



THE RADLETT PLAN 2020 to 2036

Neighbourhood Development Plan |
Made (adopted) May 2021

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The Radlett Neighbourhood Development Plan has been produced by the Radlett Neighbourhood Plan Steering Group.

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Radlett Plan Steering Group



Vivienne Charrett
(former Chairman)



Graham Taylor



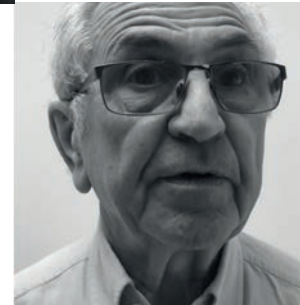
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Lucy Selby



Peter Evans



Claire Newbury

Foreword

Welcome to the Radlett Neighbourhood Plan and thank you for taking the time to read this document which will help shape Radlett's future changes in the built environment.

The Radlett Neighbourhood Plan is a community initiative which, although sponsored by Aldenham Parish Council (APC) and with funding made available by government, involves you; members of the Radlett Community.

This document is the result of a lot of people's hard work over the last four years or so. Over fifty local people have been part of the various working groups that looked at areas such as Housing, Green Belt, Roads, Transport and Parking, and Civic Amenities; all themes highlighted in response to the first questionnaire to all Radlett residents in early 2015.

The Neighbourhood Plan is part of Hertsmere's development plan covering Radlett and as such used to help make planning decisions.

We would like to thank the members of the Steering Group, the working parties and the staff at APC offices for their time and commitment to this project.

A handwritten signature in black ink, reading 'Estelle Samuelson'.

Estelle Samuelson
Chairman, on behalf of the Radlett Plan Steering Group

A handwritten signature in black ink, reading 'Vivienne Charrett'.

Vivienne Charrett
Former Chairman

A handwritten signature in black ink, reading 'Neil Payne'.

Neil Payne
Former Chairman



01 INTRODUCTION

What is a Neighbourhood Plan?

1.1 Neighbourhood Planning was introduced by the 2011 Localism Act to allow communities to shape development in their areas through the production of Neighbourhood Development Plans, Neighbourhood Development Orders and Community Right to Build Orders.

1.2 The Neighbourhood Plan's Policies are concerned with land use planning matters. However, there are some limitations to what Neighbourhood Plans can achieve, for example: They cannot promote a lesser number of homes than is set out in the Local Plan, nor can they override national Green Belt policy or re-draw Green Belt boundaries. They cannot address enforcement issues such as speed limits, traffic management and parking regulations. They do not designate conservation areas or enforce Tree Preservation Orders (TPOs) and matters of Licensing. They deal essentially with spatial issues such as the where, how and what can be built.

1.3 While service issues, such as the funding of a bus route, are not spatial, Neighbourhood Plans can encourage funding for these through developer contributions and identifying them as Community Infrastructure Levy Priorities and Community Priority Projects (see Section 4).

1.4 When a planning application is submitted to Hertsmere Borough Council (HBC), the Borough Planning Officers are required to refer to the Radlett Plan (alongside the Borough's own Local Plan and the National Planning Policy Framework (NPPF) to check whether the proposed development is in keeping with the policies stated in the Radlett Plan. In planning terms, the policies set out in Section 3 of this document are the most important part of the Radlett Plan.

Why do we need a Radlett Neighbourhood Plan?

1.5 Radlett is a property hotspot and one of the most prosperous places in Britain. The demand for homes has increased significantly and new Permitted Development Rights are putting further pressure on land used for local employment, services and light industry. Due to the Green Belt boundary around Radlett's settlement area, meeting growing demand places development pressure on in-fill and brownfield sites within the settlement area.

1.6 In 2013 Aldenham Parish Council (APC) decided that it would apply to HBC to have a Radlett Neighbourhood Plan. APC felt that, whilst at present it is unclear if Radlett will have to support an increase in homes outside the current settlement, it would have added influence by having such a plan. In addition, the plan could shape the design of new developments, and landscape and protect the nature of the village. APC was aware that to be effective this plan needed to include ideas from the residents and businesses of Radlett. You did not disappoint and have been responding to questionnaires and sharing your views at various events and meetings (see pages 11-13).

1.7 As a result of these events and questionnaires; working parties and ultimately the Steering Group have been drafting planning policies that specifically address our needs, concerns and ambitions for Radlett. The policies in the Hertsmere Borough Council Local Plan and National Planning Framework still apply but we have, with your input to date, attempted to create more specific policies and a community priority project list for Radlett.

1.8 In recent years, much of the housing land supply within the Radlett Plan area has come from windfall sites; sites which were not specifically earmarked for development in the Hertsmere Borough's Local Plan. This has given rise to the concern that this type of piecemeal development is causing harm to the character of the village.

1.9 Such small scale speculative developments also make it more challenging to secure the funding necessary to deliver supporting infrastructure improvements and affordable housing. A number of factors are driving increased demand for residential development in Radlett (see Policy HD1), such as:

- An ageing population creates a high demand for smaller 'downsized' properties.
- Larger, modern family homes being sought after by families who move out of London.
- Redevelopment of 'smaller house' sites into very large family homes/mansions.

1.10 Residents have been concerned for some time about this imbalance in the local housing market; that the loss of smaller homes, particularly bungalows, are altering the character of streets, townscape and landscape.

1.11 Following the introduction of the Localism Act 2011. APC recognised that in preparing the Neighbourhood Development Plan there would be an opportunity to study the character of Radlett. The aim to address some of these concerns and shape local development informed by a better understanding of the prevailing character as well as facts and figures from the 2011 Census. This resulted in the production of the 'Character Assessment: Radlett Neighbourhood Plan' by Dr. Garyfalia Palaiologou, University College London in 2015. The report was then published by APC in 2016 (link to the full study here: www.radlettplan.org.uk).

1.12 A number of other issues have also been brought to light through analysis and engagement with local residents, business and other stakeholders, namely:

- High levels of traffic congestion and related air pollution, car parking shortage as well as lack and quality of provision for pedestrians, walkers, cyclists and bus users.

- A need to support the vibrancy of the village by improving the mix of uses in the village centre.

- A need for affordable housing within easy walking distance of village centre amenities.

- An existing number of key development sites located in the village centre.

1.13 This is the first time that local communities have had the opportunity to create planning policies with this degree of formal weight. Once confirmed by public vote the Radlett Neighbourhood Plan will carry legal weight and become a statutory planning document for planning decisions in the Radlett Neighbourhood Plan Area.

What the Plan will do

1.14 Our vision is that in 2036 Radlett will have maintained and improved its attractive character surrounded by open countryside, with a diverse community served by a modern and vibrant village centre.

1.15 The Radlett Plan will help Radlett to keep its lush nature that is so admired by residents and visitors. It will influence how future proposed large developments are planned and developed with the community.

1.16 Other issues that are not strictly related to land use planning have also been included in the Plan and will be used to influence other public sector bodies that invest in our area. For example, in transport infrastructure as well as priorities in the Parish. Once made (or adopted), the Radlett Plan will ensure that the Radlett Plan will ensure that 25 percent of any Community Infrastructure Levy, a new development tax on development, in the Radlett Neighbourhood Area will be allocated to projects in Radlett Neighbourhood Area .

1.17 There are four key themes under which the working groups' drafted policies. They include:

- **Housing & Design** (see page 28) aimed at providing design standards to promote local distinctiveness within the village setting. As well as providing strong support for more and affordable smaller homes, homes for later life and starter homes.

- **Radlett Village Centre** (see page 50) aimed at better facilities and amenities for the community and visitors. Improvements to streets and transport infrastructure to facilitate a smooth traffic flow through the village and district centre including cycling and public transport.

- **Getting Around** (see page 58) aimed at improving access, capacity, appearance and function of parking facilities for cars, bicycles and motorbikes. Developing public street space to make a positive contribution to the natural and built environment. And ensuring all residents have access to community green and open spaces.

- **Open Space & Recreation** (see page 64) aimed at promoting an active community within the village, with improved community and cultural facilities for residents, particularly youth and visitors.



1.18 A number of initiatives were proposed to enhance the neighbourhood socially, economically and environmentally. Sometimes these do not fall within the remit of town and country planning or cannot be delivered through a Neighbourhood Development Plan. However, these issues are extremely important to the community and it is clear that these are areas which need to be addressed and dealt with. We propose to advance these **Community Priority Projects** through APC, working as needed in partnership with HBC, Hertfordshire County Council (HCC), developers and other partners including local groups and associations. It is the intention that these projects should be financed where possible by the Community Infrastructure Levy (CIL), S106 monies from developers and other funds as they become available.

Lifespan of the Radlett Plan Policies

1.19 The Radlett Plan has a lifespan of 18 years, taking us to 2036, which is in concurrence with the new Hertsmere Borough's Local Plan. We recognise that the Plan will be delivered and implemented by different stakeholders and partners and that it is not a rigid blueprint but provides a framework for change through its stated vision, objectives, policies and projects. The intention is for the Radlett Plan to be reviewed every five years, aligned with recent legislation, as new challenges and opportunities arise.

Geographical scope of the Radlett Plan

1.20 It was agreed that the Neighbourhood Area – the area covered by the policies of the Neighbourhood Plan – should be limited to Radlett, the urban centre of Aldenham Parish and to the countryside immediately surrounding it. This takes into account that the development pressures relating to outlying villages and hamlets are different to those of Radlett and that robust Green Belt policies are in place. Figure 1 shows the boundary of the Neighbourhood Area.”

The Radlett Neighbourhood Plan Area

Figure 1 highlights in red the boundary of the Radlett Neighbourhood Development Plan Area. The Plan Area proposed by Aldenham Parish Council and approved by Hertsmere Borough Council embraces all of the village of Radlett and some of the surrounding Green Belt.

A consultation, carried out by Hertsmere Borough Council, on a minor alteration to the Plan Area boundary in the area of the Shenley Cricket Ground, was carried out in December 2016 and has been completed.

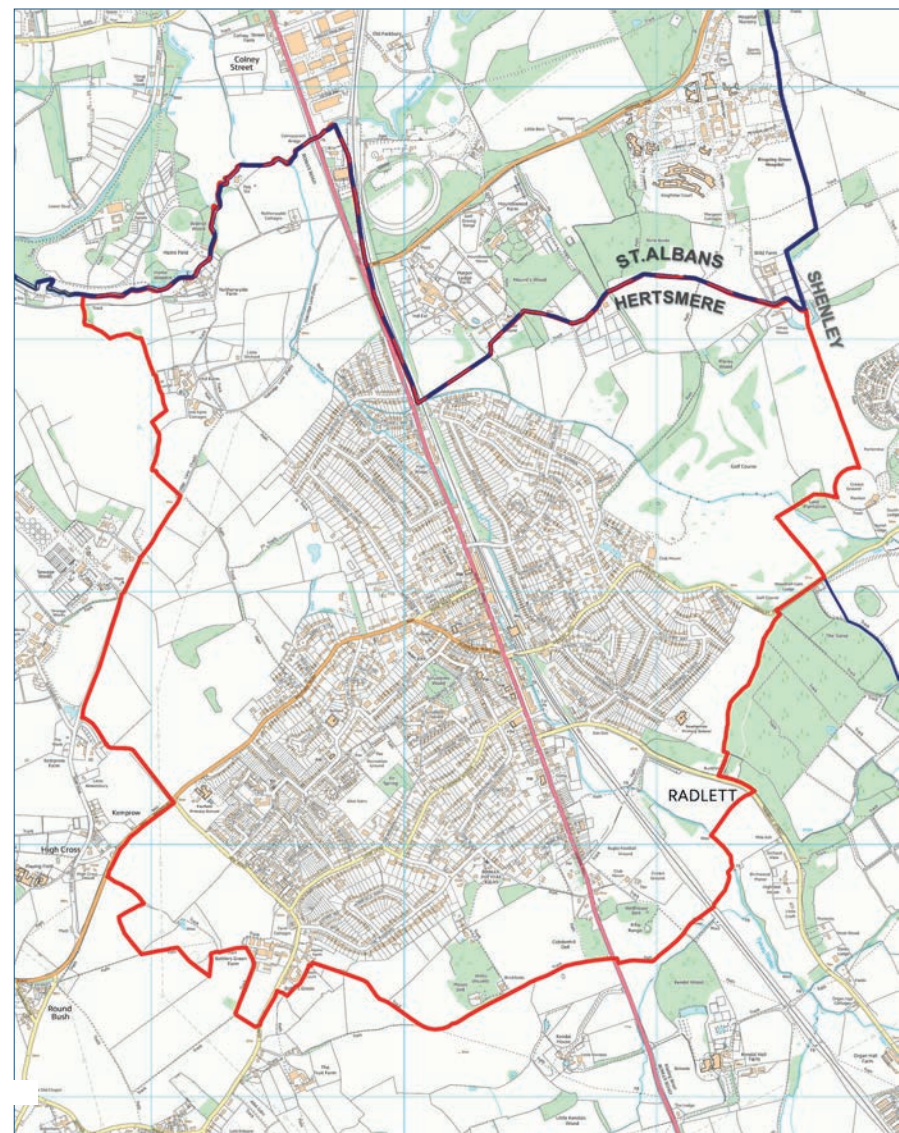


Figure 1: Radlett Neighbourhood Plan Area

Radlett Neighbourhood Plan:
Proposed Neighbourhood Area Boundary

Key

- Radlett Neighbourhood Area
- Hertsmere Borough Boundary

Drawn By: GM
Checked By: AD
Date created: 05/01/2017

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How the Radlett Plan was prepared

1.21 In Spring 2012, Aldenham Parish Council decided to explore whether a Neighbourhood Plan for Radlett would be possible. This led to talks with Hertsmere Borough Council to agree the level of support it could offer and the geographical scope of the Plan. In early 2014 APC formed a small group to start appointing a Steering Group to oversee the production of the Radlett Plan. The initial group considered available data such as the 2001 and 2011 census returns which showed Radlett's population growth and changing demographics.

