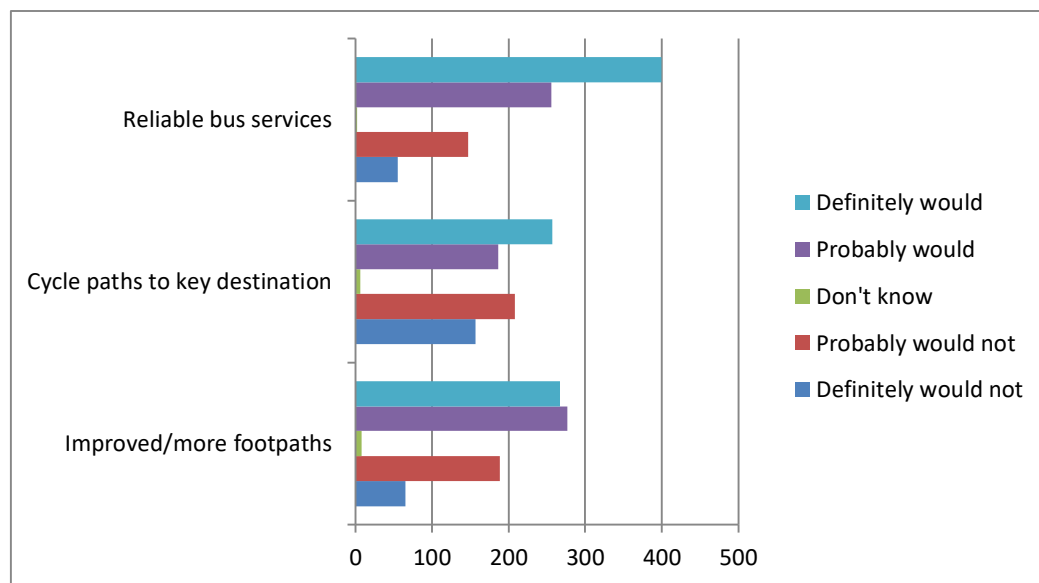
Additional Comments

The respondents also commented about other areas and issues in St Albans which in their view should be addressed by the St Albans District Council and Hertfordshire County Council regarding parking, parking enforcement, traffic controls and congestion, road and foot path maintenance, school place allocation, bus provision.

Q7 Would you use your car less if the following were provided to make short journeys e.g. to the station, city centre, schools?

In total, 869 people answered one or more sections of this question. For each individual option, the figure ranged from 805 to 859 people.

	Definitely would	Probably would	Don't know	Probably would not	Definitely would not	Total
Reliable bus services	46.45% 399	29.80% 256	0.23% 2	17.11% 147	6.40% 55	859
Cycle paths to key destinations	31.57% 257	22.85% 186	0.74% 6	25.55% 208	19.29% 157	814
Improved/more footpaths	33.17% 267	34.41% 277	0.99% 8	23.35% 188	8.07% 65	805



Respondents' opinions were divided in response to this question.

76% (655) of respondents said they definitely or probably would use their car less if there was a more reliable bus service locally, 54% (443) if there were cycle paths to key destinations, and 68% (544) if there were improved or more footpaths.

However, other respondents indicated that these things would not lead them to use their car less. In particular, 45% (365) of respondents indicated that cycle paths to key destinations definitely or probably would not lead them to use their cars less, and 31% (253) said that improved footpaths, and 24% (202) that an improved bus service would not cause them to use their cars less.

Fewer than 2% (16) of respondents responded with "Don't Know" to the three sections in this question.

Analysis of Comments

236 people commented in response to this question.

41% (96 residents) complained that the bus service provided in Marshalswick and Jersey Farm is poor. Reliability, frequency and the proposed changes in September 2015 reducing the evening and Sunday provision were condemned. Several commented on bus fares being too high and women on

their own worried about not having a bus service in the evenings as they didn't feel safe walking home from the town or station.

Only 3% (6 residents) thought the bus service was good.

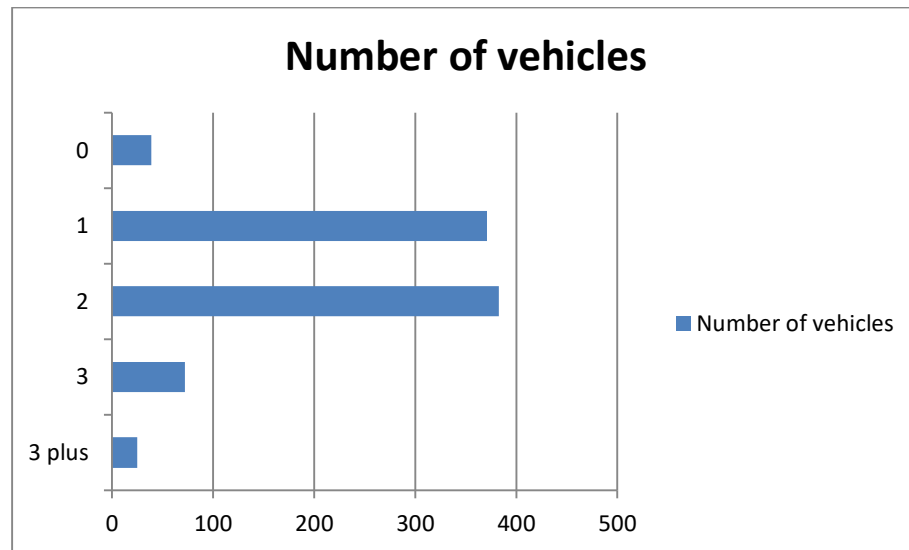
Other suggestions to encourage less car usage were:

Encourage walking	5% (11 residents)
Improve street lighting	2% (5 residents)
School place allocation schools close to their home, and allocate siblings to the same school	1% (3 residents) – allocate children to
Car sharing scheme	1% (2 residents)
Improve hospital provision in St Albans	1% (2 residents)
Divert through traffic away from estates	0.4% (1 resident)
Keep the Marshalswick Library facility	0.4% (1 resident)

Q8 How many vehicles are there in your household?

890 people answered this question.

Answer Choices	Responses	
0	4.38%	39
1	41.69%	371
2	43.03%	383
3	8.09%	72
3 plus	2.81%	25
Total		890



The majority of residents 85% (754 households) had 1 or 2 vehicles, 8% (72 households) had 3 vehicles and 3% (25 households) had 3 or more vehicles. 4% (39 households) had no vehicles.

The number of vehicles identified within the residents' occupancy was 1448. This averaged 2 per household allocated to properties originally planned for 1 or 2 at most, which put pressure on road side parking for those with more than 2 vehicles or visitors. It was further noted that households have been permitted by the SADC planning department to convert garages to living areas so reducing the original availability of parking space for residents.

On top of this number the additional number of builders vans parked during building works and the large numbers of School traffic vehicles entering and passing through the area. This increases the pressure on road capacity.

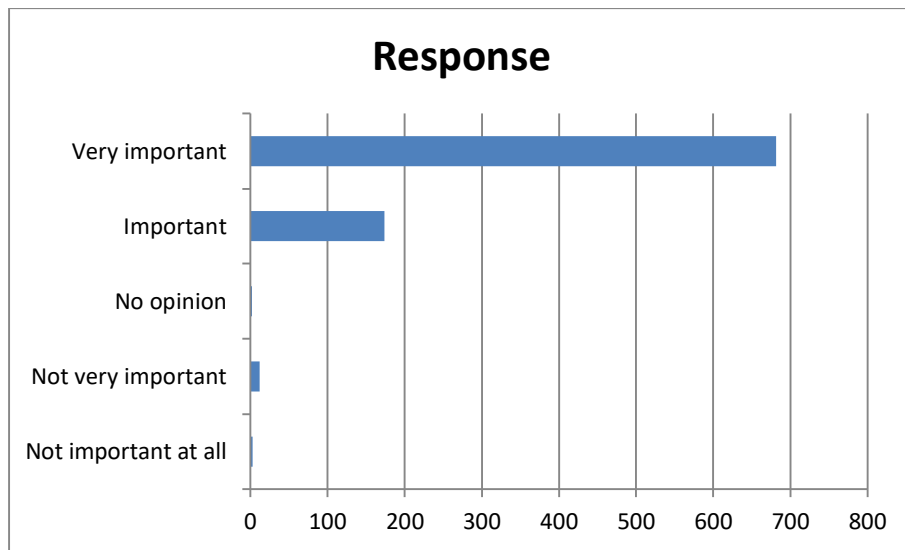
Analysis of Comments:

This question did not actually invite comments from respondents, but 36 comments were made. Four respondents said that they make good use of their bus pass, although two other respondents complained the bus service was not reliable enough to use. One respondent complained about people parking on corners and another complained about people parking on both sides of the road. Another respondent complained about people not using their driveways to park.

Q9 How important are local shopping facilities to you?

872 people responded to this question.

Answer Choices	Responses	
Very important	78.10%	681
Important	19.95%	174
No opinion	0.23%	2
Not very important	1.38%	12
Not important at all	0.34%	3
Total		872



98% (855) of respondents said that the local shopping facilities were important or very important to them – 78% (681) said very important and 20% (174) said important.

319 people from Jersey Farm responded to this question. 97% (309 people) said that the local shopping facilities were important or very important to them.

527 people from Marshalswick responded to this question, with 99% (520) saying the shopping facilities were important or very important.

In Marshalswick, 81% (426) said 'very important' whereas the figure for Jersey Farm was 'only' 73% (234 people).

Q10 What improvements could be made at the St Brelades Place shopping area?

449 respondents commented in response to this question. (This included 202 who live in Jersey Farm and 234 who live in Marshalswick. 5 live in Sandridge or elsewhere and 8 did not say where they live.)

