

Motions

20/10/2026

Full Council

PART I

Motions (ADCCC)

Grey Belt

Proposed by Councillor Giles-Medhurst, Seconded by Councillor Price.

This Council notes that Grey Belt is defined by government as Land in the Green Belt comprising previously developed land and/or any other land that in either case does not strongly contribute to any of the following purposes: to check unrestricted sprawl of large built-up areas [excluding villages] or to prevent neighbouring towns merging into one another or to preserve the setting and special character of historic towns.

CPRE notes in April 2026 'The notion that grey belt policy is intended to enable the re-use of derelict land in the Green Belt – as it was communicated by government on its introduction – contrasts sharply with a strong greenfield emphasis to what is being approved. Of the grey belt cases approved, 10 sites (77% of the total) are greenfield, and these greenfield sites will accommodate the vast majority of the housing to be built (88%). The cases examined that have been determined since the policy was introduced provide 1,250 houses, of which just 152 are on previously developed land, brownfield (12%).'

This Council believes that although a policy to allow the redevelopment of previously developed land that has become unsightly and unproductive would be welcomed the current government Grey Belt policy goes well beyond that.

It has enabled and encouraged a rush of speculative planning applications to secure planning consent irrespective of the harm this would have upon the openness of the Green Belt or the agricultural productivity of the land.

The Government's Grey Belt criteria fail to give sufficient weight to all of the Green Belt's purposes and in particular it completely omits purpose c) – 'to assist in safeguarding the countryside from encroachment' – from the Grey Belt assessment.

This Council therefore resolves:

To support the Leader of Council in writing to the Secretary of State for Housing, Communities & Local Government stating clearly that current definition of 'Grey Belt' risks permanently undermining the clear function of the Green Belt as established by the postwar Atlee government. Council believes that the Government must revise its 'grey belt' definition to:

- Ensures purpose c in the assessment has equal weight with other Green Belt purposes.
- Ensure that residential and economic development is focussed on previously developed land.

- Protect productive farmland and important wildlife habitats from harmful development.
- Set ambitious and legally binding targets for genuinely affordable and socially rented homes in all new developments, with developers held to account if they are not delivered.
- Recognise the role in preventing coalescence of communities both with the urban area and with each other.

National Emergency Briefing

Proposed by Councillor Giles-Medhurst, Seconded by Councillor Bentley

Following an exceptionally wet winter - with parts of the UK experiencing the wettest January on record 0 southern England saw 72% of its monthly average rainfall fall in just eight days. This led to localised flooding both in our area and across Hertfordshire. Then, during the summer months, extreme heat and prolonged dry weather resulted in further pressures, including localised fires.

The Council now believes the following:

- That National Emergency Briefing initiative should be broadcast nationally across the United Kingdom.

Council therefore resolves:

To support the Leader of the Council in formally requesting that the Government endorse the current cross-party proposal from Members of Parliament for a National Emergency Briefing on prime-time television, led by the Prime Minister.

Council also urges the Member of Parliament for Southwest Hertfordshire to support this call.

Fair Fares for Three Rivers Residents
Proposed by Councillor Smith, Seconded by Councillor Lloyd

This Council notes:

1. Three Rivers has five stations within the Transport for London network: Carpenders Park; Moor Park; Croxley; Rickmansworth and Chorleywood.
2. Of these stations, all fall within Zone 7, except Moor Park which sits in both Zone 6 and Zone 7.
3. A cash fare single journey from Zones 7 to 1 costs £8.70, compared to £7.00 from a Zone 6 station like Epping which is a similar travel distance (16.90 miles) from Central London as Croxley (16.99 miles) or Rickmansworth (17.33 miles).
4. This zoning classification by Transport for London can therefore cost a Three Rivers commuter over £400 extra per year compared to those living in Zone 6.
5. The ongoing cost-of-living crisis is exacerbated for local residents by TfL fare increases (including the 5.8% increase in 2026), coupled with the return of office-working mandates from some employers, making affordable transport a critical economic issue for the district.
6. TfL acknowledges that the individual decisions underlying the original zoning were made in the 1980s and that it no longer holds the information explaining why individual stations were placed in particular zones - yet it has no plans to review the resulting arrangements.
7. A recent motion passed by Watford Borough Council endorsed the "Rezone Watford Stations" campaign, launched by the Liberal Democrats, and called for a review of rail zoning to consider stations located between Watford and the current Zone 6 boundary, including Carpenders Park, Rickmansworth and Moor Park in Three Rivers.