Age Range	Number of Respondents
< 20	10
20 to 29	57
30 to 39	126
40 to 49	105
50 to 59	104
60 to 75	213
75+	22
sub total	637
No age given !	250
Total	887

1.22 The group also formulated an initial questionnaire which was used to raise awareness at the APC Winter Fair 2014. During this time, consultants in Neighbourhood Planning were appointed. At the Winter Fair 2014 over 80 questionnaires were completed and many more people visited the stall to see what a Neighbourhood Plan would entail and could achieve. The questionnaire was also available online and posted to all households in Radlett in February 2015 with a reply envelope to Hertsmere Borough Council.

1.23 A leaflet requesting completion of the questionnaire online was also handed out at Radlett railway station. A total of 887 (including 18 online) replies were received; an excellent return rate of over 30%. Once analysed it became apparent that the majority of replies had come from residents aged 50 and older. As illustrated in Figure 2 preserving the Green Belt and the retention of Radlett's verdant character are by far the most important priorities for the Plan.

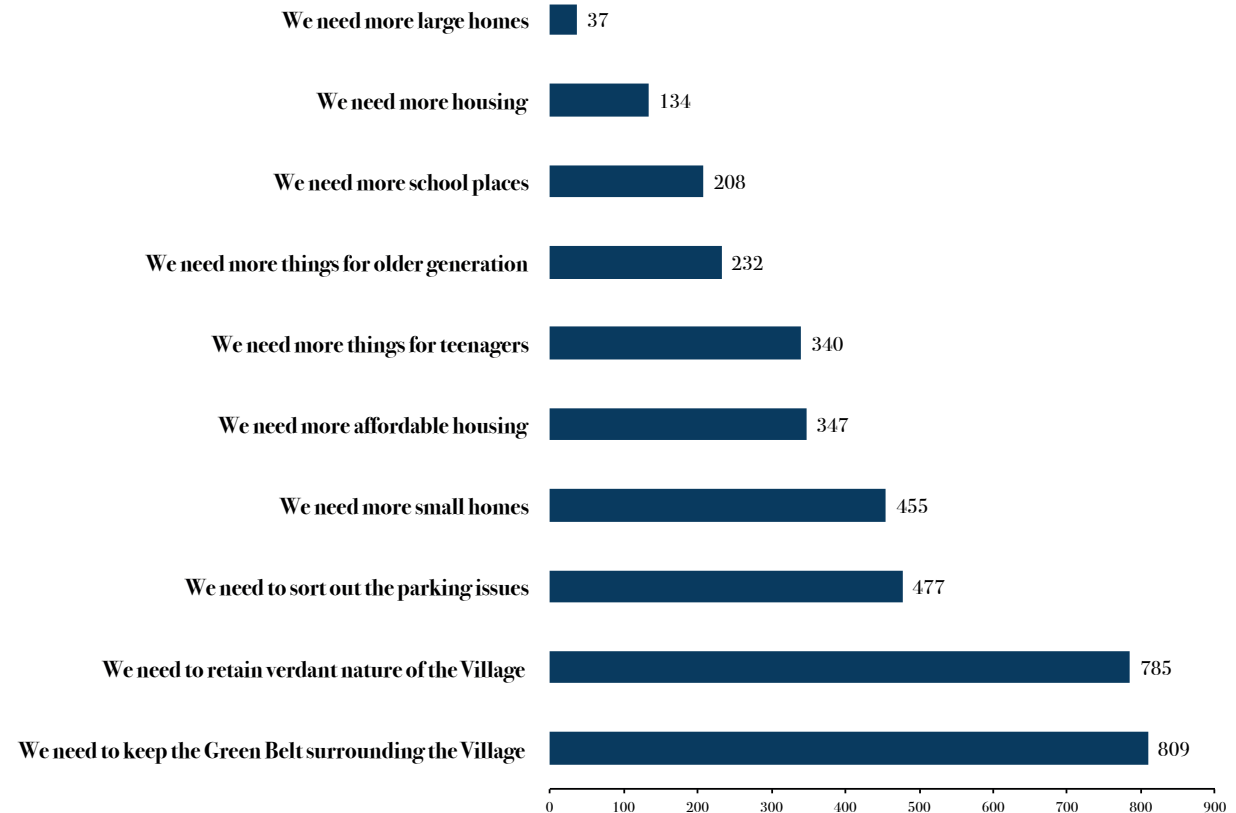
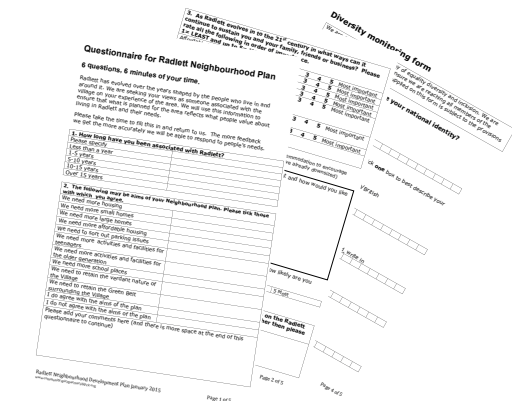


Figure 2: Radlett Neighbourhood Plan Survey 2015 | Key Priorities: Aims that received support
Questionnaire Question: "The following may be aims of our Neighbourhood Plan. Please tick those with which you agree."

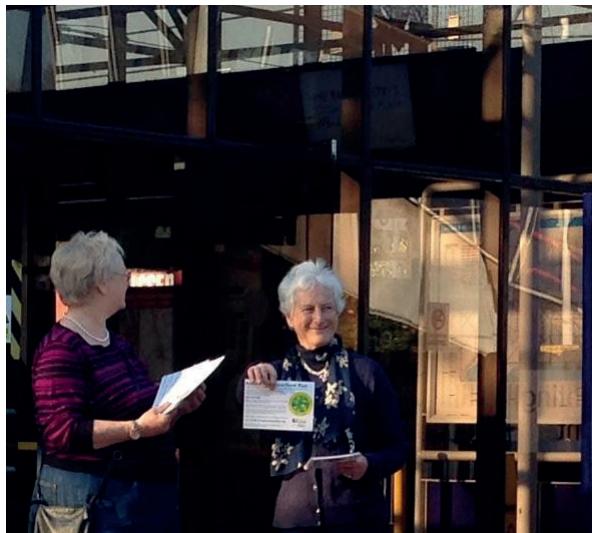


Household and on-line survey pro-forma, Spring 2015



01 Introduction

Conversations and on-line survey awareness building, April 2015, Radlett Station



Working through the Draft Radlett Plan and suggestions from HBC's Planning Policy team, May 2017, Radlett Centre



Radlett Neighbourhood Plan Exhibition Winter Fair, November 2016, Radlett Centre



1.24 This is followed by the resolution of parking issues, the need for smaller and more affordable homes and more activities for teenagers. The priorities emerging from the survey and the many conversations with local residents and businesses were instrumental in developing the vision and set of objectives for the Radlett Plan.

1.25 In March 2015, all Radlett residents were invited to discuss an early vision of the Plan at an evening event and encouraged to join working groups along the themes that had been highlighted in the questionnaire analysis. The themes identified were: Steering Group (to oversee the process), Roads, Transport & Parking, Housing, Green Belt and Civic Amenities. Over fifty people signed up to these groups chaired by Neil Payne, Chris Wilkins, Graham Taylor, Allan Cole and Lucy Selby respectively.

1.26 Over the next few months, the groups met regularly to analyse the questionnaire results and to formulate policies. Further updates and presentations were made at various events and community groups.

1.27 An early draft of the Neighbourhood Plan policies was presented at the 2016 Annual Parish Meeting in March attended by over 90 people. Subsequently, the Steering Group started aligning the Radlett Neighbourhood Plan policies more closely to HBC planning documents as well as to National Planning Policy.

1.28 The Steering Group asked Angela Koch of Imagine Places, a consultancy supporting groups in neighbourhood planning and collaborative design, to review the draft Radlett Plan and make suggestions to progress the draft to this 'Submission Plan'.

1.29 In April 2017, a first draft 'Pre-Submission Radlett Plan' was shared with Hertsmere Borough Council's Planning team for the purpose of testing its policies and direction against strategic planning policies in the Local Plan and National Planning Policy Framework.

1.30 The Steering Group welcomed recommendations and changes proposed to improve the Draft Plan at this critical stage.

1.31 Over the summer in 2017, APC carried out a 10-week long consultation on the pre-submission plan. The Radlett Plan (pre-submission version) was launched at the Radlett Centre on 17 July 2017 attended by over 80 people.

1.32 A copy of the executive summary containing all 13 objectives went to every household in Radlett with an invitation to fill in a short survey and a link to a longer on-line survey placed on the new dedicated website www.RadlettPlan.org. We received and reviewed over 330 responses and representations from residents and local and statutory stakeholders.

1.33 Over the summer in 2017, we carried out a 12-week-long consultation on our Pre-Submission Plan. We reviewed your feedback and prepared a Consultation Statement documenting the engagement process to date and how we incorporated received feedback where appropriate.

1.34 This is published on our neighbourhood plan website (www.RadlettPlan.org) for you to review alongside the letters and emails received. We would like to thank you very much for your contributions, support and ideas to improve the draft Radlett Plan to date. We have considered your comments and made amendments since July 2017.



1.35 In June 2018 members of the Steering Group held a one-day workshop together with HBC's Planning Department supported by an Independent planning advisor/examiner. This productive day led to the restructuring of some of the policies, clearer policy wording and the Introduction of a 'Radlett Design Code' and a 'Recommendations' section supporting Radlett Plan Policies.

1.36 In November and December 2018 the long awaited Regulation 16 consultation was carried out by HBC. In light of the subsequent comments received by the Steering Group from the Local Planning Authority and the over all low response rate, the Steering Group decided to review and amend the submission plan in January 2019 and re-run the Regulation 16 consultation. This time with more publicity and importantly away from the New Local Plan Potential Site consultation which was run unfortunately at the same time as the Radlett Plan Regulation 16 consultation.

1.37 We present here now the Radlett Plan, incorporating the independent Examiner's recommendations which were accepted by Hertsmere Borough Council in spring 2020.

1.38 The Radlett Plan Steering Group and Aldenham Parish Council have raised a number of issues since with regard to requested amendments and agreed to address them in full and as soon as the new Local Plan for Hertsmere is adopted. A revision of the Radlett Plan will be carried out at the earliest opportunity.



02 RADLETT A BRIEF OVERVIEW

Topography and Landscape

2.1 Radlett lies in the valley of Tykes Water, a stream that runs north from Aldenham Reservoir to the River Colne. Radlett's underlying geology is mainly chalk. The village centre and train station are located in a relatively narrow valley rising from about 200 feet to 400 feet above sea level. The ridge line varies in height with different degrees of slope between 320 to 400 feet (see Figure 3) at its highest point.