The most frequent suggestions / comments were:

Improve parking	24% (107) of people who commented
I don't use this shopping area	12% (52) of people who commented
Open a bakery / café	10% (45) of people who commented
Clear up the litter	10% (44) of people who commented
Improve the road / pavement surface	6% (28) of people who commented

The main theme from this question was clearly parking, with 24% of comments in response to this question highlighting it (107 respondents).

Respondents commented on the difficulty in finding a parking space at busy times. One respondent suggested converting the space between the shops into additional spaces, and a few suggested limiting free parking to two or three hours, with permits for workers. 12 people complained that disabled parking bays are used by those who are not disabled. Some respondents requested parking enforcement to tackle parking on double yellow lines or parking in disabled bays by non-disabled people.

The second largest theme was respondents saying that they do not use St Brelades Place (12% of comments in response to this question, 52 respondents). Of the 52 respondents, 48 lived in Marshalswick. 9 of the 52 respondents said that they use the Quadrant instead. One respondent commented elsewhere that the shops could be advertised as some people appear to be unaware of them.

In third place, with 10% of comments in response to this question (44 respondents), were the number of comments complaining about litter, including suggesting more bins and that the bins need to be emptied more frequently, and, in fourth place, 10% of respondents (44 people) suggesting a bakery or café would improve the shopping area.

The road and pavement surfaces were identified as needing improvements by 6% of respondents (28 people) commenting on this question. This included repairing speed humps (although one respondent suggested removing the speed humps as they deter people from going).

Other comments included:

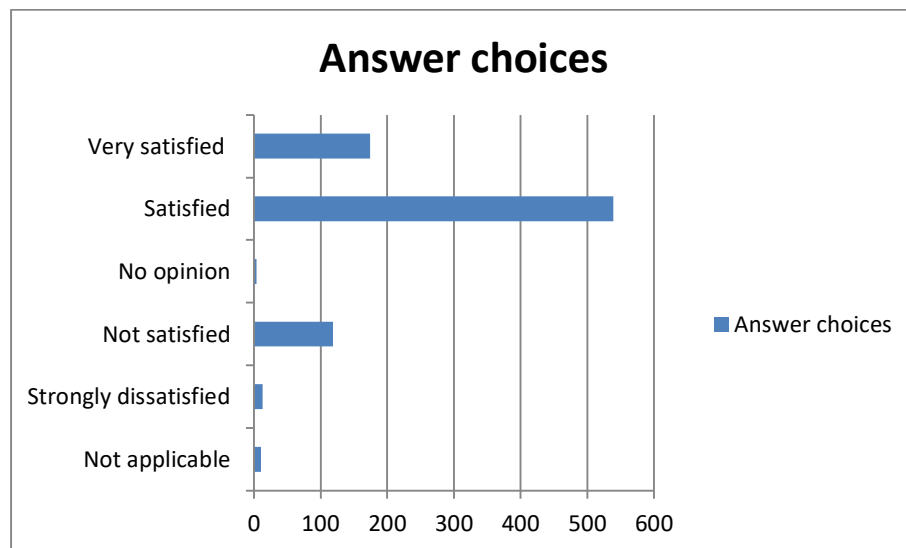
Generally good	9% (39 respondents) of responses to this question
Change layout	5% (22) – suggestions included widening the exit onto Twyford Road and improving visibility, reversing the one-way system so that vehicles enter from Twyford Road and exit onto Harvesters, clearer signage of the one-way system, creating more or wider parking spaces, creating additional parking for disabled people
More variety wanted	4% (20) – specific comments suggested fewer takeaways, although five people said that the variety is good currently
Benches wanted	3% (12) – one resident suggested a bench near the doctor's / community centre for people waiting for a lift

The Blackberry Jack 2% (11) dislike it ("it's an eyesore" "close pub!") and 1% (3) like it ("it's a lovely family pub")

Q11 Are you happy with the mix of retail shops available in The Quadrant shopping centre?

859 people responded to this question.

Answer Choices	Responses	
Very satisfied	20.26%	174
Satisfied	62.75%	539
No opinion	0.47%	4
Not satisfied	13.74%	118
Strongly dissatisfied	1.51%	13
Not applicable	1.28%	11
Total		859



20% (174) of respondents were very satisfied with the mix of retail shops in The Quadrant and 63% (539) were satisfied, so in total 83% (713) were satisfied or very satisfied with the mix of retail shops in The Quadrant.

Question 11a What shops would you like to see that we don't already have?

447 people responded to this question, including the suggestions below for types of shops. (Please note that some people used question 13 to continue their comments in response to question 11. Where appropriate, these have been included below.)

Butcher	34% of responses to this question (151 people)
Hardware / DIY shop	26% (114) – many people miss Allens Hardware Store
Greengrocer	16% (72)
Delicatessen	7% (33)

Restaurant	6% (28) – many wanted a family-friendly pub or restaurant
Toy shop	5% (22)
Coffee shop / café	5% (21)
Fishmonger	4% (20) (includes one response to question 13)
Book shop	3% (14)

Some people were very clear on what they did not want to see more of including:

No more fast food shops or takeaways 6% (29 people)

In total, 103 people complained about the number of fast food outlets, or food outlets in general, in response to one or more of questions 10, 11 and 13. However, 7 people liked the takeaways, representing 1% of people making a comment in this section.

No more estate agents 4% (18 people)

In total 48 people complained about the number of estate agents in response to questions 11 and 13. 549 people commented on one or both of these questions, so 48 represents 9%.

No more coffee shops / cafes 4% (17 people)

In addition 4 people felt no more bakers were needed

No more charity shops 2% (9 people)

Note that in response to question 10 about St Brelades Place 2 people suggested introducing charity shops

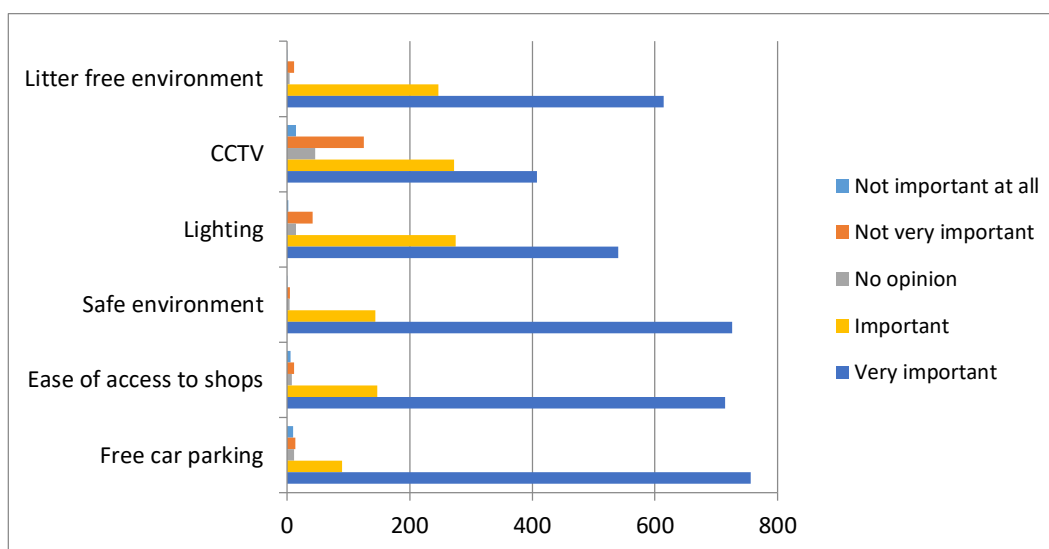
3% (13 people) of people commenting on this question, commented on the range of facilities available at the Quadrant. Opinions were mixed – some praised the current level of diversity and others felt more diversity is needed. (Maintaining or increasing the current level of diversity was more often commented on in response to question 13.)

39 people made an appreciative comment about the Quadrant shopping facilities, including some comments in response to question 13.

Q12 How important are the following features of the local shopping environment?

891 people responded to this question.

	Very important	Important	No opinion	Not very important	Not important at all	Total
Free car parking	85.81% 756	10.22% 90	1.25% 11	1.59% 14	1.14% 10	881
Ease of access to shops	80.59% 714	16.59% 147	0.90% 8	1.24% 11	0.68% 6	886
Safe environment	82.50% 726	16.36% 144	0.45% 4	0.57% 5	0.11% 1	880
Lighting	61.78% 540	31.46% 275	1.72% 15	4.81% 42	0.23% 2	874
CCTV	47.05% 407	31.45% 272	5.32% 46	14.45% 125	1.73% 15	865
Litter free environment	70.01% 614	28.16% 247	0.46% 4	1.25% 11	0.11% 1	877



All features were identified as important by the vast majority of respondents. 99% (870) said that a safe environment was important or very important, followed by 98% (861) who said a litter-free environment. CCTV was the lowest valued feature, with 'only' 78% saying it was important or very important to them.

Jersey Farm residents were more likely to say that CCTV was important: 83% said it was important or very important to them compared to 76% of Marshalswick residents (a 7 percentage point difference). The next biggest difference was in the importance of free car parking, which was important or very important to 97% of Marshalswick residents but 'only' 94% of Jersey Farm residents (3 percentage point difference).

When analysing the 'very important' responses from Marshalswick and Jersey Farm, the biggest difference was again in CCTV, where 53% of Jersey Farm resident said it was very important, compared to 44% of Marshalswick residents (9 percentage points difference). The second biggest

difference however was in the importance of a litter-free environment, which was very important to 74% of Jersey Farm residents compared to 67% of Marshalswick residents (6 percentage points difference).

Q13 Do you have any other comments you'd like to make about shopping facilities in your area?

316 people commented in response to this question. 93 live in Jersey Farm, 217 live in Marshalswick, 1 lives in Sandridge, 3 live elsewhere and 2 did not say.

