



Transport relevant Council duties:

[2050 net zero legislation](#)

Context:

Of all the powers held by the local council, Planning has the biggest effect on daily life, and how the area changes over time: a local authority with vision or the community, and an accomplished, dedicated staff can make a huge positive impact, and a council with now, can scar an area for generations.

In short, Government allows the local council to control how an area develops. They do have to meet certain central targets such as house building numbers and amount of new development, but otherwise it's pretty much up to them.

What gets built, where it is built, by who, to what standards, and under what circumstances - all depends on TRDC policy.

In the best performing areas authorities such as Bristol and Cherwell have used their powers to ensure that development happens in the right places, is sustainable in reality (not just in brochures), and serves the people who live there.

In many cases Councils have used the powers they have been given to purchase land themselves and work in partnership with private companies to make sure that the developments literally profit the community by raising money for local services and to directly reduce council taxes.

With some of the highest land prices in the UK, we are not only in the best position to benefit from such programmes here, but we are legally allowed to set higher minimum standards than anywhere else - and this is what we are asking TRDC to do going forward: find the right staff to roll out similar schemes here in TRDC and to follow the set of simple principles laid out in this policy without exception.

With the upcoming changes to UK planning law neighbours and even councils will no longer be able to oppose development that has been laid out in the local plan: so if it is planned badly: it will happen anyway. This change makes it all the more crucial that TRDC delivers an ironclad plan for the area.

In plain english:

We can't control central government or the housing targets they impose on the area. But we do demand that TRDC meets those targets and manages local development so that new development in TRDC is:

Genuinely sustainable:

1. Net zero carbon by 2025
2. Net carbon negative by 2035
3. Meets current global best practice (as per xyz) not minimum standards.

Suited to the needs of the area:

1. Meets the current and future (to 2035) demographic needs of the area in terms of property size, flats/houses/commercial mix.
2. Specifically defined affordability guarantees built in to Local Plan.
3. Commercial development that meets the current and future needs of local businesses and the community.

Is community led and profitable to the community:

1. Not via a "consultation" that is seen by a handful of people: reach out and let everyone here know what is happening, and ask them what they want to see. If at least 25% of the community haven't responded you haven't got the backing of the community.
2. No more government driven development without TRDCV as a development partner.

Protect our remaining green belt and agricultural land:

1. Strictly control development in open countryside: prioritise development that extends and upgrades existing settlements (within reason).
2. Plan for the long term: in 20 years the few areas of greenery left will have immense value to the community.

Includes adequate, realistic, real world solutions for transport to and from shops and train services in central Rickmansworth and other nearby towns.

1. Safe bike routes and free, secure storage at both ends of routes.
2. Safe, well maintained footpaths.
3. Effective traffic control to promote fluidity and respect of speed limits (transport policy).