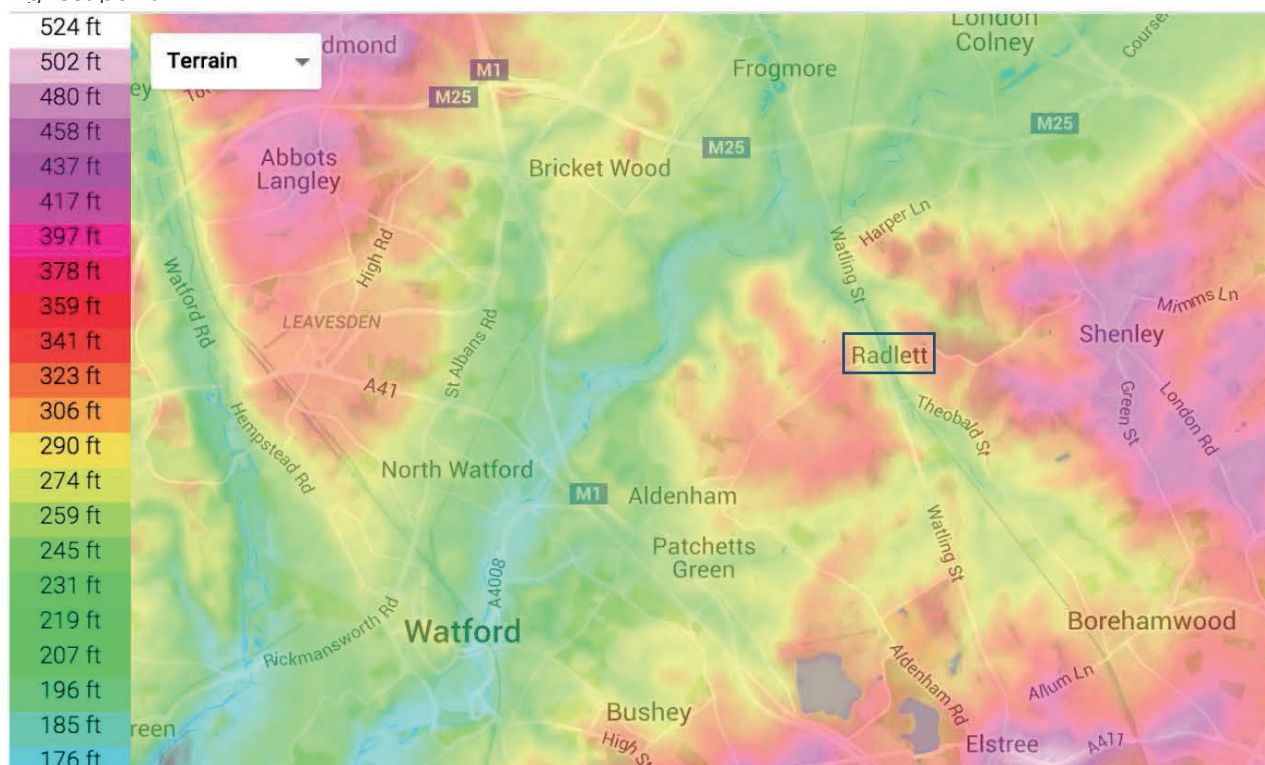


Figure 3: Radlett topography

Source: Character Assessment: Radlett Neighbourhood Plan, for Aldenham Parish Council 2016

2.2 Located in the southern district of Hertfordshire, the area has the characteristic trees of the great Middlesex forests - elm, ash, oak and beech.

2.3 Its natural woodland has been affected by the area's proximity to London and has gradually turned into a settlement characterised by its leafy nature with hedgerows, mature trees, green verges, generous front and back gardens. Radlett is surrounded by the Metropolitan Green Belt consisting of arable farmland, grassland, woods and recreational facilities. The recreational facilities include cricket and rugby pitches and a golf course.

Settlement History

2.4 There has been a settlement known as Radlett (or similar earlier predecessor names) since at least the 15th century. The origins of the settlement are traced to the junction of Aldenham Parish's historical main axis - Watling Street, and an old route linking Aldenham to Shenley (nowadays this is the route passing along Watford Road, Aldenham Road and Shenley Hill).

2.5 Despite being situated on Watling Street, the old Roman Road (with evidence of Roman brick kilns outside the village), Radlett remained a rural community, dominated by three large estates.

2.6 Figures 4a to 4b on pages 15 and 17 show the expansion of Radlett between the years 1899 and 1938. Since then, the village of Radlett has grown significantly to its current size of around 293 hectares. At the beginning of the 19th century the only buildings in Radlett itself were a pub and a few houses at the crossroads at the bottom of Shenley Hill. The settlement remained very small until the coming of the Midland Railway, when the line was extended from Bedford into London in the 1860s. Radlett station was opened in 1868.

2.7 During the 1860s, the prospect of the railway station in combination with the development of the Kendals and Aldenham Lodge Estates increased activities in the area and encouraged the building of Christ Church in 1864.

2.12 By 1939, the present road layout in Radlett was largely formed. The Newlands and Kendalls estates were substantially developed. At the outbreak of the Second War World, the population of the village was approximately 3500, living in about 800 homes.

02 Radlett | A Brief Overview



02 Radlett | A Brief Overview

2.13 Only a few houses had been sold for built newly-developed Newberries Estate when the Second War World broke out. The estate was completed in the 1950s and 1960s (with the old Newberries Mansion being demolished in 1957).

2.14 In 1947, the first post-war housing was built in Willow Way. This was a council development which was later extended into Battlers Green Drive towards New Road (the Battlers Green housing estate having been started in the 1920s by the then Watford Rural District Council). In 1952, the Battlers Green shops were built, and the main section of Newberries Parade was constructed (later to be extended down Watling Street in 1965). The Ridgeway was also extended in 1952 towards New Road.

2.15 In 1969, the Newlands estate, north of Malt Lane, and the Battlers Green housing estate were transferred from St Stephen's Parish to Aldenham Parish Council.

2.16 The older centre has a few streets of Victorian semi-detached and terraced houses. Over the past few years, the combination of proximity to London and good transport links have meant that Radlett has become a property hotspot with a price for detached houses of £1 million or more currently. The Neighbourhood Plan encompasses both Radlett North and Radlett South Conservation Areas, and includes a number of other designated heritage assets including 23 Listed Buildings, of which one, Battlers Green House, is Grade II* listed. There is also a Building Preservation Notice in force at Wild Farm on Harper Lane.

Settlement Structure and Role of Radlett

2.17 According to the 2011 Census, the population of Radlett was 8,165 (over 3,145 households). Census data from the year 2011 further suggests there are about 2000 (24.5%) local residents aged 60 and older and about 2160 (26.5%) local residents aged 20 years and younger. This makes Radlett a slightly 'younger' place compared to the borough (26%) and the East of England Region (25%) overall.

2.18 Radlett is now the main settlement within the Parish of Aldenham, part of the Borough of Hertsmere. The settlement is situated between St Albans, to the north, and Elstree and Borehamwood, to the south, and lies to the north west of London, just within the M25 motorway. The village lies close to the M1, M25 and A1 (M) motorways.

2.19 There is a frequent commuter train service from Radlett into central London (St Pancras International and other City stations), south London and Gatwick and Luton airports. Heathrow airport is less than 20 miles away by car.

2.20 Radlett is one of the most prosperous places in Britain (Times on-line – Property, timesonline.co.uk, 22 March 2014). Both Aldenham East ward and Aldenham West ward are ranked amongst the top 1% least deprived areas in England (Indices of Multiple Deprivation 2015).

2.21 There are less affluent areas around the former Battlers Green Estate and homes along The Dell, both former local authority housing estates.

2.22 The settlement (known locally as “the village”) contains many substantial detached houses with large gardens. (see Figure 5, page 19)

2.23 A distinct and much cherished characteristic of Radlett's residential streets, lanes and drives is their verdant and mature landscape setting. This is illustrated overleaf in Figure 7a showing a few photographs of typical local street scenes.

2.24 The many mature trees, hedges and substantial front gardens and verges give the passers-by the impression of a parkland setting. Mature trees in large back gardens, sightlines enhanced through the local topography and the mostly low rise housing typologies further heighten this sense of the verdant character of Radlett.

2.25 The Radlett Character Assessment work established a density of 11 buildings per hectare based on an analysis of building units plots. The 11 building units per hectare is substantially lower than the UK National standard density for suburban districts, which is 20 units per hectare, does not follow typical outer London residential characteristics. The survey of land uses underpins the area's residential character and its spatial organisation as a village, with the high street acting as the heart of local socio-economic and cultural life (see Figure 5, 6, 7b on pages 19 and 21). The density varies significantly between the centre and other parts of the village.

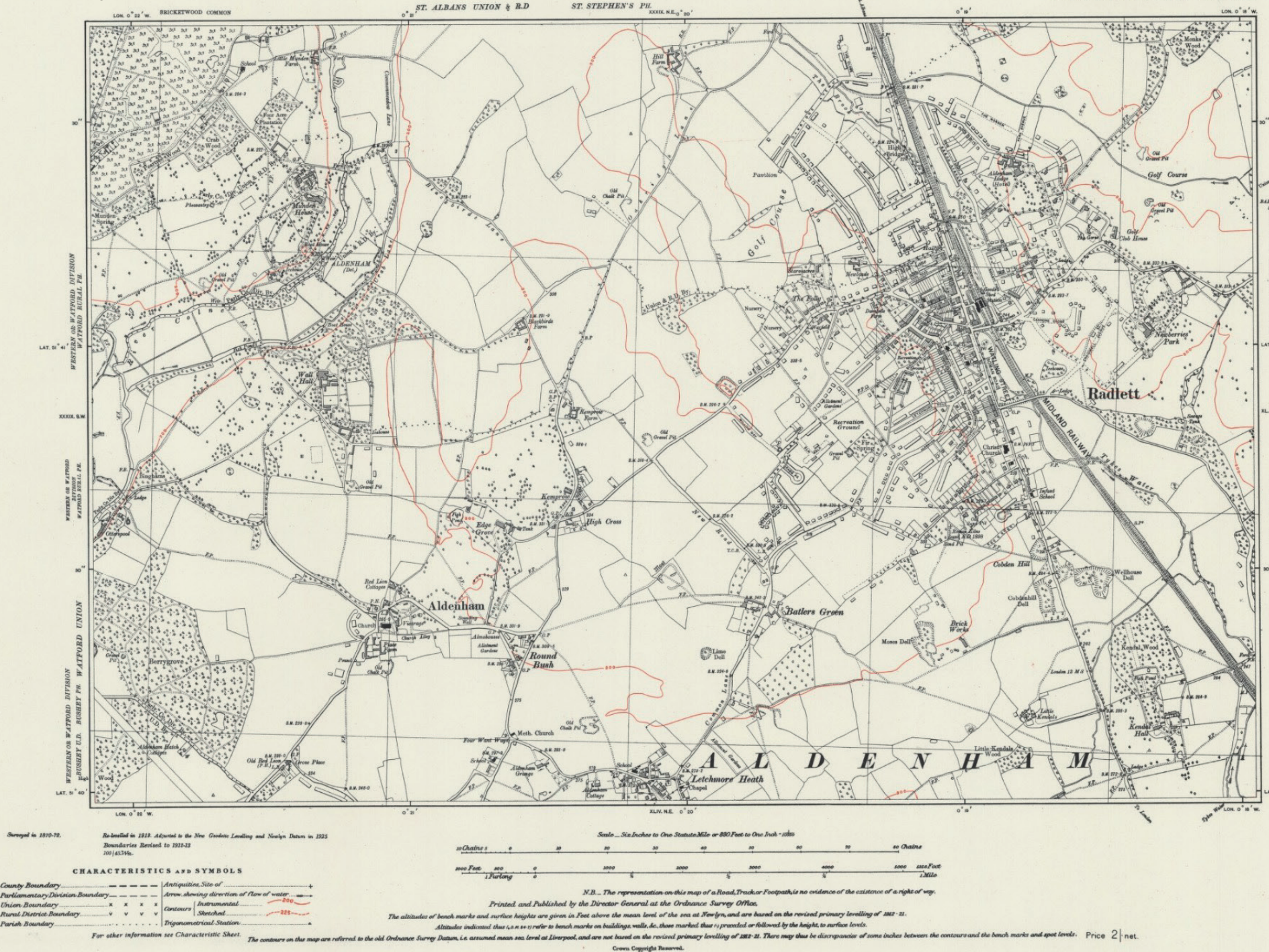
2.26 Many of Radlett's 8100 residents commute to London for work which highlights the importances of good walking, cycling and parking provision to and from the main station and also the need for connections to Stanmore Underground Station (nearest Underground Station).

Figure 4b: The Radlett area c.1938

PROVISIONAL EDITION.

Revision of 1912-13 with additions in 1938.