It was often unclear whether comments related to St Brelades Place, the Quadrant or both. Where comments were clearly about one of these shopping areas, they have been included in the analysis of responses to questions 10 and 11 about St Brelades Place and the Quadrant respectively.

29% (93 people) made an appreciative comment about the shopping facilities, for example. "Very good, we use them frequently" and "Think they are excellent - we are very lucky."

22% (70 people) felt that there are already sufficient, or excessive, food outlets at the shopping areas, in particular criticising the number of fast food / take-away outlets. People commented that they wanted to see more diversity of facilities (and therefore fewer food / take-away outlets) but also that food outlets, in their view, lead to litter, parking problems and crowds of people who can be intimidating for other visitors.

12% (37 people) said that they liked the diversity of shops available and/or would like to see further diversity. A number of people felt that the diversity had been better in the past, with some saying that the Quadrant originally had a covenant specifying that there should be at least / no more than two of each type of shop.

9% (30 people) of respondents to this question said that they had problems finding a parking space at the local shopping facilities. Most of these comments seemed to refer to the Quadrant. (120 people commented on problems parking in response to one or more of questions 9 to 13 on local shopping facilities.)

6% (18 people) of respondents to this question suggested changes to the Quadrant car park in order to create more parking spaces, to remove the width and height restrictions at entry, to improve pedestrian safety, to make the one-way system clearer and to create larger parking spaces.

10% (32 people) of respondents to this question felt that the number of estate agents is sufficient or excessive. (48 people commented on the high number of estate agents in response to questions 11 and 13.)

2% (9 people) of respondents to this question commented on anti-social behaviour. (In addition, 5 people commented in response to question 10 on St Brelades Place.)

2% (6 people) also commented in on the need for more lighting, which seemed to be mainly in the Quadrant car park, and two people commented on the need for more lighting in response to questions 10 and 11. With one exception, these comments came from different respondents to those commenting on anti-social behaviour.

2% (7 people) of respondents to this question emphasised the importance of free parking. (Two similar comments were made in response to questions 10 and 11.)

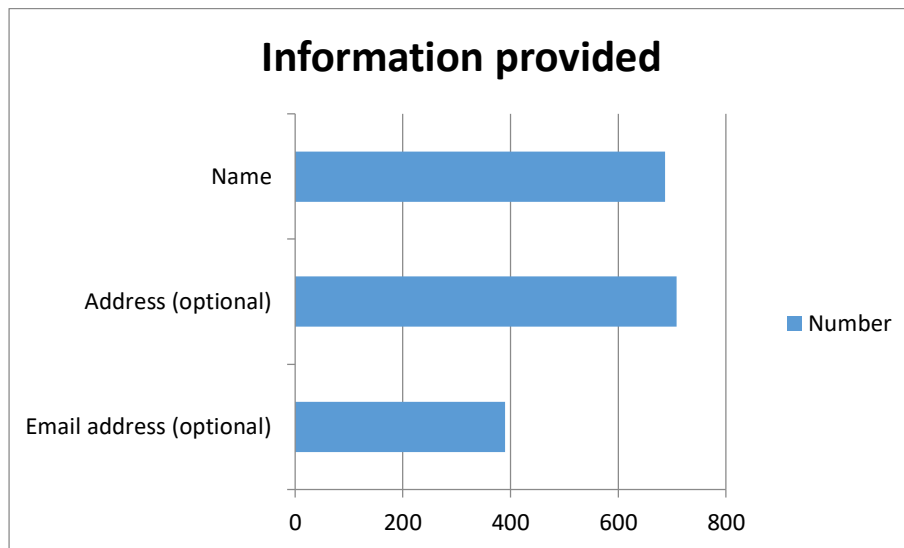
Q14 Are there any other comments you would like to make about your area?

Comments made under this heading have been analysed along with Question 2 above.

Q15 It would be helpful if you could provide your details so we know who has responded to this survey.

The survey received 905 responses, out of approximately 3,879 households in the survey area (a response rate of approximately 23%).

Answer Choices	Responses	
Name	92.09%	687
Address (optional)	94.91%	708
Email address (optional)	52.28%	390

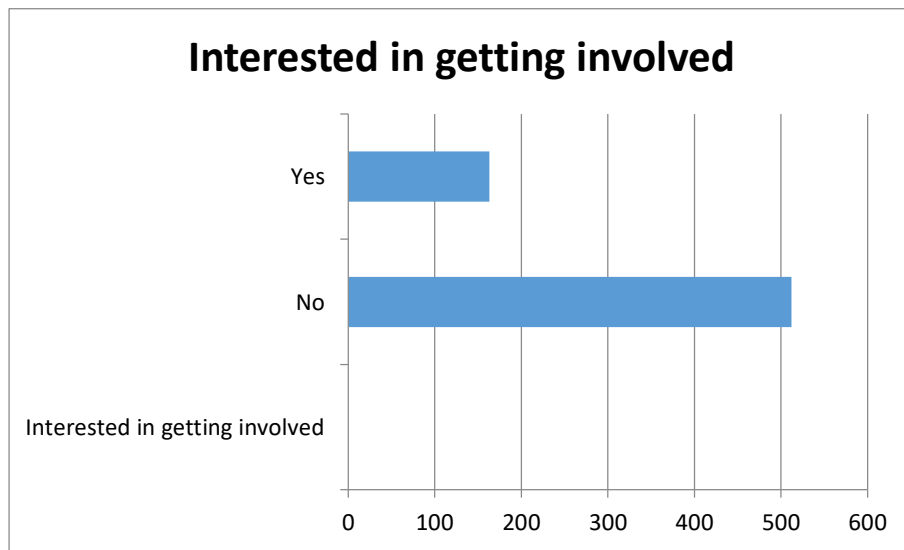


An encouragingly high proportion of respondents identified themselves by name and/or address. 687 (76%) people gave their names and 708 (78%) their addresses. 390 of the 905 respondents (43%) gave their email addresses, facilitating possible future communication.

Q16 Would you be interested in getting involved in the development of the Neighbourhood Plan? If yes, please give your contact details below.

75% (675) of respondents answered this question. Of these, 163 (24% of the total number of respondents) indicated interest in being involved in the further development of the Neighbourhood Plan.

Answer Choices	Responses	
Yes	24.15%	163
No	75.85%	512
Total		675



Appendix 5 Summary of Business Survey Results

SANDRIDGE PARISH COUNCIL
NEIGHBOURHOOD PLAN CONSULTATION



BUSINESS SURVEY REPORT

Our commercial Centres

St Brelades Place Shopping Centre

The Quadrant Shopping Centre

**Sandridge + Ronson Way & 156 St Albans Road Business
Centres**

We welcome your views

This Version: December 2016

SANDRIDGE PARISH COUNCIL

NEIGHBOURHOOD PLAN CONSULTATION



BUSINESS SURVEY REPORT

During the Spring and Summer of 2016, representatives from Sandridge Parish Council visited every business located in the Parish. At almost every business, they met with either the owner, manager or a member of staff, explained about the Neighbourhood Plan that we are producing and the importance attached to the views of local businesses. They left a questionnaire together with a Business Reply-Paid Envelope at each business and this report provides a list of all responses received.

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Responses from –	
St Brelades Place Shopping Centre	2
The Quadrant Shopping Centre	3-4
Sandridge Area + Ronson Way & 156 St Albans Road Business Centres	5-6
Overall Business Statistics	7
You can still contribute	7

For Further Information

Sandridge Parish Council: Marshalswick Community Centre, The Ridgeway, St. Albans, AL4
9TU

☎ 01727 831871 ✉ spc.neighbourhood.plan@gmail.com

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NEIGHBOURHOOD PLAN CONSULTATION BUSINESS COMMUNITY SURVEY

St Brelades Place Shopping Centre - 9 of the 12 businesses (75%) responded

1. What are the benefits of being located here?

1. Free parking
2. Free parking
3. Free Parking
4. Free parking for patients
5. Parking
6. Good size free car park
7. Great community
8. Part of a community
9. Friendly neighbourhood
10. Locals
11. Nice and quiet neighbourhood
12. Peaceful
13. People in the area are nice
14. Good & friendly businesses close by
15. Good location to get around to other areas
16. Good location for neighbouring areas
17. Not too far from town centre
18. Close to town
19. 10 minutes from town centre
20. Local clients walking distance
21. Convenient for local residents
22. Location – we're right on the road
23. Good for schools
24. Families
25. Doctor's surgery opposite
26. Catchment area for patients
27. Part of medical centre (and community hall complex)
28. Cameras so safe area
29. Cash point
30. Customers can get what they want easily
31. We serve a wide range of residents from all over St Albans
32. Good road access and easy to get to
33. No close competitors

2. What are the disadvantages of being located here?

1. Not enough passing trade
2. Lack of passing trade
3. Not enough people in St Albans know about JF
4. For some people a bit further out from town
5. Too quiet area for the business
6. No local café/fast food
7. No café/bakery to entice passing trade
8. No street advertising
9. Not visible from street
10. Not very well lit
11. Upstairs location with no disabled access
12. Rubbish from Tesco's service area – back & front
13. No response
14. None

3. What local improvements would benefit your business?

1. Advertising
2. Posters on the buses advertising local businesses
3. Street signs
4. Sign-posting
5. Notices to show our business
6. Local signage around our area
7. Signage to St Brelades Place – it's quite hard for patients to find – who don't know Jersey Farm
8. Directions from Town Centre (about JF)
9. Café/bakery to entice passing trade
10. Local coffee shop
11. Pot holes in car park maintained
12. More lighting
13. Public Toilets
14. Tesco's lorries too big and frequent – not enough room for such large lorries
15. No suggestions
16. No response