This Council believes:

1. In the interests of transparency, and as a taxpayer-funded body responsible for transport, TfL has a public duty to maintain objective, up-to-date policies and make them available for public scrutiny upon request.
2. The current zoning system is an absurd anomaly and is fundamentally unfair to Three Rivers residents who travel into London to work, study, and support the economy, yet pay a higher price to do so than residents in other areas who travel similar or greater distances.
3. Rezoning all Three Rivers stations into Zone 6 would create a fairer, simpler fares system and put significant money back into the pockets of local residents.

4. Lowering the cost of rail travel would encourage greater use of public transport, supporting the council's environmental goals and reducing carbon emissions.
5. Three Rivers proximity to London and close integration into the Transport for London network justifies its inclusion in the Zone 6 boundary, together with areas outside the M25 like Epping or Elstree & Borehamwood.
6. Rezoning Three Rivers stations will also have significant benefits to London residents who regularly commute or travel to the area.
7. Meaningful progress on rail fare reform will require collaboration between Transport for London, Hertfordshire County Council as the strategic transport authority, and neighbouring local authorities.

This Council resolves to:

1. Ask the Leader of Three Rivers District Council to write to the Elected Mayor of Watford to endorse the "Rezone Watford Stations" campaign, and to offer to work collaboratively on a wider review of rail fare zoning affecting the new South West Hertfordshire Unitary Authority area.
2. Ask the Leader of Three Rivers District Council to also write to the Secretary of State for Transport, the Commissioner of TfL, and the Mayor of London (as Chair of TfL) urging them to:
 - a. Initiate an urgent independent review of zoning for Three Rivers stations.
 - b. Set out clear, transparent and consistently applied criteria for station zoning, including travel distance from central London, rather than relying on local authority boundaries or other historic anomalies

Save our Aquadrome
Proposed by Councillor Cooper, Seconded by Councillor Milliken

This council has no confidence in the approach taken by the council's leadership to long-standing asbestos in the Aquadrome.

This council resolves to reopen the Aquadrome's Woodland Walk by the end of November.

This council resolves to instruct a new asbestos consultant to inform the work and to support this objective.

This council removes the delegation to officers of responsibility for asbestos management planning at the Aquadrome, except in implementing this motion.

This council instructs the Climate Change & Leisure Committee and Policy & Resources Committee to hold extraordinary meetings to put this motion into effect, including allocating any necessary budget.

Get Legal Advice on HMO Policy
Proposed by Councillor Edwards, Seconded by Councillor Cooper

This council recognises the harmful impact that HMOs may have on a community due to the intensification of use, the correlation with increases in anti-social behaviour and lack of parking provision.

This council supports the withdrawal of Permitted Development rights for HMOs through issuing an Article 4 Direction, to stop the proliferation of unsuitable HMOs in our communities.

It is noted that the Policy & Resources Committee meeting on 30th May resolved not to issue an immediate Article 4 Direction, despite the Leader of the Council pledging before the election that an immediate Article 4 Direction would be issued.

However, it was admitted at the meeting that no legal advice had been taken to support the council's claim that it would face significant numbers of compensation claims if it issued an immediate Article 4 Direction.

Instead, a 'Doomsday' scenario was presented that was not based on the statutory requirements and that assumed that developers would succeed in establishing liability for compensation in respect of all claims made.

However, that has not been the experience of any other council that has implemented such immediate Directions, with most having faced zero claims.

This was not the right approach, as legal advice is essential to properly understand the legal and financial implications arising from issuing an immediate Article 4 Direction.

This council instructs and delegates authority to the Head of Planning Policy to commission this advice to be presented to an urgent extraordinary meeting of the Policy & Resources Committee, so that it can reconsider its decision not to issue an immediate Article 4 Direction.

Make Three Rivers Graffiti Free
Proposed by Councillor Fraser, Seconded by Councillor Cooper

Graffiti is a rising scourge across our district, and particularly in Rickmansworth. The presence of graffiti leads to more anti-social behaviour and crime of all sorts, so stemming this rising tide before it is normalised is essential to protect our community.