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02 Radlett | A Brief Overview



02 Radlett | A Brief Overview

2.27 Watling Street, which is the main road running through Radlett north-south, has a wide variety of shops and restaurants, including a post office within one of the two supermarkets and a separate sorting office.

2.28 The village centre is a designated 'District Centre' in planning terms and of considerable size (about 12000m²) providing a good range of shops, services and local amenities. Radlett District Centre is the second largest retail centre in the borough and is also a key local employment centre. It is evident that many local residents, facilitated through technology, do work from home occasionally.

2.29 The mix of shops, services, restaurants and cafés, the bank, building society, Aldenham Parish Council offices together with Radlett mainland station and the Radlett Centre - with its cultural and entertainment programme - make Radlett's centre also the focal point for the surrounding villages.

2.30 The Radlett Centre has a 300 seat auditorium, popular café, and meeting rooms. Adjoining the Radlett Centre is the local public library.

2.31 Two additional clusters with a mix of shops and services are found at the western side of Radlett:

- The first, the parade on Battlers Green Drive, is formed by two rows. It serves primarily its surrounding streets.
- The second, located at the southern edge of Radlett inside the Metropolitan Green Belt area, is a more prominent destination both for Radlett's residents and visitors and includes the commercial complex 'Battlers Green Farm'.

Battler Green Farm is a rural shopping village which has grown incrementally over the past forty years. Starting with a single farm shop, it gradually expanded to achieve its present complement of a dozen or so high-end distinctive stores.

- The farm also houses 'Home Farm' recording and rehearsal studios, both located outside of the village settlement envelope.

2.32 Another observation about Radlett's land use patterns is the difference between the western and eastern side of the railway track in terms of non-residential commercial plots. Non-residential retail and commercial activities appear located mostly in the western part of the village while the east side remains residential. Primary schools and green spaces are located on either side of the railway track.

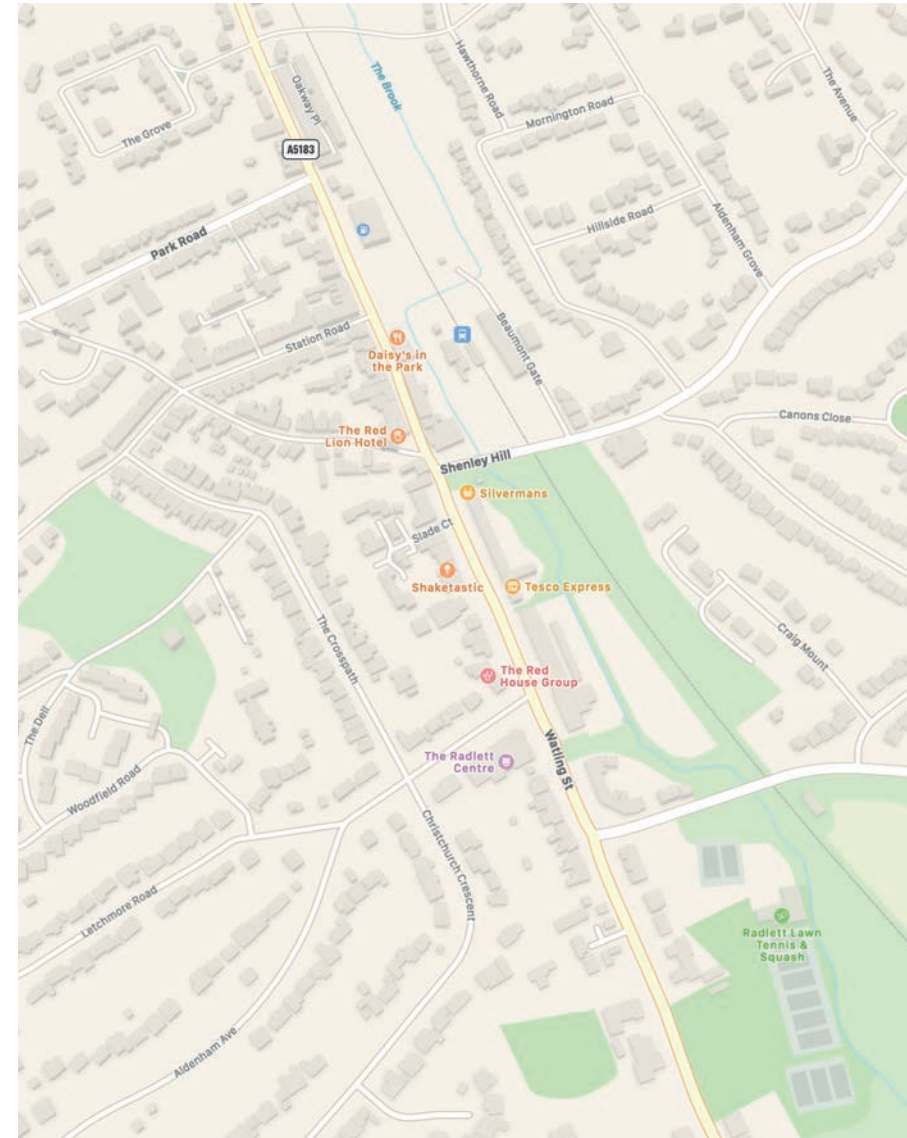
2.33 A lack of a children's play area on the east side of Radlett has been identified.

Figure 5: Building footprints within the settlement boundary, 2016



Source: Additional mapping provided through the Character Assessment Study team, Aldenham Parish Council 2016

Figure 6: The busy district centre developed along Watling Street and the valley formed by Tykes Water/ Radlett Brook



Source : OpenStreetMap (OSM)



02 Radlett | A Brief Overview



Figure 7a: Verdant character of Radlett

Note: The Neighbourhood Plan Area encompasses Radlett North and Radlett South Conservation Area, and includes a number of designated heritage assets including 23 Listed Buildings, of which one, Battlers Green House, is Grade II* listed.

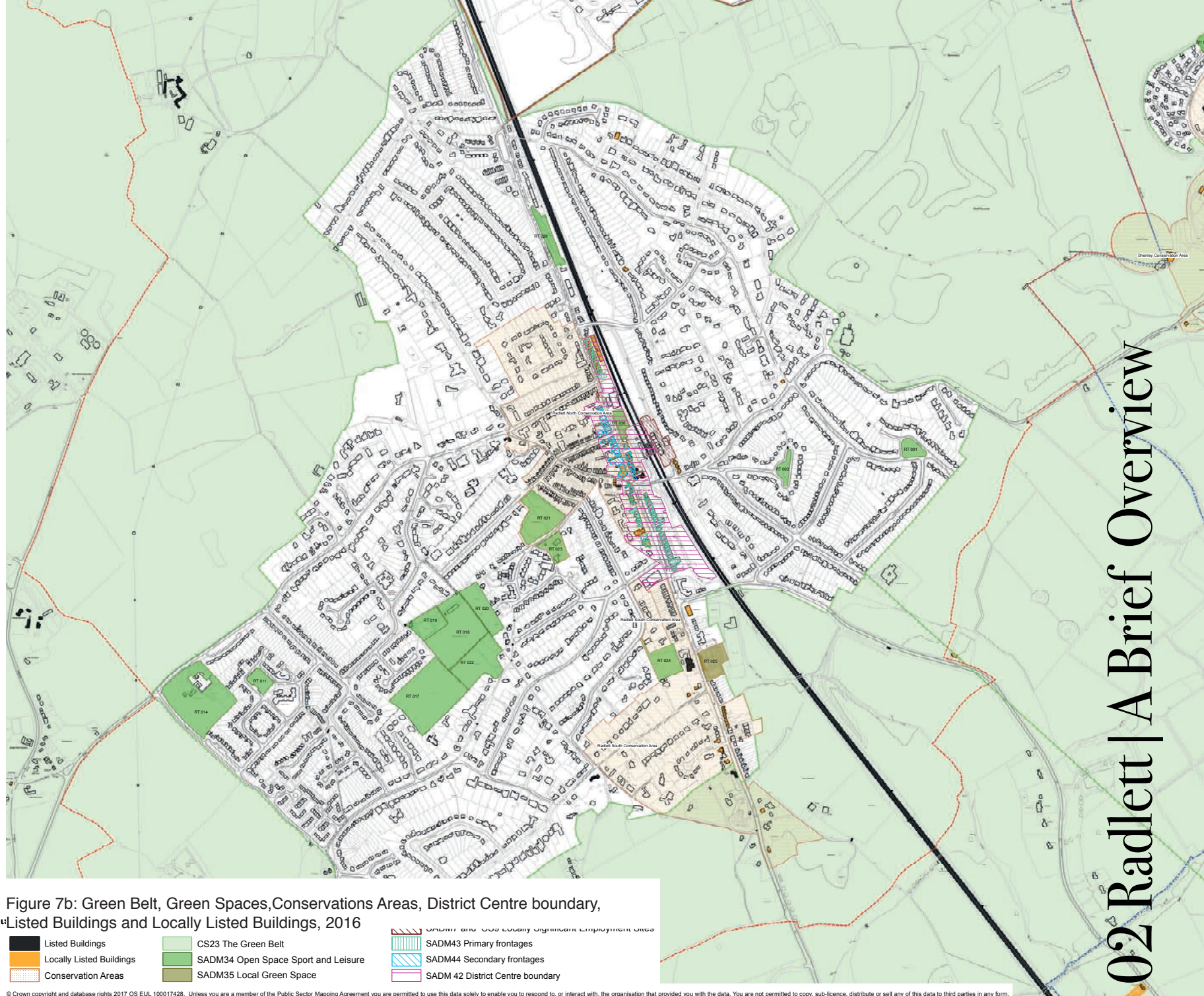


Figure 7b: Green Belt, Green Spaces,Conservations Areas, District Centre boundary, Listed Buildings and Locally Listed Buildings, 2016



- | | | |
|--------------------------|-------------------------------------|--|
| Listed Buildings | CS23 The Green Belt | SADM41 and SADM42 Locally Significant Employment Sites |
| Locally Listed Buildings | SADM34 Open Space Sport and Leisure | SADM43 Primary frontages |
| Conservation Areas | SADM35 Local Green Space | SADM44 Secondary frontages |
| | | SADM 42 District Centre boundary |

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03 THE RADLETT PLAN



3.1 RADLETT PLAN VISION & OBJECTIVES

Our Vision

In 2036, Radlett will have maintained and improved its attractive character as a verdant village, surrounded by highly cherished open countryside, with an active and diverse community served by a modern and vibrant High Street.

This is helped by:

- + A variety of types, sizes and styles of attractive and durable homes positively reflecting on the character of the area;
- + Protecting and enhancing the leafy and biodiverse nature of Radlett's streets, neighbourhoods and open countryside;
- + Easy access to the open countryside and a well-maintained network of footpaths, bridleways, cycleways and streets within Radlett itself;
- + A broad range of well-kept and highly frequented community and cultural facilities within easy walking distance of public transport and other destinations such as shops and services;
- + A diverse mix of local residents and employees of different faiths, ages, ethnicity and socio-economic means being able to live, work, study, and socialise;
- + Good accessibility of the high street for public and private modes of transport and sufficient parking for all modes including cars, bicycles and motorbikes.

Our Objectives

The presented objectives guided the development of the Neighbourhood Plan Policies and Community Priority Projects. The objectives were shaped by what was learnt from engaging with residents and businesses and from analysis of facts, figures and trends. These are:

- + To protect and enhance the verdant character of Radlett (Objective 1);
- + To meet new housing demand in a manner that is sensitive to the character of the village, having regard to context and the Radlett Character Assessment 2016 (Objective 2);
- + To support the development and/or retention of smaller homes available to younger people and older downsizers (Objective 3);
- + To promote the protection and positive use of the surrounding Green Belt by providing more opportunity to access it by foot, horseback and bicycle (Objective 4);
- + To protect open spaces in the village from development and to ensure that all residents have access to community open spaces for leisure and recreational purposes within a reasonable walking distance (Objective 5);
- + To maintain a modern and vibrant high street, by promoting a diverse range of retail uses and supporting smart technology throughout Radlett's village centre enabling a more connected and mobile community and improving ease of access to local products and services; (Objective 6);
- + To promote an active community within the village, with improved community and cultural facilities for residents and visitors (Objective 7);
- + To encourage and facilitate the development of buildings and sites in the village in order to improve the vitality of the high street and provide better facilities and amenities for the community and visitors (Objective 8);
- + To encourage cycling to and from key local destinations by improving the facilities for safe cycling and adequate parking (dedicated and safe paths, lanes and tracks) within and outside Radlett (Objective 9);
- + To require development and public realm improvements to make a positive contribution to the natural, built and historic environment (Objective 10);
- + To support proposals improving access, capacity, appearance and functioning of parking facilities for cars, bicycles and motorbikes; (Objective 11);
- + To seek improvements to streets and transport infrastructure facilitating a smooth traffic flow through the village and district centre (Objective 12);
- + To ensure Aldenham Parish Council and the local community have a meaningful opportunity to engage with developers and their design teams in the early stages of designing proposals for major sites, including the key locations for development as identified in HBC's Planning Brief for Radlett District Centre and any other significant development (Objective 13).