4. What concerns do you have about the future of your area?

1. Keeping a good committee to keep safe and tidy area
2. Keep clean, tidy, crime free, good cameras, etc
3. Put more lights in the area
4. Police patrol time-to-time
5. Need to provide more public service
6. Not too busy – like to be recognised as JF
7. More communications with local
8. Concern of more houses being built
9. Over-populated area
10. Competition
11. Competition in such a little area (residential)
12. Two businesses of the same trade
13. Hope Parking stays free!
15. No comments
16. No response
14. None



NEIGHBOURHOOD PLAN CONSULTATION

BUSINESS COMMUNITY SURVEY

The Quadrant Shopping Centre - 28 of the 46 businesses (61%) responded

1. What are the benefits of being located here?

1. Free local parking on the ring road location
2. Free car park
3. Free parking
4. Free parking
5. Free parking
6. Free parking
7. Free parking
8. Free parking
9. Free parking
10. Free parking
11. Parking free
12. Free car park
13. Free car park
14. Great parking
15. Parking
16. Parking space
17. Car park
18. Great parking
19. Easy Parking
20. Parking
21. Parking close to shop
22. Easy access and parking – has become difficult recently
23. Accessibility
24. Access
25. Good Access
26. Probably the best shopping area in St Albans outside the City Centre
27. Good location
28. Location
29. Good amenities
30. On 'ring road'
31. Good passing trade
32. Walking distance to shops
33. In the heart of the community
34. Close proximity to varied housing
35. St Albans as a postcode
36. Well positioned for us
37. Established trading area
38. Shops
39. Local shops
40. Popular shopping centre
41. Well used by local residents
42. No competitors
43. Varied retail units & banks
44. Good selection of local shops
45. Good selection of shops for people to come to
46. Good range of shops
47. Good selection of shops
48. Good mix of shops
49. Variety of shops/banks/PO/library etc
50. A fantastic parade of shops and facilities
51. Other amenities – eg library
52. A Busy Parade
53. Low turnover of businesses with The Quadrant
54. Generally no empty units
55. High density housing
56. Residential area
57. Centre of community
58. Local community
59. Good community
60. Good community spirit
61. Amazing people
62. Nice people
63. Great contact with local people
64. Family friendly area
65. Family area
66. Good school
67. Amazing schools
68. Good space in the office
69. Dual display
70. Local estate agents for local community
71. Affluent area
72. An Affluent Area
73. Relatively wealthy catchment area
74. Prosperous area with services for everyone
75. Good Quality Housing
76. Green trees to look at
77. Nice environment
78. Public transport close by for patients and staff
79. Petrol station pulls clients
80. No takeaways
81. Low crime area
82. No trouble area
83. Clean area

2. What are the disadvantages of being located here?

1. 4x None
2. None I can think of!
3. None really
4. Can't think of any
5. Parking too busy
6. Parking is difficult at peak times
7. Not enough parking
8. Car park gets full of staff & residents cars
9. Free Parking – non-shoppers take advantage, especially day trippers via coach take up huge amount of parking
10. Car park used by non-shoppers
11. Too many shops the same ie Takeaways/Estate Agents
12. Too many of the same A3/A5 Licenses
13. Too many fast food
14. Too many food/café shops
15. Lots of takeaways so loss of clients
16. Takeaways create youths at night
17. Youths hanging around at night
18. Trouble from kids from KFC/Subway
19. Bus route isn't brilliant
20. Bus route – only one bus (653) route
21. No buses on Sundays
22. Limited on passing trade
23. High Rental Rates
24. Rent/rates too expensive
25. High business rates
26. Not enough walk-in enquiries
27. No control of other shops/shop fronts
28. Could look better e.g. plants, hanging baskets
29. Cleaner
30. Awful council
31. No comment
32. No comment
33. No comments

3. What local improvements would benefit your business?

1. None
2. None for our business
3. Not aware of any
4. Don't know
5. Get rid of potholes
6. Better parking
7. Better parking facilities
8. More parking
9. The 'No Parking' road marking outside Lloyds Bank is faded and ignored – cars park up to the bollards & no wheelchair users, pushchairs can get safely to the shop
10. Clamp down on yellow-line parking
11. Facelift to buildings
12. Flowers around area
13. Better Christmas lights
14. Plant some flowers and trees
15. Street might light up better
16. Public seats prevent from rain or sun
17. More in keeping with the area eg cleaner especially rubbish
18. A Refuse System That Collects More Than 1 Bag
19. Better rubbish facilities for flats above shops
20. Community events
21. Marshalswick Community Event
22. Local market
23. Decrease In Rates
24. Cap on Rent/Rates
25. Lower business rates – services are actually non-existent
26. Better council
27. Better council services
28. New District Planning
29. Advertising of Quadrant as a whole
30. Forum for retailers & community to meet
31. GP surgery
32. Change of Use only for Alternative Businesses
33. Less takeaways
34. A bigger retailer
35. Wider range of shops
36. Bigger wholesalers
37. Would be nice to see another bus route bringing more people in from further afield.
38. No comment
39. No comments
40. No comment

4. What concerns do you have about the future of your area?

1. None
2. None at the moment
3. The parking gets so congested that people will go elsewhere
4. Parking for some residents
5. Parking on yellow lines by Barclays Bank
6. New houses/shop units being built with inadequate parking
7. Marks & Spencer car parking
8. Development of Baton Site will lead to more traffic, more problem parking, lack of parking for Quadrant shoppers
9. Parking charges
10. Traffic problems
11. Congested roads
12. Creating one-way traffic in service roads
13. Over-development of housing
14. Too many houses being built
15. House prices (including rented properties) going too far, leaving people with less to spend/donate.
16. Pressures on schools, doctors, hospitals, etc
17. Keeping a good variety of shops
18. It doesn't become a fast food area
19. New kebab shop – A3/A5 License
20. Similar businesses being given by council
21. More fast food shops
22. New shops – eg M&S
23. District Council book not being revised
24. We must help a thriving community
25. The Impact of Internet Shopping
26. On-line shopping
27. Needs more investment like leisure centre
28. Needs to bring more social activities like cinema
29. Needs to bring bigger companies like Tesco, more banks
30. Growing rent and rates
31. Higher rates
32. Intermittent teen problems – tri-annually
33. No comment
34. No comment
35. No comments
36. No Comment



NEIGHBOURHOOD PLAN CONSULTATION

BUSINESS COMMUNITY SURVEY

Sandridge Village + Ronsons Way and 156 St Albans Road Business Centres

34 of 74 businesses (46%) responded

1. What are the benefits of being located here?

1. 3 No responses
2. Location
3. Easy to reach by car
4. Easy access to London & motorways
5. Ease of access to motorway networks
6. Near M25, A1, M1
7. Good location to motorways (A1(M), M25, M1)
8. Good location for business visitors from London/Overseas with access to city railway station
9. Train link
10. Vehicular access by delivery drivers good.
11. Good business location due to nature of business – although rural, close to town centres
12. Good location – in proximity to major towns
13. Local to town centre
14. Good location
15. Great location – options for Motorway network
16. Access to Wheathampstead & Harpenden
17. Easy access from Beech Road
18. Near main motorway networks & train services
19. Remoteness & Privacy of location
20. Within 5 miles of home location
21. Good size industrial estate – only 13 units
22. On main road – passing trade
23. On a main road – 2 entrances
24. Good Rail links
25. Good access to The north
26. Good location to St Albans
27. St Albans a good city
28. Near City of SA
29. Close to SA City
30. Near SA but out of the city centre
31. Not in congested town centre
32. A good network hub
33. Near homes so people can walk to studio
34. Easy for staff to get to work – 70% live in SA
35. Close to home
36. Close to home
37. No traffic/parking issues
38. Good parking
39. Good parking
40. Good parking
41. Easy parking
42. Easy parking
43. Easier parking
44. Great community spirit
45. Community spirit
46. Being part of a strong village community
47. Village
48. Village community
49. Understanding neighbourhood
50. Good demographic – expendable income levels
51. Demand for high quality goods and services
52. A good local market
53. Local amenities
54. Most services at hand
55. Far enough not to be affected by complaints (eg dogs barking!)
56. Rural location
57. Lovely country location in the green belt
58. Pleasant area
59. A good area to live in
60. Lovely surroundings
61. Space
62. Peace & quiet away from built-up areas
63. Quiet
64. Quiet
65. Surroundings – eg Heartwood Forest
66. Good rural location
67. Countryside, green belt
68. Local countryside
69. Rural idyll
70. Plenty of open space
71. Heartwood forest
72. Rural, quiet, no traffic
73. Quiet – away from residential properties
74. No traffic
75. More relaxed way to work
76. Less stressful
77. Wonderful walking opportunities
78. Opportunities for small businesses to take advantage of the presence of Heartwood Forest
79. 3 successful pubs
80. Lots of new visitors to the village – visiting pubs and forest
81. Proximity of goods & services
82. Safety
83. Secure location – not visible from road
84. Security associated with privacy of location
85. Only shop in the village
86. Low rent
87. Cheap rent
88. Room for expansion
89. Handsome butcher!
90. Keep businesses together
91. Close to tipping sites
92. Next to HWRC tip – very busy
93. Shared site so other users less aware of hazards
94. End of Ronson's Way: one way in/out
95. Availability of labour
96. Ideal for animals
97. Away from residential areas
98. Good local clients
99. To attract new clients