Under the Anti-Social Behaviour, Crime, and Policing Act 2014, the council can issue Community Protection Warnings and Community Protection Notices to require landowners – whether of premises, telecoms boxes, bridges, street signs, or stand-alone walls – to remove graffiti.

Where they haven't removed graffiti within a specific number of days, the council can issue fines and/or remove graffiti and charge the landowner the cost of removing the graffiti.

This is done routinely by several other councils and would ensure that property owners – including other local authorities, Transport for London, and telecoms companies – remove graffiti and end its normalisation.

This Council therefore commits to:

- Develop a statement of graffiti policy that commits to imposing Community Protection Warnings on premises that have graffiti, to be followed up by Community Protection Notices where the warnings are not complied with.
- Begin the process of issuing Community Protection Warnings to all premises within our town and village centres, one settlement at a time, so that towns and villages progressively become graffiti-free zones.
- Ask the Policy & Resources Committee to increase all Fixed Penalty Notice fines for environmental offences to the maximum permitted by law, to demonstrate a zero-tolerance approach to graffiti.

Take Care of our Green Spaces
Proposed by Councillor Milliken, Seconded by Councillor Cooper

This Council notes that it has adopted a 'no mow' policy in many of its public open spaces for the last few years.

In some specific places, where the local biodiversity benefits outweigh the loss of recreational area, this will have been beneficial. However, in other areas, it has proven to be negative and is in urgent need of review.

Very tall grass can hide glass, dog waste, and worse. For example, the Coombe Hill Open Space gives a vista over the town, yet only a small part of it is mown, meaning it detracts from the view, is filled with dozens of bottles and other rubbish, and cannot be used as a local park.

Long grasses can block visibility for drivers and reduce the visual amenity of local areas. For example, the long grass on an already elevated pavement on Tanners Wood Lane makes the road more dangerous by obscuring visibility on a single-track road.

This Council therefore resolves to review and – where necessary – revise the policy in light of the experience, including but not limited to restoring regular mowing to Coombe Hill Open Space and said patch on Tanners Wood Lane.

This Council asks the Climate Change & Leisure Committee to determine the scope of the changes and asks the Policy & Resources Committee to allocate the necessary funding.

Fly the Union Flag
Proposed by Councillor Cooper, Seconded by Councillor Fraser

This Council notes its discontent and disgust at the council leadership removing the Union Flag from Three Rivers House on D-Day and replacing it with the Intersex-Inclusive Progress Pride Flag. That flag includes divisive symbolism for the trans movement and for the Black Lives Matter movement.

Last year, the council unlawfully flew the Intersex-Inclusive Progress Pride Flag over Three Rivers House, when Conservative councillors objected that it was unlawful to fly a political flag without advertisement consent.

However, despite the council admitting it had acted unlawfully, the flag was still not taken down until the end of June and the council then gave itself the consent to fly it.

In July 2025, Conservative councillors asked the Leader to commit to fly the Union Flag over Three Rivers House every day, noting the sensitivity of days like D-Day, which the Leader mocked the Conservatives for, claiming that happened anyway.

Despite that claim, the Union Flag was not flown for much of June this year, and Three Rivers instead flew only the Intersex-Inclusive Progress Pride Flag. That was the only flag flown on D-Day, 6th June.

This Council deplores the council's leadership placing its own political causes ahead of flying the Union Flag, especially on days like D-Day. Three Rivers is proud to be the home of the British Armed Forces' principal HQ at Northwood, yet this clear decision to remove the Union Flag to fly the Intersex Inclusive Progress Pride Flag shows that Three Rivers pays lip service to our Forces.

This Council therefore resolves to fly the Union Flag over Three Rivers House on all days when any flag is flying and furthermore resolves not to fly the Progress Pride Flag, the Intersex Inclusive Progress Pride Flag, or any other derivations.

Asbestos in the Aquadrome
Proposed by Councillor Sims, Seconded by Councillor I Morris

Asbestos in the Aquadrome is of serious concern to residents and council alike.

Sites where it is being discovered in the Aquadrome continue to grow and there is a fear that the whole Aquadrome project will be de-railed due to the escalating costs for remediation.

We call upon council to provide within the next thirty days a full breakdown of potential costs for Asbestos remediation, current and potential, in order to implement the Aquadrome project and a full split as to who will be funding it i.e. Grant funding or TRDC.