Key Proposal Map

— RV Radlett Village Centre Boundary (RV1)



Key Locations for change in the Village Centre (A to D as of HBC Planning Brief, Revised Draft, 2016)

Location A - Radlett Service Station/Regency House, Former Radlett Fire Station, and Burrell & Co.

Location B - Newberries car park

Location C - Radlett Village Institute

Location D - Red House Surgery and Post Office



Radlett Station and car park (Policy RV1)

S1 to S9 Open Spaces & Play Areas



S 1 Land at Williams Way (HCC owned) S 2 Land at Canons Close (HCC owned) S 3 Radlett Gardens, Watling Street (APC owned) S 4 Lauteral Green (Tykeside Gardens, APC owned) S 5 Scrubbitts Wood (north) Scrubbitts Wood (nouth) | (APC owned) S 6 Church Field, Land Rear of Christ Church Fields, Watling Street (The Diocese of St Albans) S 7 Phillimore Recreation Ground, Allotments Elm Walk& Fir Spring Wood (APC owned) S 8 Square and Community Centre at Phillimore Place (Affinity Sutton Housing Association) S 9 King George V Playing Fields (APC owned)



HD6 Tykes Water



HD 4 Radlett Bungalows

GA Getting Around Policies

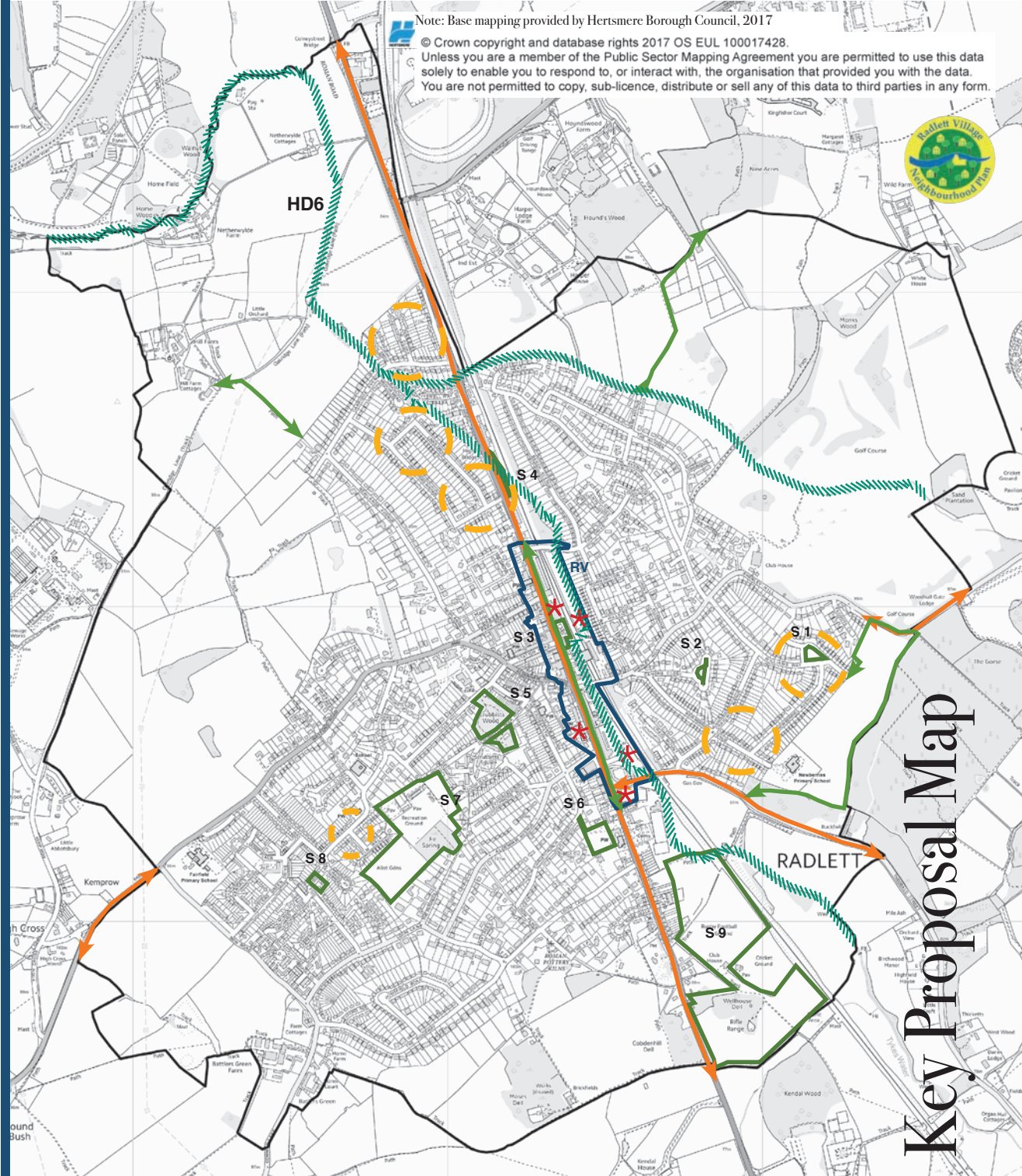
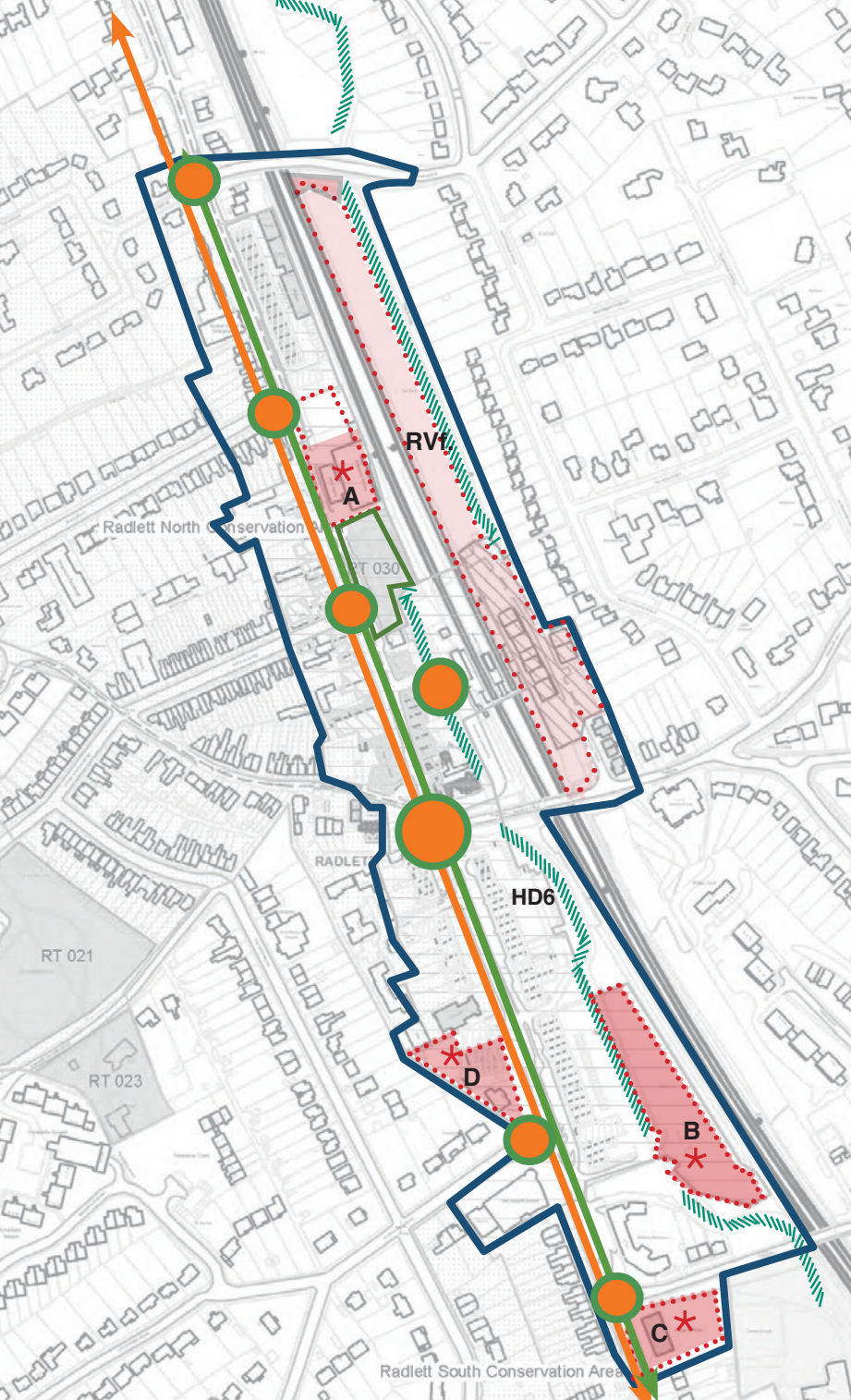
GA1 Walking and cycling networks



Cycle network improvement priorities



Walking network improvement priorities





03 RADLETT PLAN POLICIES

HOUSING & DESIGN

HD1 | HD2 HOUSING CHOICES

CONTEXT AND REASONED JUSTIFICATION

3.21 The National Planning Policy Framework requires Local Authorities to plan for and deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. This is to be achieved through delivering a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes).

3.22 The Hertsmere Local Plan Affordable Housing SPD 2015 states: "An October 2010 survey of local authorities by the National Housing Federation indicated that Hertsmere was the least affordable local authority in the East of England, with parts of the Borough having amongst the greatest gaps between housing affordability and access to services in England. As of 1 September 2015, there were 811 households on Hertsmere's housing register (a 7.4% increase since January 2015). This represents the number of households with identified housing need at that point in time, and is made up of families and vulnerable people. The people on this list require social and affordable rented homes. Approximately 90% reside in Hertsmere and all are required to have a connection with Hertsmere."

3.23 The lack of affordable housing in Radlett is exacerbated by:

- a. the current lack of larger development sites;
- b. the current five and proposed 10-property site threshold for triggering affordable housing;
- c. the high cost of 'affordable market housing', in this very affluent area, which is set by national policy at 80% of the market value;
- d. the high price of development land.

3.24 Hertsmere's Local Plan Core Strategy, Objective 3 states: 'To maintain an adequate supply of suitable land, focused on brownfield sites within the principal towns, to accommodate expected development needs and supporting community infrastructure'. Further, Objective 4 states: 'To work towards meeting the community's need for Affordable Housing.'

3.25 Our Built Form Survey (part of the Radlett Character Assessment) shows that the majority of current residential buildings in Radlett are detached (i.e. 58.3% when including both large and smaller units). There is also a portion of terraced houses (11.2%), which are mainly found in the conservation areas near the high street and in the former council housing plots at the western end of the village, near New Road (i.e. the block around Fairfield Close and Beagle Close).

3.26 The census data shows that homes tend to be significantly larger in Radlett with 49% of homes having four or more bedrooms compared to 21% in the Borough and 19% in England (See Figure 8b and 8c for reference). This significant undersupply of smaller/normal sized homes in Radlett is further emphasized by the number of properties with eight or more rooms. In 2011, about 42% of Radlett households have eight or more rooms. This compares with 14% for the Borough and 12% for England as a whole

3.27 In considering the age profile of Radlett (Figure 8a), the Radlett Plan Steering Group acknowledges that the general lack of homes with 3 or fewer bedrooms, providing step-free living environments for more mature residents, is unlikely to be resolved just through the retention and adaptation of for instance existing bungalows. Delivering well-designed homes near local amenities and services/ the high street for downsizers needs to be considered more comprehensively and planned for. This approach will have to take account of the large proportion of 4+ bedroom properties in Radlett, the needs of an ageing population, young people's access to housing, exceptional low residential densities and high local property prices. The South West Hertfordshire Strategic Housing Market Assessment, 2016, calculates for instance the need for Specialist Housing for Older Persons in the period 2013-36 for Hertsmere to be 1321 in that period (equates to an annual need of 57).