2. What are the disadvantages of being located here?

- 10 No responses and 2x 'None'
- Increasing traffic
- Traffic lights @ King William Junction causes delays when travelling south
- Access to St Albans Road -,long queues from lights
- Traffic lights cross roads
- Traffic – very congested roads
- Local traffic
- Access road
- Access frequently blocked by vehicle queuing to get to council tip – a real problem in summer & @ weekends
- Recycling depot queues during the week.
- Traffic from recycling centre/lorries
- Council tip should never be in this area where people live
- Noise and traffic from the council tip
- Next to HWRC Tip – very busy
- Heavy traffic during morning and afternoon peak times
- Double-parking – also double-yellow-line parking
- Double yellow lines outside office
- Parking
- Insufficient parking
- Insufficient parking for staff & visitors
21. Access to motorways
22. Recent increase in multi-visitor businesses – ie gym, dance clubs, children's play – where parking becomes an issue
23. Difficulties with staff getting here
24. Issues with infrequent public transport
25. Poor bus service
26. Not near enough to major links
27. Poor road network around St Albans to get to Sandridge
28. Traffic on Sandridgebury Lane with no legal means of controlling speed. There will be a fatal accident probably involving children and horses unless common sense prevails and an enforceable speed restriction is introduced on all our rural lanes – 30mph with speed cameras introduced or speed humps – much cheaper to install. But, as usual, this suggestion will fall on deaf ears. Will those in authority admit liability for the loss of life?
29. Woodlands Trust attracting more traffic & visitors
30. Woodland Trust visitors not respecting the countryside and abusive
31. The attitudes of visitors to Woodland Trust seem to be that the countryside is an amenity for their exclusive use.
32. Isolated – easy target for thieves – not a police patrol route
33. Shared site so other users less aware of hazards
34. Very high rates
35. Cost of day-to-day business expenses – rents, rates, etc
36. No access to superfast broadband
37. Poor broadband connection
38. Broadband supply
39. Poor internet
40. Very slow broadband
41. Roads very bad – pot holes, flooding
42. Shortage of low skilled workers
43. Cost – rent and rates
44. High costs
45. Hidden location – new residents get lost to locate the site
46. No visibility from main road
47. Not big enough during busy periods
48. Too far for some of our clients – we used to be in Fleetville which attracted lots of walk-in trade

3. What local improvements would benefit your business?

- 12 No responses
- None
- Less traffic
- Slower traffic
- Removal of King William traffic lights
- Better traffic light service
- King William Lights filter turning right from Marshalswick Lane
- Wardens to monitor double yellow line parking
- Traffic enforcement (SA Road to Sandridge) – speed humps
- Improvements to road/infrastructure
- Better through traffic at peak times from the junction at Batchwood Drive
- Less traffic lights & more roundabouts
- A filter road for Redbourn & North
- A better ring road
- Speed restrictions/humps on rural lanes
16. Better road signage
17. Better signage
18. Charity cycle rides, etc. never came and take their signs down
19. Wider pavements
20. Pedestrian walkway to the St Albans Road
21. Cycle path
22. Resurface and upkeep small roads
23. Improvements to bus service
24. Better bus service
25. Better opening times of the recycling centre to reduce queues
26. Better control of local recycling centre
27. Relocation of council tip
28. Increased area for parking- even if we had to pay a rental fee
29. Police patrols
30. Police/Fire to visit local sites & advise on security/Health & Safety
31. Prosecute fly-tippers/litter louts
32. Faster Internet
33. Supply of fibre optics to estate
34. Fibre broadband
35. Better broadband provision
36. Better internet
37. Improved broadband provision
38. Better broadband communication (4G)
39. Quicker and cheaper planning process for improvements/developments
40. Reduction in business rates
41. Lower rates
42. Reduce rent and rates
43. Still early days as we're new to the area. Our old location was established 28 years ago feel we're starting again
44. Grass verges being cut so people can walk on them as there are no pavements
45. Stop destroying the green belt

4. What concerns do you have about the future of your area?

1. 15 No responses and 3x None
2. None – if the above is taken note of.
3. Country lanes are not properly surfaced or drained. HCC & SA especially are the worst in the UK
4. No big concerns
5. Speed limit on B651
6. Rubbish tipped on small roads
7. Sandridge village is 'lopsided' with ribbon development on one side and much deeper development on the other
8. Over-expansion of the village
9. Over-development of countryside, farm land, commercial real estate for residential housing etc
10. Sooner or later the village will be linked with SA and lose its identity and the community will suffer.
11. There is a desperate need for low-cost housing for local young couples
12. Increasing urban development
13. Again green belt destruction
14. Building on green belt land is a concern
15. More houses, closer houses
16. Symonshyde & Hatfield development
17. If the Sandridge Business Park were redeveloped for housing, we would lose our factory – there are very few factory premises in SA generally – to buy and/or rent
18. Over-development of residential (from business)
19. Increase in future traffic
20. Heartwood traffic
21. Taking 30 minutes to get out of St Albans at rush hour & to get home.
22. Speed traffic passes SA Road
23. Turns to residential housing – loss of business to housing
24. More housing – strain on roads, infrastructure & services
25. Lack of schooling
26. Loss of green spaces
27. Not losing Green Belt area
28. Increase in rates
29. Higher business rates and companies moving away
30. Affordability of housing/rent for small businesses
31. An increase in businesses attracting multiple simultaneous users to the estate by car.
32. Lack of awareness of the importance of available land, buildings for small businesses
33. Over-reliance of work/jobs in London

Overall Business Statistics

	No of Businesses	Responses Rec'd	%age Responses	f/t Emplt	p/t Emplt	
St Brelades Place Shopping Centre	12	9	75%	28	37	65
The Quadrant Shopping Centre	46	28	61%	72	108	180
Sandridge Area + Ronsons Way & 156 St Albans Road Business Centres	74	34	46%	444	87	531
	132	71	54%	544	232	776
				70%	30%	

NB: The employment figures are actuals from business responses received.

They do not include 61 businesses (not responded), schools, churches, parish council, self-employed, etc.

For further information: Contact Jeff Lewis @ Sandridge PC spc.neighbourhood.plan@gmail.com

Appendix 6 Summary of School Survey Findings

Sandridge Parish Council Neighbourhood Plan

Schools and Community Sub group

Comparative Analysis of results from discussions with School Leaders May and June 2016

Sandringham 7 Form Entry + 6 th Form Ofsted Outstanding	1300 Students Inc. 300 6 th form School Full	160 FTE Staff	Catchment	SEN/ Pupil Premium
Wheatfields I 3 Form Entry + Nursery Ofsted Outstanding	210 Students + 80 Nursery School Full Spaces in Nursery	35 FTE Staff	Very Local Catchment	18.5 %SEN/ 10.9% Pupil Premium
Wheatfields J 3 Form Entry Ofsted Good	210 Students School Full	35 FTE Staff	Very Local Catchment	SEN/ Pupil Premium
Skyswood JMI 1 Form Entry + Nursery Ofsted Outstanding	210 Students School full	30 FTE Staff	270 m Catchment	SEN/ Pupil Premium
St John Fisher JMI 1 Form Entry Ofsted N/A	210 Students Some spaces	20/30FTE Staff	City wide Catchment	10% SEN/ Pupil Premium
Sandridge 1 form entry + nursery Ofsted Requires Improvement 2013	217 Students School Full Nursery spaces only	30 FTE Staff	Very wide Catchment includes Jersey Farm	5% SEN/ Pupil Premium

Sandridge Parish Council Neighbourhood Plan

Schools and Community Subgroup

Draft analysis of findings from School interviews

Infrastructure and capacity	Most schools are at full occupation from yr R upwards. Vacancies exist in Nurseries Any increase in population will place strains on the facilities Schools are short of communal/ informal space for dining, computer suites etc.
Playing fields/ Out door space issues	Schools are protective of the green and open space that they have. Outdoor and green space is of special value to the physical and mental well-being of children and young people. Any decision for premises extension requires funding which is in short supply and would have to be matched with the provision of other spaces for communal activity
Transport and Parking	Each school has its own particular parking problem connected with drop off and pick up of pupils and staff parking causing potential danger to children and irritation to adults More parking regulation enforcement as well as space provision would be welcome Schools with wider catchment areas find it hard to encourage a walking or public transport policy Use of public transport does not figure greatly in the lives of schools
Community Relationships	All schools would welcome closer links with the wider community in different ways Sandringham's facilities are widely used by community sports and arts groups as well as other schools. Schools welcome use by the community but are limited by the size and scope of what they can offer. Community use provides a useful source of income.
General Issues of concern	This is a high performing aspirational area. The success of the schools contribute to the attractiveness of the area for families and also add to house prices There is a concern about the mental well-being of children and young people This is a low crime area but with pockets of drug taking from time to time The cost of housing in Hertfordshire contributes to staff recruitment difficulties There are plenty of open spaces and play areas but not always immediately close to where people live.
Graham Clarke 05/07/16	

Sandridge Parish Council Neighbourhood Plan

Schools and Community Group

Analysis of Responses from Sandridge School. Children aged 4-11 divided by place of residence in Sandridge Village, Jersey Farm or Marshalswick North

Sandridge School has been the only school that has taken up the opportunity to participate in the school survey. Returns were received from the whole school but those who indicated that they did not live within the Parish were excluded

General Comments

The responses from all ages were direct and thoughtful, reflecting the interests and social abilities of each age group. For example comments about shops are more frequent in age 10 + which we can assume is a reflection of the freedom of this age group to access and use shops.

Understandably there is a frequent mention of Parks and Playground equipment. A common theme is the lack of age appropriate equipment for the 9+ age group. There is also a demand for Skateboard pitches, Astroturf pitches and football pitches. Whilst out of the scope of the NP these are issues which SPC might wish to consider at some point.

Many respondents thought the area was nice, friendly and peaceful and a few expressed the concern that they would not like this to change. There was a clear appreciation of the green environment of the area and the Heartwood Forest.

In comparison of areas, there was lower satisfaction among those living in Sandridge village. Issues of parking, dog mess and lack of parks and equipment feature.

Other issues raised which might be useful for other groups include concerns about speeding, busy traffic, narrow roads

Concerns for the future are listed below

Graham Clarke

Our concerns Jersey Farm

That it will still be good in the future
That it will become unsafe over the years
There will be a major accident because people drive too fast
Lots of pollution
that everyone gets along
flooding will not get worse

Our Concerns Marshalswick

The trees
too many cars
No McDonalds
too much rubbish
teenagers may turn into bad people
Not much green
No Sinkholes
Pollution

Our Concerns Sandridge

More houses more children
it will get too big
Open spaces will get built on
School places
If no one watches me play someone may steal from me
Possible earthquake
Getting bullied
my cats getting run over
increasing robberies every week
rubbish being left around
Pollen
Becoming a hide out for bad people
Traffic
Busyness
too much development
Pressures on services
Closing the gap between villages

NEIGHBOURHOOD PLAN



**Sandridge Parish
Neighbourhood
Plan**

Initial Draft for Comment

Version 1.6: August 2017

REPORT

- Emails circulated to Councillors, Residents and Businesses
 - Responses Received
 - Actions Taken

September 2017

September 12th 2017

To Sandridge Parish Councillors
Members of our Community Working Parties and Policy Groups

(Total on List: 413)

Dear *|FNAME|*

Sandridge Neighbourhood Plan: Initial Draft for Comment

I am writing on behalf of the Chairs of our Neighbourhood Plan Policy Groups; we would appreciate your thoughts and feedback on an important document that we have produced.

It is available to download from the Parish Website via this link - http://www.sandridge-pc.gov.uk/Neighbourhood_Plan_1692.aspx

If, for any reason, you are unable to download the document, email me and I'll email you a copy. A paper copy is also available for reference at The Parish Office and Marshalswick Library.

We'd be most grateful if you would send your comments -

- **By Email:** spc.neighbourhood.plan@gmail.com
- **By Post:** Sandridge Parish Council, The Ridgeway, St Albans, AL4 9TU

Please Note: This is an early draft and incomplete version of our Neighbourhood Plan. The final version will be in a consistent style and include much more information, photographs, etc. and we will employ a professional Editor to help produce it.

BACKGROUND

As you will know, a small group of committed Councillors and Residents has put a considerable amount of time and attention into developing the Policies that will form the core of our Neighbourhood Plan. These Policies are now included in a document that we are making available, at an early stage, to Parish Councillors and Residents.

The next stage will involve:

- Editing this document as a result of feedback and providing additional, required information
- Further public consultation - including public meetings - with a range of "interested parties"
- A 6 week Formal Public Consultation Period
- Formal submission of the final draft to St Albans District Council for their approval
- Submission of The Plan to an Independent Examiner for his/her approval
- A referendum of Parish Residents to approve The Plan

If you have any questions/would like further information, simply email spc.neighbourhood.plan@gmail.com

With thanks in anticipation of your response.

Jeff Lewis

Facilitator: Sandridge Neighbourhood Plan

September 13th 2017

To Sandridge Parish Residents on our Neighbourhood Plan Emailing List

(Total on List: 64)

Dear *|FNAME|*

Sandridge Neighbourhood Plan: Initial Draft for Comment

I am writing on behalf of the Chairs of our Neighbourhood Plan Policy Groups; we would appreciate your thoughts and feedback on an important document that we have produced.

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If you have any questions/would like further information, simply email spc.neighbourhood.plan@gmail.com

With thanks in anticipation of your response.

Jeff Lewis

Facilitator: Sandridge Neighbourhood Plan

SNP: Initial Draft for Comment - to Residents on our Email Circulation List

September 16th 2017

To Sandridge Parish Businesses who responded to our Business Survey (Total on List: 62)

Dear Sir/Madam

Sandridge Neighbourhood Plan: Initial Draft for Comment: Sustainable Commerce

This email is being sent to businesses in Sandridge Parish who responded to our Business Survey (quite a while ago now!) and provided an email address.

We would appreciate your thoughts and feedback on an important document that we have produced – ‘Sandridge Neighbourhood Plan – Initial Draft for Comment’ – in particular the Sustainable Commerce Section that describes the Policies that we are proposing to put in our Neighbourhood Plan

It is available to download from the Parish Website via this link - http://www.sandridge-pc.gov.uk/Neighbourhood_Plan_1692.aspx

If, for any reason, you are unable to download the document, email me and I'll email you a copy. A paper copy is also available for reference at The Parish Office and Marshalswick Library.

We'd be most grateful if you would send your comments -

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If you have any questions/would like further information, simply email me.

With thanks in anticipation of your response.

Jeff Lewis

Facilitator: Sandridge Neighbourhood Plan

62 sent and 9 no. email addresses were unsuccessful

14 Responses Received: Replies sent to all; 13 discussed at PG Chairs Meeting 35 held on 28th September

1: September 12th: Dear SPC,

Just had a quick read through the NP, it looks really well researched and comprehensive, very impressive! Thank you to all those people that have produced such complex and in depth work. I really like the emphasis on Sustainable Development and the fact that it is in bold and green!

I have attached a PDF copy of a tiny amendment I am suggesting for clarity.

Kind Regards **Stefania Estacchini**

Chapter Sustainable Housing Development Policy Title Housing Development and Building Guidelines (Small developments of 5 dwellings or under) Date 1.5.17 Version 0.5

12. New developments, extensions and in particular timber frames loft conversions should use non-combustible insulation.
13. All new developments and home extensions should allow for floors, roofs and walls to be 'super-insulated' to save energy. This would mean that all new cavity walls will be 150mm rather than the standard 100mm.
14. The addition of renewables (for example solar or PV panels) or water saving features will be encouraged.

Action: Referred to Sustainable Development Policy Group

2: September 12th: Thanks Geoff,

I have read all the Neighbourhood Plan documents that were produced for the Council meeting and I think that they are excellent. The amount of work that has gone into them is fantastic. I assume that you would like me to read them again. If I have any suggestions to make I will be in touch.

Best wishes, Neil Harris

Action: None Required

3: September 13th: To whom it may concern,

This is a weighty document and something that has clearly taken an enormous amount of work, time and energy. Those that have produced this need to be congratulated. It seems to be highly inclusive, and has clearly taken every aspect of planning that I can think of, into account. Without professional involvement, knowledge or support I would be hard pushed to be able to offer any observations, changes or improvements. But I wonder if this isn't the point.

It seems to me that Governments should not be asking local people to come up with these plans, or to critic them. If they do, surely the chances of coming up with a consistent and coherent plan or approach across the country is almost impossible. Likewise, there must be a higher chance, than would be appropriate, that these plans could go on to be manipulated, corrupted or weakened by professionals after there public agreement, if appropriate support and advice has not been sort.

Before listing my questions I just wanted to point out that property in Sandridge Parish is incredibly valuable, this value is only set to go up, there is thus real likelihood of professional organisations being involved in getting permissions etc that the Parish does not want or/and is ill equipped to fight.

So, without wishing to criticise, in anyway, those whom produced this plan. What I want to know is the following:

- Has there been professional involvement such that these plans are 'safe' from manipulation or corruption after the fact?
- How will this be policed and how will those who ignore these plans be dealt with?

- Was there some kind of template from centralised Government that allowed for this, such that this plan will be robust enough both in terms of what it covers, as well as the protection it is offered and can offer legally?
- Is this plan flexible in the Parish's favour? i.e. can we make amendments/change the rules, when we need or want to as a community?
- Can challenges from outside sources be properly blocked, and the plan not brought into disrepute or ignored, by professional organisations who may have a closer desire to and on profits than on our local community?
- The major point is the difficulty of dealing with professional organisations. Can we be certain that if Tesco, or the like, wanted to build or to 'land bank' that our Parish would be properly equipped, through this plan, to get them to do the right thing quickly, without costly argument and with respect and regard to our community?

These points may have been covered but, perhaps, not in a language that I understand.

I do hope this helps. Kind regards, Andrew Stearn.

JL Responded: 13th September 2017

Creating a Neighbourhood Plan provides a major opportunity for local residents, through their Parish Council, to have an influence on the development of their local community and their local environment, which is why your Parish took on this challenge to produce one. The core part of The Plan, when finalised and agreed, will be our Policies – and these will become an integral part of the formal Planning Policies that will be implemented by SADC.

With respect to the important questions you raise, you can rest assured that there is plenty of 'due process' involved in developing a Neighbourhood Plan. There is no 'centralised template' (every Town and Parish is different and the issues each one faces are very different) but we have, and continue to refer to, –

- Government Guidelines and Regulations
- St Albans District Council Planning Department
- Other Neighbourhood Plans
- 'Friendly Professionals' – e.g. with Planning Experience

We are also required to provide evidence to back up any decisions/policies that we develop.

As related in the email you received, there are also a range of formal processes we are required to go through before our Plan is accepted, and then it will be regularly reviewed and updated by the Parish Council.

I am copying in John Hale, who is leading the development of our Neighbourhood Plan and he may wish to add further information.

Andrew Responded: 14th September 2017

Jeff

Thanks for answering my queries, I have tried to understand all that the plan mentions.

My observations were in no way supposed to undermine or criticise those who have worked so, obviously, hard on getting this plan right. My intention is solely to support as I am able. Thanks to your response I am satisfied that no 'big business' will be taking advantage, which was clearly my main concern.

I will continue to try and get road users to attempt the, almost impossible task, of driving at the speed limit. Thus offering appropriate respect for our laws, our homes, and our village!

Living close to the road, as some of us do, means we have to put up with the noise and danger of those who would travel at unacceptable speeds. At 30mph a human involved in a road traffic accident has a better than 90% chance of survival. At 31mph this percentage falls to less than 50%. This is just how physics and momentum work.

These, unfortunate facts, may help us all understand why some are so concerned about this topic and why it is so important.