Table 8 a: Age Profile

Source: ONS Census 2011

Age Range	Radlett		Hertsmere		East of England		England	
	Number of residents	%	Number of residents	%	Number of residents	%	Number of residents	%
80 and over	437	5.4%	5,234	5.2%	294,011	5.0%	2,438,901	4.6%
70 to 79	664	8.1%	6,619	6.6%	435,842	7.5%	3,713,474	7.0%
60 to 69	898	11.0%	10,253	10.2%	666,895	11.4%	5,680,431	10.7%
50 to 59	1,089	13.3%	12,370	12.4%	720,995	12.3%	6,397,087	12.1%
40 to 49	1,363	16.7%	15,365	15.4%	868,215	14.8%	7,765,749	14.6%
30 to 39	884	10.8%	13,217	13.2%	751,459	12.9%	7,058,337	13.3%
20 to 29	718	8.8%	11,968	12.0%	715,617	12.2%	7,246,202	13.7%
15 to 19	500	6.1%	6,117	6.1%	358,697	6.1%	3,340,265	6.3%
10 to 14	628	7.7%	6,212	6.2%	345,453	5.9%	3,080,929	5.8%
5 to 9	510	6.2%	5,969	6.0%	328,512	5.6%	2,972,632	5.6%
0 to 4	472	5.8%	6,707	6.7%	361,269	6.2%	3,318,449	6.3%
Total	8,163	100.0%	100,031	100.0%	5,846,965	100.0%	53,012,456	100.0%

Figure 8b: Number of bedrooms by household with at least one usual resident

Number of bedrooms (QS411EW)	Radlett		Hertsmere		East of England		England	
	Number	%	Number	%	Number	%	Number	%
All households	3,143	100.0%	39,788	100.0%	2,423,035	100.0%	22,063,368	100.0%
No bedroom	3	0.1%	65	0.2%	5,194	0.2%	54,938	0.2%
1 bedroom	244	7.8%	4,657	11.7%	251,374	10.4%	2,593,893	11.8%
2 bedrooms	572	18.2%	10,784	27.1%	633,776	26.2%	6,145,083	27.9%
3 bedrooms	775	24.7%	15,727	39.5%	1,002,547	41.4%	9,088,213	41.2%
4 bedrooms	811	25.8%	6,071	15.3%	407,633	16.8%	3,166,531	14.4%
5 or more bedrooms	738	23.5%	2,474	6.2%	122,511	5.1%	1,014,710	4.6%

Figure 8c: Number of rooms by household with at least one usual resident

Number of rooms (QS407EW)	Radlett		Hertsmere		East of England		England	
	Number	%	Number	%	Number	%	Number	%
All households	3,143	100.0%	39,788	100.0%	2,423,035	100.0%	22,063,368	100.0%
1 room	2	0.1%	190	0.5%	11,420	0.5%	172,008	0.8%
2 rooms	40	1.3%	966	2.4%	56,289	2.3%	641,307	2.9%
3 rooms	239	7.6%	4,419	11.1%	218,770	9.0%	2,264,602	10.3%
4 rooms	385	12.2%	8,137	20.5%	427,324	17.6%	4,227,236	19.2%
5 rooms	389	12.4%	9,299	23.4%	591,100	24.4%	5,446,830	24.7%
6 rooms	407	12.9%	7,233	18.2%	477,702	19.7%	4,275,834	19.4%
7 rooms	380	12.1%	3,974	10.0%	267,353	11.0%	2,223,733	10.1%
8 rooms	426	13.6%	2,598	6.5%	179,573	7.4%	1,400,789	6.3%
9 or more rooms	875	27.8%	2,962	7.4%	193,504	8.0%	1,411,029	6.4%

3.28 This consideration is part and parcel of promoting more local and affordable housing choices for the elderly, supporting the stability of local informal social support networks, whilst maintaining and enhancing the character of the built and natural environment.

3.29 The prevalence of long and narrow plot sizes in the Neighbourhood Plan area, the design guidance aimed at limiting tandem developments (a second row in back gardens, also known as two tier developments) by HBC leads in parts to the large number of planning applications for extensions of existing buildings into even larger properties in single occupancy (See Figure 8d to 8f). There are few other physical ways to expand or add value to properties if total remodelling or demolition and construction of smaller semi-detached homes facing the street is not an option.

3.30 The South West Hertfordshire Strategic Housing Market Assessment, 2016, indicates that the number of residents aged over 65 is expected to grow substantially, by 65%, between 2013-36, with 60% growth in those aged between 75-84 and 137% growth in those aged over 85 – principally as a result of improving health and life expectancy. Consultations with local residents and with local estate agents support the view that the most sought after homes are accessible, smaller homes and more affordable homes for a range of tenures (rented, shared equity, housing association etc.) and for key workers e.g. teachers, nurses and carers required to live close to their places of work. In 2011, only 8% (252) of all household tenures in Radlett are registered as 'Social Rented' sector. The average in Hertsmere is 17%, in England as a whole it is 16%.

Shifts in existing housing stock: Loss of smaller residential properties

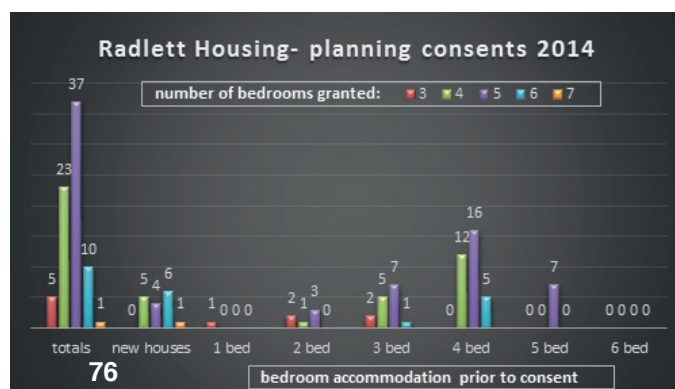
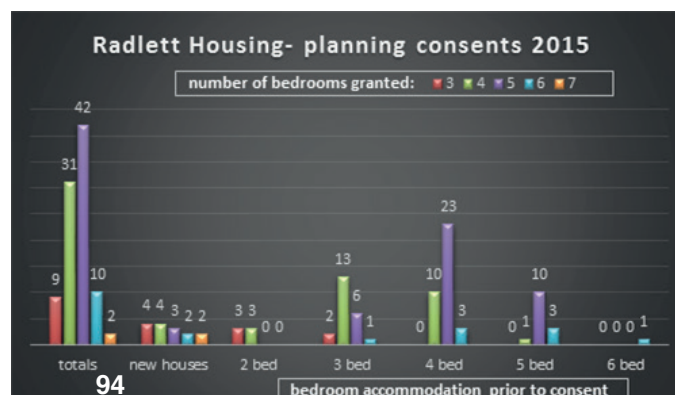
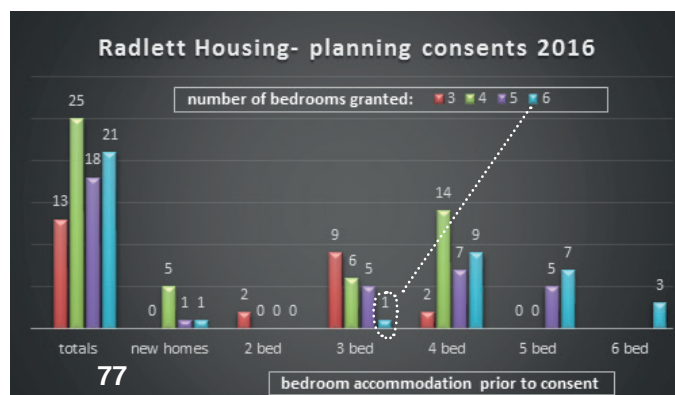
3.31 A detailed analysis of granted planning applications in Radlett, covering the years 2014, 2015 and 2016, shows a significant increase of gross floor area on a plot by plot basis.

3.32 Where there was information supplied regarding up-grades that resulted in additional bedrooms the data was included and is shown in the bar charts adjacent. For instance and highlighted, in 2016, one 3 bed home was enlarged to a 6 bed home (blue colour).

3.33 In 2016, out of the 77 granted housing planning permissions, an increase of gross floor area in the categories 4, 5 and 6+ bedrooms can be confirmed for 54 (70%) of those. This is an observable trend for all three years of analysis and confirms the undergoing shift within the existing housing stock of Radlett from medium to large sized properties within the 4+ bedroom sized homes.

3.34 In 2015, out of the 94 granted housing planning permissions an increase in gross floor area in the categories 4, 5 and 6+ bedroom can be confirmed for 83 (88%) of those.

3.35 Over the 3 years analysed, and out of the 247 consented housing applications, about 57% (141) resulted in an increase of gross floor area of 5+ bedroom properties in Radlett. About 20 (8%) are considered new builds. Increasing 3 and 4 bedroom properties to 5 and 6 bedroom properties describes the most common shifts.



Safeguarded Land

3.36 In 2010, HBC carried out a Strategic Housing Land Availability Assessment (SHLAA). The purpose of the study was to identify sites meeting criteria making them potentially suitable for housing development. Developers and landowners put forward nine sites covering some 91 hectares of Green Belt land for housing development surrounding Radlett. The study found only one site potentially suitable, Starveacres, 16 Watford Road. This site has since been removed from the Green Belt and is designated as 'safeguarded land' [HBC Local Plan 2012 -2027, Site Allocations and Development Management (SADM)]. This means that should such development need to take place in Radlett, this site is most likely be designated for development first. The site is about 2.4 hectares.

Figures 8d to 8f: 2016, 2015 and 2014
Granted Planning Applications for housing in Radlett
(Detailed review of all planning applications analysed by Radlett Plan Steering Group member Graham Taylor, 2017)



POLICY INTENT

- To meet new housing demand in a manner that is sensitive to the character of the village, having regard to context and the Radlett Character Assessment 2016; (Objective 2)
- To support the development and/or retention of smaller homes available to younger people and older downsizers; (Objective 3)

POLICY HD1 INCREASING HOUSING CHOICES

All residential development proposals for more than ten dwellings must include smaller dwellings to meet the Neighbourhood Area's identified needs. The provision of accessible and flexible forms of accommodation to meet the needs of disabled and older people will be supported.

POLICY HD2 DEVELOPMENT AT STARVEACRES

Residential development at Starveacres will be supported where it provides for a mix of housing types and tenures. Proposals should consider opportunities to provide housing suitable for older people.



03 RADLETT PLAN POLICIES

HOUSING & DESIGN

HD3 | HD4 | HD5 | HD6 | HD7

TOWNSCAPE & LANDSCAPE CHARACTER & PATTERNS

CONTEXT AND REASONED JUSTIFICATION

3.37 The 2015 Radlett Neighbourhood Plan survey highlighted the significance local people place on the retention of Radlett's verdant character. Radlett is characterised by spacious plots, clear visual breaks between houses, visibility of mature trees in back gardens from the street and overall a low density of development. The Hertsmere Draft Planning and Design Guide SPD Part D, 2016 and its predecessor provides helpful guidance overall. This Neighbourhood Plan provides more detailed insight and policies.

3.38 One of the key aspects residents love about our village is its verdant nature with its many residential streets framed by grass verges, green hedges and mature trees.

3.39 Results from the two residents' surveys in 2014 and 2015 consistently suggest the largest area of concern is the demolition of small and medium-sized -family homes, on good-sized plots. These are often replaced by much larger, 5 to 6+ bedroom homes with up to 4 floors of habitable accommodation. The new dwellings may occupy a large percentage of their plot, have bulky, expansive crown roofs, overbear neighbouring properties and alter the street scene. This trend also restricts the opportunity for older residents to downsize. There is documented strong support from older residents, reflected in the survey results (U3A Survey 2015), for the retention and expansion of the number of homes and bungalows to which they can downsize, thereby releasing larger houses for families. Estate agents, too, confirm that the demand for smaller homes and bungalows is greater than the stock currently available.

3.40 The National Planning Policy Framework states in §126 and §127: 'To provide maximum clarity about design expectations at an early stage, plans or supplementary planning documents should use visual tools such as design guides and codes. These provide a framework for creating distinctive places, with a consistent and high quality standard of design. However their level of detail and degree of prescription should be tailored to the circumstances in each place, and should allow a suitable degree of variety where this would be justified. Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'. The Department for the Environment, Food and Rural Affairs key strategy document 'A Green Future: Our 25 Year Plan to Improve the Environment' and the proposed 'Biodiversity Net Gain' rule for development further justify the approach taken in this Neighbourhood Plan.

3.41 The detailed Radlett Character Assessment presents a key resource in understanding Radlett's local character expressed in distinct town and landscape patterns across a range of indicators and architectural and landscape features as illustrated in the pictures to the right and in Figure 9 to 13 overleaf. The observed open character is underpinned by the further work carried out in the Radlett Character Assessment. It has identified the following as prevailing characteristics of an average Radlett residential plot:

- Plot size of about 850m² (often very long garden plots negotiating level differences);
- 8 to 10 metre setback from the street;
- A 1 metre minimum distance from the side plot boundary for the ground floor level (resulting in a minimum of 2 metres break on the ground floor between buildings).

3.42 The following pages show photographs and diagrams illustrating some of the key features of Radlett's settlement structure. It covers aspects such as early and more recent residential development, residential plot sizes, plot coverage, facade setbacks and distance to boundary and landscape patterns.



Paddock View



The Warren



Links Drive



Aldenham Avenue



Shenley Hill



Links Drive



Craigwell Avenue



Watling Street

Early development



Goodyers Avenue



Links Drive



Oakridge Avenue



The Warren



Aldenham Avenue



Gills Hill Lane

New development

Source: Character Assessment: Radlett Neighbourhood Plan, Aldenham Parish Council 2016

3.2 Housing & Design Policies

Figure 9: Radlett: Residential plots size (ha), 2016

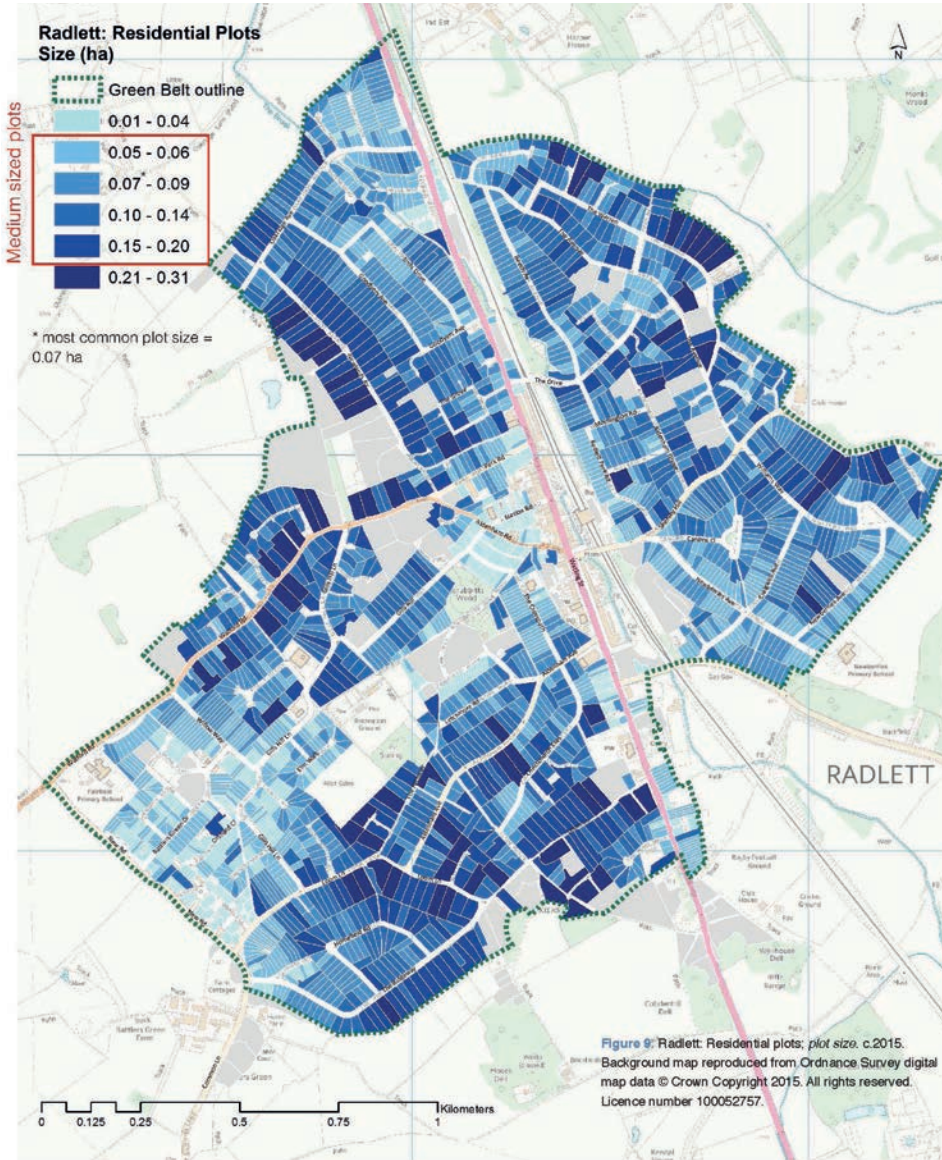
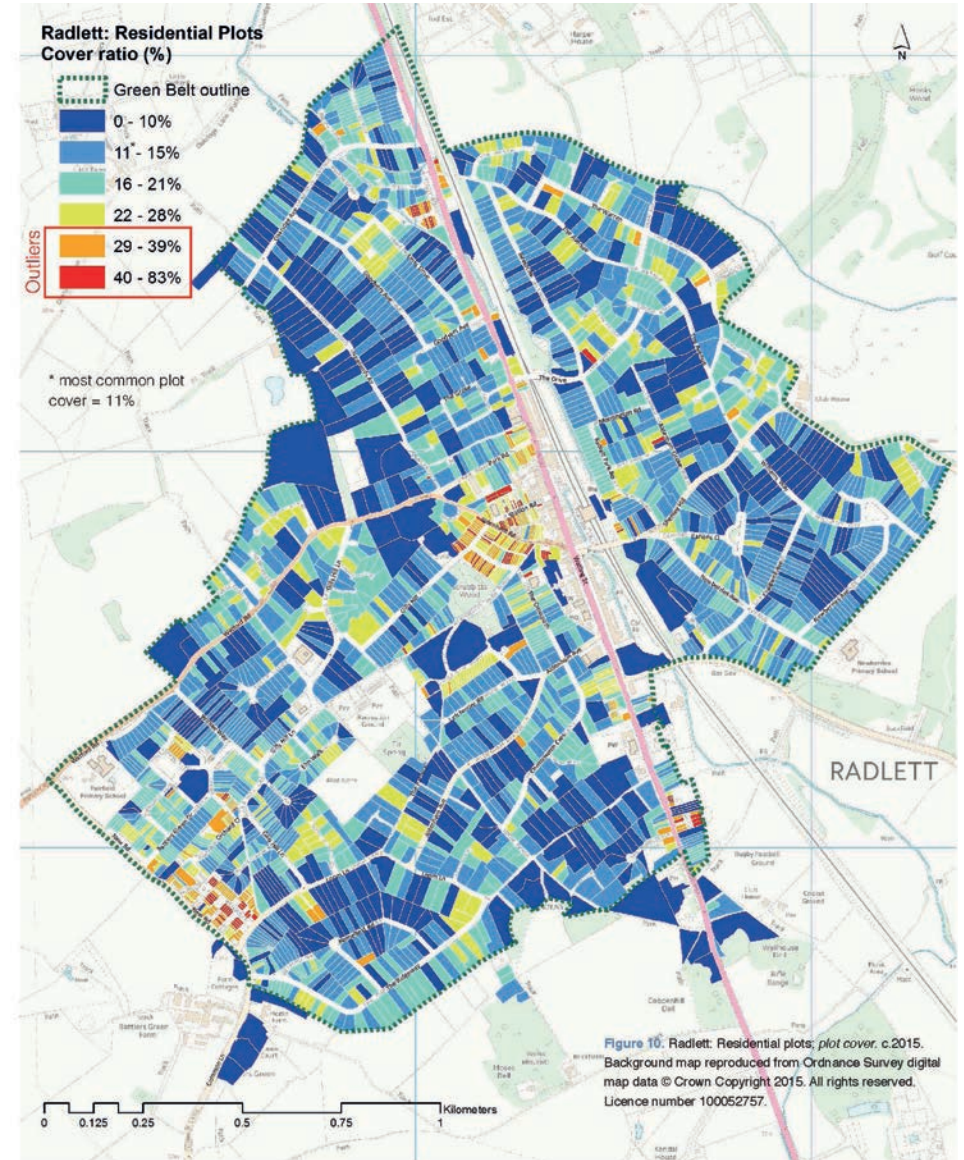


Figure 10: Radlett: Residential plots cover ratio (%), 2016



Source: Character Assessment: Radlett Neighbourhood Plan, Aldenham Parish Council 2016

Figure 11: Radlett: Residential plots: Façades setbacks (m), 2016

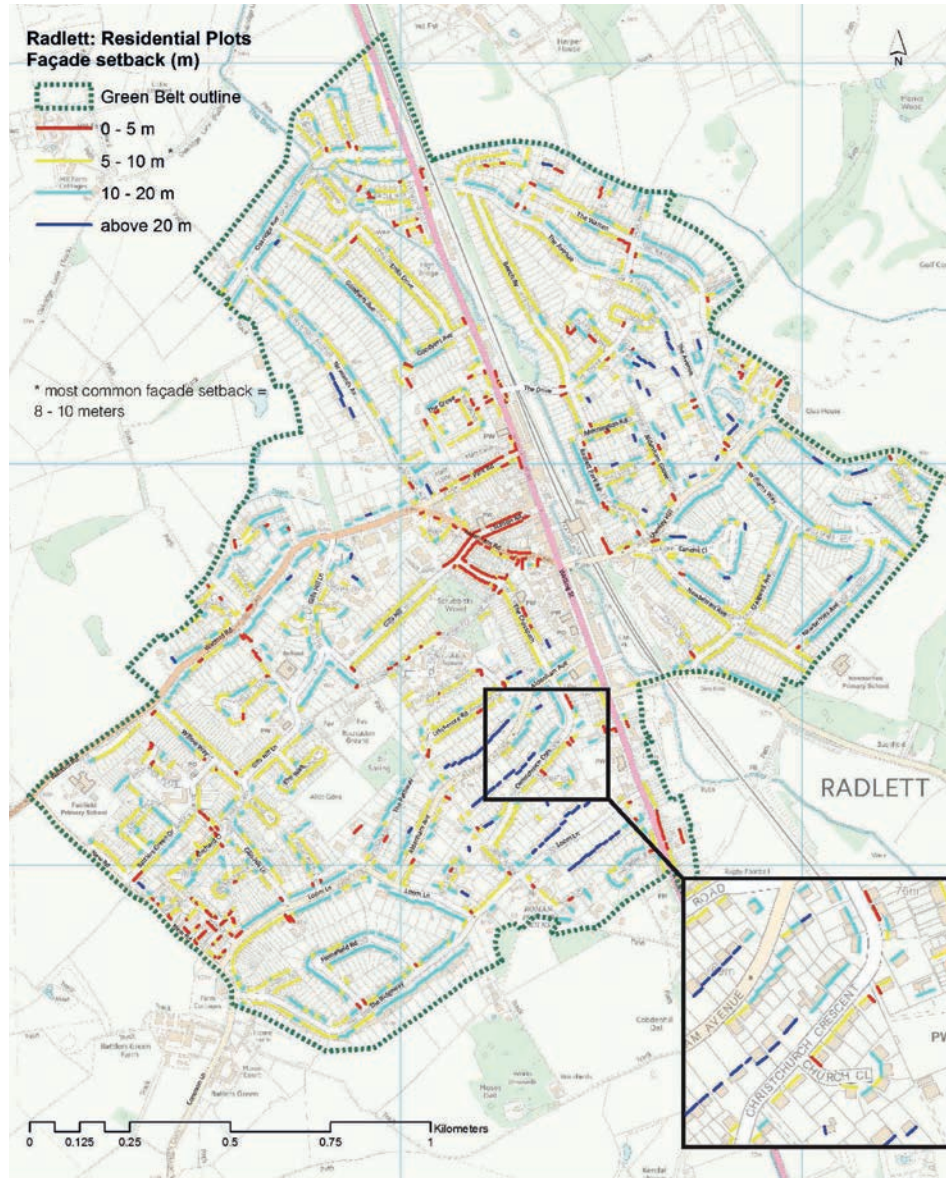


Figure 12: Radlett: Residential plots: Side distance to boundaries (m) (for ground floor), 2016

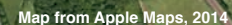


Source: Character Assessment: Radlett Neighbourhood Plan, Aldenham Parish Council 2016

3.2 Housing & Design Policies



Figure 13b: The aerial map of verdant Radlett illustrates clusters and networks of green spaces and hedges which are **not protected** through Tree Preservation Orders or (TPOs), located outside Conservation Areas or designated woodland.