Those who work on housing in Sandridge should be helped to understand noise, speed limits, delivery times and the need to work within the H&SE rules regarding this and PPE (personal protection equipment), working methods etc. The Parish can help us by continuing their good work of including points, when granting planning permissions, that determine delivering times, parking restrictions, noise levels, start times and so on. It's surprising how often this stuff is mentioned to us when we

are out recording speed and number plates.

Hope this makes sense and helps.

Kind regards, Andrew Stearn.

Action: Comments Noted: No amendments required

4: September 13th: Thanks for your work on this

This is a very long document so I haven't read it all. My main comments would be it seems excessive to have 2 car parking spaces (are we not really encouraging cars?) for a 1 bedroom place and how would any flat have required garden space? We do need affordable and small buildings for our young people. Also Skyswood School is not mentioned under schools in introduction.

Perhaps I'd have answer if I'd read whole thing....a summary would have been much appreciated.

Clare Julien

Actions:

- 1: Parking: Corresponds with SADC Draft Local Plan
- 2: Review Flats: Garden spaces not prescribed?
- 3: Skyswood: Check Introduction – also with St John Fisher

5: September 13th: Thank you for giving me an opportunity to read this.

There are many sensible and common sense suggestions that have been well thought out. I was greatly impressed by the quality and depth of the plan.

I realise that your work is providing a neighbour plan for our neighbourhood. However, I am also concerned about possible developments just outside our boundaries that will also impact the quality of life for our residents.

I note your comments about certain services such as the provision of health care and water being at capacity. How is this local plan fed into the planning decisions of adjacent districts? For example, there is also a nationwide shortage of GPs and far flung A & E departments with long queues serving a wide population catchment area. I am particularly concerned about possible developments at Symondshyde and Oaklands impacting on services and quality of life issues. Also, parking in St Albans town centre is often limited on market days without yet another large increase in population needing to access the same amenities.

High numbers of houses are planned to be built in Hatfield and WGC. Hatfield doesn't have the same beautiful town centre as St Albans and I am sure that many new residents will gravitate to using the town centre in St Albans, compounding the parking and congestion issues there.

Do you have any input into the development of land outside the parish boundaries as they will have impact on the quality of life of people living here?

Just one or two other comments:

I live just off Chalkdell Fields; parking is a big issue in that road and the surrounding roads. One solution may be to lower the curbs and put some of the green car parking matting in some of the open spaces, particularly on the green patch opposite to the old people's bungalows and on the green area where the gas board is currently storing all their equipment. People living on the other side of St Albans Road regularly park in Chalkdell Fields compounding the parking difficulties for residents. The scout hut also produces additional parking difficulties at drop off and collection times. The verges themselves would be better done away with and the street widen with some parking bays. Or maintained as "green bays" with the parking matting. The verges are not uniform in size and have little aesthetic appeal. Additional parking is urgently needed.

Parking is also an issue along the Ridgeway, especially at school drop off times: again maybe a few "drop-off" parking bays in

adjacent streets would alleviate the problem.

It is no use discussing "irresponsible" parking as residents have no alternatives than parking in the street where they live. People also often have visitors or visits from tradesmen. There is no additional parking for such vehicles. I note that the four new semi-detached houses on St Albans Road on the old car rental site do not have the levels of parking outlined in your plan. New homes clearly need to be provided with the level of parking you outlined.

I liked the mention of public paths being available for carriage driving. The bridle paths do need more frequent inspection as they are often over grown branches that are hazardous to riders, especially when it is raining and the branches are weighed down by rain. Riders in single file sometimes find the tracks overgrown. They need to be better maintained in order to be suitable for wider horse drawn vehicles. I am very fortunate to be able to help a lady with her driving pony in Chiswell Green. There are not many tracks and places that are suitable for horse drawn vehicles. We only go out very early on a Sunday morning when other traffic is light. I am sure more equestrian drivers would be encouraged if there were suitable networks of tracks available. Driving is a very suitable pastime for horse lovers who may not be fit enough to ride anymore. It is also a means of taking disabled people "off the beaten track."

Once again, thank you for sharing the plan with me.

Kind regards, Sonia Taha

JL Responded: 14th September 2017

In response to some of your questions -

- This Neighbourhood Plan is for the Parish of Sandridge and, providing we meet the necessary requirements, will become a legal document – sometime next year, all being well.
- There are other Plans being developed locally –
 - Local Plans @ a District level – in St Albans, Welwyn Hatfield, Hemel... etc.:
As a Local Planning Authority, The St Albans Local Plan 'oversees' our Neighbourhood Plan. As an example, St Albans Local Plan currently recommends the development of 'St Albans East' – i.e. part of Oaklands College. We have commented on this and are suggesting various Policies in our Neighbourhood Plan for such a large development (as you will have read in our Draft). However, the decision to proceed with this development lies in the St Albans Local Plan being accepted. Similarly, the Symonshyde development is being recommended by Welwyn Hatfield Borough Council – and Sandridge Parish Council has commented on this – but, again, the decision to proceed with this development lies in the WH Local Plan being accepted.
 - Other Neighbourhood Plans – in Redbourn, Wheathampstead, Colney Heath...
We can comment on and do our best to influence their Plans - and they can ours - and there is a 'duty to cooperate' on all of us
- We are very limited in how we can influence facilities and resources provided by the National Health Service - which are managed by the local Health Authority
- Everyone is well aware of the impact of cars – traffic, parking, pollution etc. – and our approach is developed around the idea of 'sustainability' – so how can we influence residents – e.g. through seeking the improvement of provision of public transport, encouraging people to walk, cycle, etc.... - is part of our Agenda.

I am copying in John Hale, who is leading the development of our Neighbourhood Plan and he may wish to add further comments/information.

Action:

Verges – JH to respond as County Councillor

Maintenance of Footpaths - HCC responsibility

Developments beyond Parish – We are cognisant of these: The Parish communicates with SADC and Neighbouring Parishes
Health – JH to respond

6: September 12th: Many thanks for this. Is the Executive Summary page intentionally blank?

Best wishes, Peter Crumpler

Action: None Required – JL has responded

7: September 13th: Hello,

I think this is an excellently well thought out plan.

I have one specific comment, if you will forgive me being rather pedantic. On page 25 and repeated on page 27 is the phrase "In Church End and the High Street there are a number of 16th and 17th Century timber framed houses, although the framing is no longer visible" suggesting that the old timber framed houses in the village once had their frames exposed. Perhaps you know more than I do, and I am perfectly willing to stand corrected, but I wonder whether this is actually true. My house, number 22 Church End, built circa 1700, is of timber frame construction, but it is clear from the lath nails on the outer surface of the timbers, and from the status of the timber frame itself, that it was always plastered externally. I see no reason to think that numbers 9 to 11 opposite, which are older, are any different. Perhaps it would, in my opinion, be more true to say "there are a number of 16th and 17th Century timber framed houses, although the framing is not visible" thus removing the suggestion that the frames were once exposed.

There, I said it was a pedantic comment, didn't I? Otherwise I think it is an excellent document and I am broadly in agreement.

Many thanks Regards Deborah Cole,

Action: None Required

We believe that brick facing was added later to preserve the timber structure

8: September 14th: Hi,

Thank you for sending me a link to the Neighbourhood Plan.

As a trained proof-reader and copy editor, I would be happy to review the document for free in terms of content, grammar, etc. - but only if you think this would be useful.

with best regards Nick Hawkins

JL Responded: 14th September 2017

Special thanks for your generous offer to proof read any documents that we produce which I will share with the PG Chairs and then get back to you with a response.

Hi Jeff,

I have had a more detailed read of the plan, and am very impressed by the detail that has gone into it.

Apologies if I am late to the party, so the following questions may be so stupid as to be irrelevant.

- Who has given us the opportunity to prepare the Plan?
- What power does the Plan have in law?
- Why 2031?

If these aren't too stupid, it may be worth including the answers in the Plan (unless they are there and I missed them).

kind regards Nick

Action:

JL to write back – we may get back to you when we have a document being prepared for publication

9: September 15th: Jeff my comments are mainly editorial.

! I would have thought that this should be just a document/Plan on what the parish has jointly agreed. So for me the title should be "An Introduction to the Sandridge Parish and it's Plan"

2. Again the title for pages 4-5. Why do you continue use throughout the document "we". Who is we? Surely this should

- read "The need for a Neighbourhood Plan". The use of "we" should be edited throughout the document.
3. Introduction. This should be entitled " An introduction to the Parish and its Plan"
 4. "Vision". This should start as "The vision is that...."
 5. The historical description of Sandridge is related elsewhere so why is there a need to say it all again.
 6. The statements have to be more positive. For instance "The Neighbourhood Plan will has to be based on robust evidence" I think that this should read "The Neighbourhood Plan is based on robust evidence."
 7. Under "Key issues that have influenced the neighbourhood Plan" Infrastructure. Reference is made to "localised flooding and increased flood risk". I have lived in St Albans since 1958 and there is no occasion when flooding has occurred other than local road junction areas where there has been some neglect in drainage maintenance. Topographically St Albans is located on the highest point of Hertfordshire and cannot ever be flooded. This remark should be deleted.

I have no further comments. Terry Mahoney

Action:

Items 1-6: These will be picked up during the editorial development

Flooding: This is incorrect as several roads in the Parish are liable to flooding due to run off.

10: September 22nd: I thought the plan was well considered and detailed. If it is kept to the area should remain a good place to reside. Much thought had obviously gone into the details. There were a few typos, but I expect they'll be ironed out after consultation. I actually can't think of anywhere I'd rather live and think with this plan, that's not likely to change.

Well done all involved. Sue Saunders

Action: None Required

11: September 23rd: Dear Jeff

This is an excellent start.

I have just given it my first run-through. I have plenty of comments (!), which I shall need to rationalise in two more readings. What is the timescale for this consultation?

Kind regards Martin J Thornhill

September 27th:

Dear Jeff

Linked below is a folder with the original PDF of the draft plan with my comments, and a summary of only my comments (with context).

Some of my comments are proofings, but I have some reservations about some policy choices and objectives, namely:

- a presumption that car parking must somehow be abolished/controlled/magicked away.
In the real world, we can't afford to waste space with grass verges; parking is a better use of the land, and we must avoid the risk of allowing a highway authority to start making money out of residential parking;
- Proposed use of the Localism Act, which I think is counter-productive;
- The non-planning community policy is very poor. I cannot reverse engineer what a third party is supposed to make of it, and it looks to me like it might want to re-invent a triangular wheel, so I propose scrapping it entirely;
- Objectives that are negative and reactionary, in particular policy C5(D) (page 92).

This is only a quick job, so E&OE!

<https://drive.google.com/drive/folders/0B9KGAA8x2FBebkIYTVHS3BobIU?usp=sharing>

If you have any queries, please ask. Kind regards. Martin J Thornhill

Action: To the above

Parking – Noted

Action: To the detailed Notes in our Draft Plan

12: September 27th: Dear Mr Lewis

Sandridge Neighbourhood Plan

Many thanks for emailing a copy of the Initial Draft of the Sandridge Neighbourhood Plan. I congratulate all those who helped to formulate the Plan, and concur with the proposals.

Best Wishes Hazel Stringer

Action: None Required

13: September 27th: Provided by 'unknown' who borrowed a copy from the Office and returned the following printout -

Sandridge Parish Neighbourhood Plan

Comments on Initial Draft, Version 1.6s: August 2017.

As stated, many people have obviously devoted much time and effort to producing this document and they are to be congratulated on its comprehensiveness.

Clearly, there is no point in commenting on the myriad of matters I am in agreement with so have restricted myself to additional matters for you to consider the first of which is that the Executive Summary on page 2 is blank.

Sustainable Development: Version 0.5 1/5/17

Page 3: Item 14 is ambiguous.

It is noticed that the upkeep of fences/walls in communal areas, such as around garage blocks, often does not happen. *It is not clear who* is responsible for the upkeep of such items; in future development's they need to be made the responsibility of one house owner or one of the councils. Collective ownership among several house owners does not work well.

Page 6: Item 14.

Provision needs to be included for appropriate height/thickness of any new boundary walls. In the Jersey Farm area many of the original walls are about 2m high but only 100mm thick and several have had to be rebuilt.

Page 8:

Whilst solar gain is a laudable aim, similarly so is shading. Summers are becoming increasingly hot and the shading of south facing windows, say by external shutters, needs to be considered as is the cooling of conservatories. Increases in insulation also helps to keep heat out in the summer as well as in during colder weather.

Page 12:

Regarding the Oaklands Development, the single exit at the junction of House Lane and Sandpit Lane for the large residential area is considered insufficient. It is hoped that the additional exit/access points to Hatfield Road, shown on the map, will have road links to the residential area so as to spread the load of traffic movements.

Page 30: Para 5.

Jersey Farm is not only separated from Sandridge Village by the Woodland Park, but also by the large area of farm land bordered by House Lane to the north, the Woodland Park to the southeast *and* the Jersey Farm estate to the south; this is clearly seen from the maps on page 15. It is vital this buffer zone is maintained for the benefit of both communities and a clear, unequivocal statement to that effect needs to be incorporated into the document.

Sustainable Transport

Page 10:

The document acknowledges the usefulness of Jersey Lane. Unfortunately, the upkeep of this lane is lacking, particularly in regard to the quite continuous need to cut back the foliage, stinging nettles and brambles that encroach into the Lane which is very prevalent in its northern section between Sandringham Crescent and House Lane. Furthermore, whilst much commendable cinder resurfacing work has recently been carried out to the section north of St Brelades Place, it is a pity the surface on which this resurfacing was laid was not first skimmed level so that the new surface would be flat rather than merely reproducing the bumpy surface that existed.

I hope these comments are useful.

Action:

Although the document is unsigned, JH believes he knows the author and will be in contact with him.

Sustainable Development

Page 3 - Requires Amending

Page 6 – No action required: new build will be required to meet legislation in operation at that time

Page 8 – No action required

Page 12 – Part of the Local (District) Plan: we agree with the sentiments, referred to it in our Sustainable Transport Section and have raised the matter with SADC

Page 30 – Noted: will modify the wording

Sustainable Transport

Page 10 – JH will pick up

14: October 4th received after our PG Chairs Meeting when these matters were discussed

Thank you for sending me the draft Plan.

I am not familiar with this type of document but I have looked through it and am very impressed with the amount of work and detail it includes.

I have recently been praising (to anyone who will listen!) the new infill housing redevelopments in Sandridge village and today I had tea in the wonderfully renovated tea shop building. Sandridge is really looking up - sympathetic small or infill developments will help support the other improvements in the village. As for the larger developments, your Plan seems to set out comprehensive recommendations.

Overall, the priorities in your Plan seem about right to me.

Personally my main concerns, though not the responsibility of the Parish Council, are:

- the continuing uncertainty about hospital services,
- the lack of direct cycle paths into St Albans (yes, I too would like to cycle more),
- the continuing reductions in bus services and
- the reduction in cutting back undergrowth alongside pavements (e.g. walking from the King William junction to Sandridge is not pleasant)
 - and of course plane noise pollution!

I'm sorry I can't be more specific but in my quick reading I could not see anything that I disagree with. Well done!

Anita Wall,

MAILCHIMP STATS

Mailchimp provides comprehensive stats on the email circulated – we not only have numbers, but the email address of each person (e.g. who opens an email, bounces, unsubscribes...)

5th October 2017

To List	Total	Opened		Clicked on Link		Unsubscribed
Residents	413	200	48.5%	93	22.6%	2
Councillors & Active Residents	64	36	56.3%	12	18.8%	
TOTALS	477	236	52.40%	105	20.70%	2

Unsubscribed

Melanie Lottering Moved out of the area

John Warriner I have moved my residence to another part of the country

Hi Jeff,

Thank you for your kind words and best wishes.

My wife and I decided to downsize and move away from the area we have lived in a brought up our family, for 40 years. In fact all of our children look upon St Albans as their home even though most have not lived there since they were teenagers!

We now live in Somerset, which is a part of the country we have always loved, and we hope we still have a few years left in us to enjoy the area. The move has gone well and we are now settled. Of course we wish you well in your endeavours concerning the Sandridge Neighbourhood Plan in the confident expectation that it will improve matters for everyone who lives there, and thank you for your and your colleagues efforts. I shall try to follow from a distance!

Best wishes,

John Warriner

Top locations by opens (Residents)

- United Kingdom 682 **87.9%**
- USA 80 **10.3%**
- Spain 5 **0.6%**
- Australia 3 **0.4%**
- Switzerland 2 **0.3%**

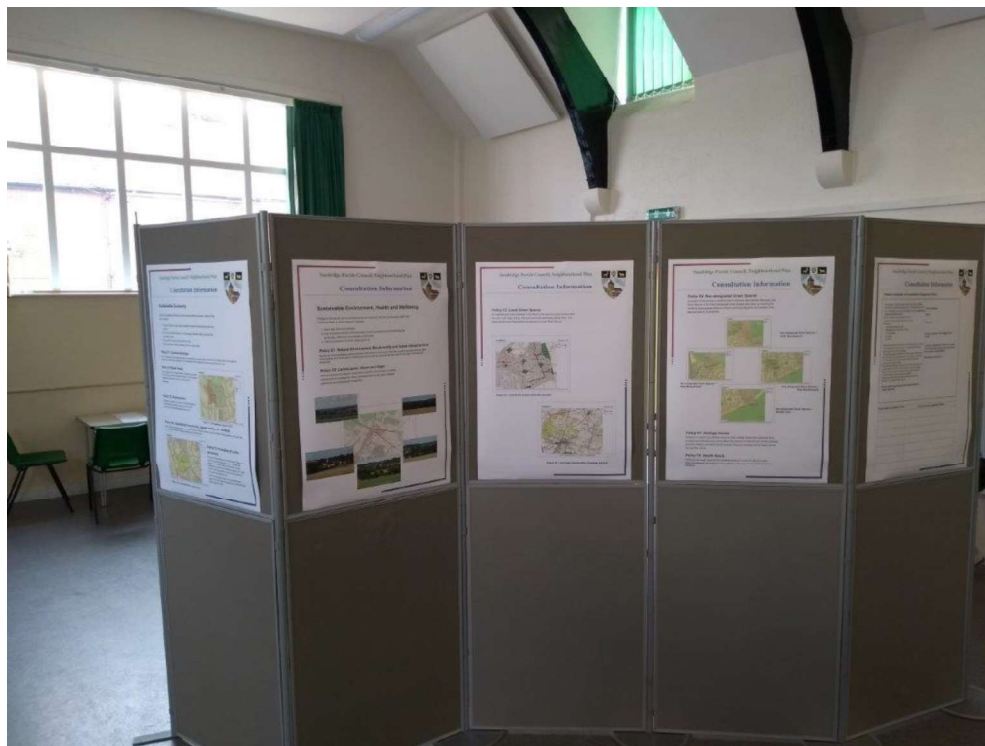
Top locations by opens (Councillors and Active Residents)

- United Kingdom 85 83.3%
- USA 13 12.7%
- Czech Republic 3 2.9%
- Norway 1 1.0
-

Appendix 8 Photos of Regulation 14 Consultation Drop-In Exhibitions



Appendix 9 Sample Display Boards from Drop-In Exhibitions



Appendix 10 Regulation 14 Consultation Responses and Resulting Actions Spreadsheet – see embedded spreadsheet – respondent contact details removed.



2019-12 Reg 14
Response summary re