Trees, Woodlands and Hedgrows

3.43 Hertsmere Borough Council has developed a series of Supplementary Planning Documents under the heading of 'Biodiversity and Trees' covering guidance for trees, hedges and grouping of high quality trees. Part A gives details on the legal and policy context for this document, Part B advises on wildlife and biodiversity issues that may overlap into the area of trees, as trees are key habitats for bats. Part D offers more detailed guidance on 'Protected Trees and Hedgerows'. The British Standard 5837:2012 Trees in relation to design, demolition and construction is considered the key national practice guidance in this context.

3.44 In the Neighbourhood Plan Survey 2015 785 people stated their support for retaining the verdant nature of the village. Figure 13a on page 36 illustrates the number of Tree Preservation Orders (incl. hedges and groups of trees) as of Hertsmere Borough's online mapping portal in 2018. Figure 13b on the same page in contrast highlights the extent of clusters and networks of trees, woodlands and mature hedges which are not protected through Tree Preservation Orders (TPOs) and are located outside Conservation Areas. Protecting the verdant character of Radlett is closely related to retaining groups, networks and individual healthy and mature trees and hedges. Figure 13a and 13b opposite illustrate larger clusters and networks in residential back gardens, the open countryside, in open spaces, railway sidings and street junctions. They form part of important networks, wildlife corridors and stepping stones and are critical for local character, amenity, wildlife, biodiversity, flood risk prevention and often the less discussed 'calming soundscape' as and when the wind blows through the tree canopies.

Access to Tykes Water / Radlett Brook

3.45 Tykes Water flows through the village from south to north. There is limited access to the waterway in the centre of the village. Improved access for pedestrians to Tykes Water within the Newberries car park precinct is promoted. More generally and importantly for appearance, amenity and community benefit of Tykes Water, APC is working with HBC to encourage landlords to clean the area behind the back of the shops to meet current environmental legislative standards and to improve the look of the area. Advice from the Environmental Agency, provided as part of Regulation 14 consultation of this plan, reads as follows: "The Radlett Brook, which is classified as a main river, runs through Radlett, along with its tributaries. Your neighbourhood plan should specifically refer to protecting the watercourses in the area and their associated habitats. We would recommend including a strongly worded policy specifying that any scheme adjacent to the river and its tributaries should be designed with a naturalised buffer zone of at least 9 metres from the top of the bank of the brook in order to protect and enhance the conservation value of the watercourse and ensure access for flood defense maintenance. This requirement is in line with Hertsmere's 2016 adopted Local Plan policy 'SADM16 – Watercourses'."



Radlett Design Code

3.46 Aldenham Parish Council would like to see all development have regard to the design aspirations of the “Radlett Design Code” set out below. Engagement on these things by landowners and developers will be greatly welcomed and the Parish Council will, where possible, seek to work with parties to achieve the following, all aimed at protecting and enhancing Radlett’s attractive characteristics,

a. Plot coverage

Achieving plot coverage that respects its surroundings.

b. Ridge height

Ensure that development takes account of gradients and restricts ridge heights to a height that respects neighbouring properties.

c. Gates

Ensuring that gates and entrances requiring planning permission respect local character and do not dominate their surroundings.

d. Front gardens

Ensuring that new homes are designed such that spaces in front of them contribute to the verdant character of the area. Ensuring that hard surface coverage within housing plots be limited and that hard surfacing be permeable. Achieving biodiversity gains and actions to prevent flood risk.

e. Spacing between building and boundary (set-in)

Providing sufficient space between dwellings.

f. Building materials

Encouraging the use of durable, high quality local materials that appear in keeping with their surroundings.

g. Parking, refuse and recycling facilities

Sensitively integrating parking into the landscape and streetscene

h. Highway boundaries

Ensuring that boundary treatments reflect the prevailing character of boundaries, with special attention to retaining open character and green hedges, and avoiding boundaries that appear unduly dominant.

i. Grass verges and highway trees

Respecting grass verges and street trees.

Wendy Allan's 'The rain chain' RHS Hampton Court Palace Flower Show, Source: <https://www.wendyallendesigns.co.uk/showgardens/> For inspiration: <https://vimeo.com/232653038> | www.gardensillustrated.com/article/design/parking-space-vs-front-garden . Also see: <https://www.urbandesignlondon.com/resources/designing-rain-gardens-practical-guide/>



THE RADLETT DESIGN CODE



POLICY INTENT

- To protect and enhance the verdant character of Radlett; (Objective 1)
- To meet new housing demand in a manner that is sensitive to the character of the village, having regard to context and the Radlett Character Assessment 2016; (Objective 2)
- To require development and public realm improvements to make a positive contribution to the natural, built and historic environment; (Objective 10)

POLICY

HD3 | HD4 | HD5 | HD6 TOWNSCAPE & LANDSCAPE CHARACTER

HD3 RESPECTING AND ENHANCING LOCAL TOWNSCAPE AND LANDSCAPE CHARACTER AND PATTERNS

Development proposals are required to reflect and respond positively to local townscape and landscape character. Development within the settlement of Radlett should have regard to the Radlett Character Assessment and the Radlett Design Code. All development must respect local character and residential amenity.

HD4 DEVELOPMENT OF GARDEN LAND

All development must respect Radlett's distinctive green and verdant qualities. The loss of garden land to development that fails to respect the character and prevailing development pattern of the surrounding area will not be supported.

HD5 HEALTHY HIGH QUALITY TREES and HEDGES

Development proposals should retain healthy high quality trees, woodland and hedges in the Neighbourhood Area.

HD6 TYKES WATER

Development proposals adjacent to Tykes Water/ Radlett Brook and its tributaries should be designed with a natural buffer zone of at least nine metres from the top of the bank of the brook and to protect and enhance conservation value and avoid increased flood risk.



03 RADLETT PLAN POLICIES

HOUSING & DESIGN

HD7 THE RADLETT BUNGALOWS

CONTEXT AND REASONED JUSTIFICATION

3.47. Each building / structure is assessed by the HBC to see if it is suitable for addition to the draft local list. The criteria for inclusion are historic importance, architectural significance and the building's contribution to the local built environment. They are assessed as follows:

Historic importance

Buildings/structures should illustrate,

- local architectural history or design
- associations with local historic events
- strong community or socio-economic development significance
- associations with people of local / national importance that have lived at the address for a significant period of time.

Architectural significance

Buildings/structures are required to show their architectural significance through,

- their design, plan or materials used in construction in regard to their local architectural value and design qualities shown to be typical of the local area

- retention of the majority of original features
- association with locally or nationally important architects, engineers or designers

The building's contribution to the local built environment

The building/structure should demonstrate its contribution to the local landscape – whether urban or rural. This includes buildings that have demonstrated a contribution through their size / impact upon the skyline / prominent position (such as a street corner), from forming part of a larger group of contemporary buildings or having formerly been within the curtilage of or abutting a statutory listed building.

3.48 HBC's Design Guidance SPD, page 7, describes Radlett's character as follows:

- Links with Borehamwood, St Albans and London via Watling Street and Thameslink railway.
- Historic centre surrounded by 20th Century suburban housing of varying form and character, including bungalows, most with generous rear gardens.
- Area of post-war local authority housing to the west.
- Linear town centre with good local retail offer including convenience and comparison goods, restaurants and A2 uses.
- Few taller buildings, with flats concentrated around the station and shopping parade."

3.49 Our buildings survey recorded the basic building stock in Radlett's residential plots in 2015. In total, 2639 residential buildings were recorded. Considering the particularities of Radlett's architecture and building typologies, two historical building types were included: bungalows and chalet bungalows (the data for bungalows and chalets are taken from an earlier building survey performed by the Radlett Housing and Development Group, 2015 published in the Radlett Character Assessment, 2016). The survey identified and mapped 2639 buildings of which were:

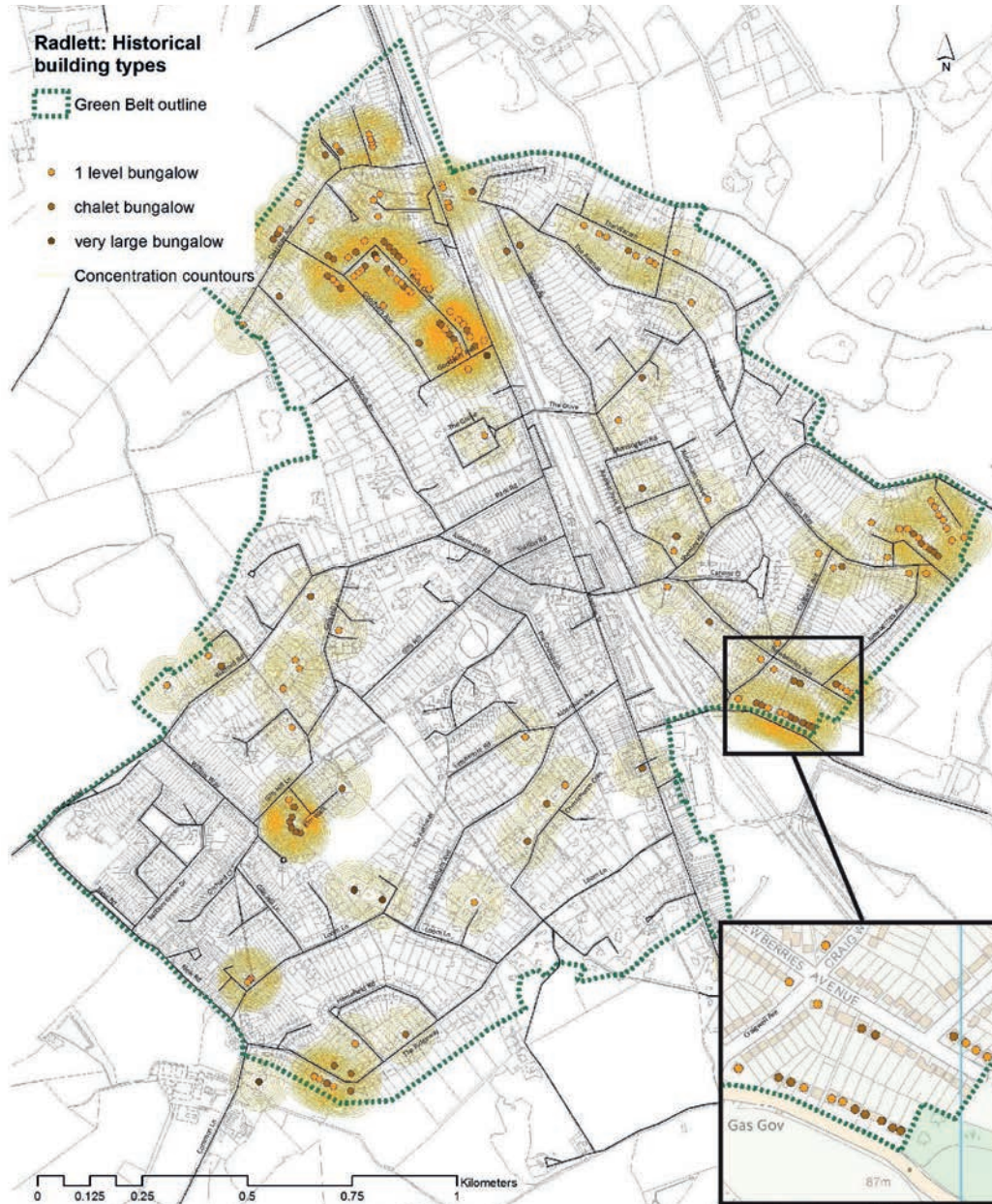
- Terraced units = 295 (11.2%)
- Semi-detached units = 634 (24%)
- Detached, large units = 74 (2.8%)
- Detached units = 1465 (55.5%)
- Chalet bungalows = 63 (2.4%)
- Bungalows = 108 (4.1%)

Figure 14a on page 42 highlights the location of single-storey bungalows, chalet bungalows, and very large bungalows. The distribution of over 100 bungalows shows a number of clusters of streets where bungalows and chalets are the predominant building typology shaping the character of the street. An assessment of Radlett's Bungalows, documented in the Character Assessment 2016 and its Addendum, dated 2018, informed the identification of bungalows which individually and/or through their group value contribute positively to local the townscape character of Radlett.

3.2 Housing & Design Policies



Figure 14a: Radlett Bungalow housing typology, 2016



Source: Character Assessment: Radlett Neighbourhood Plan, Aldenham Parish Council 2016

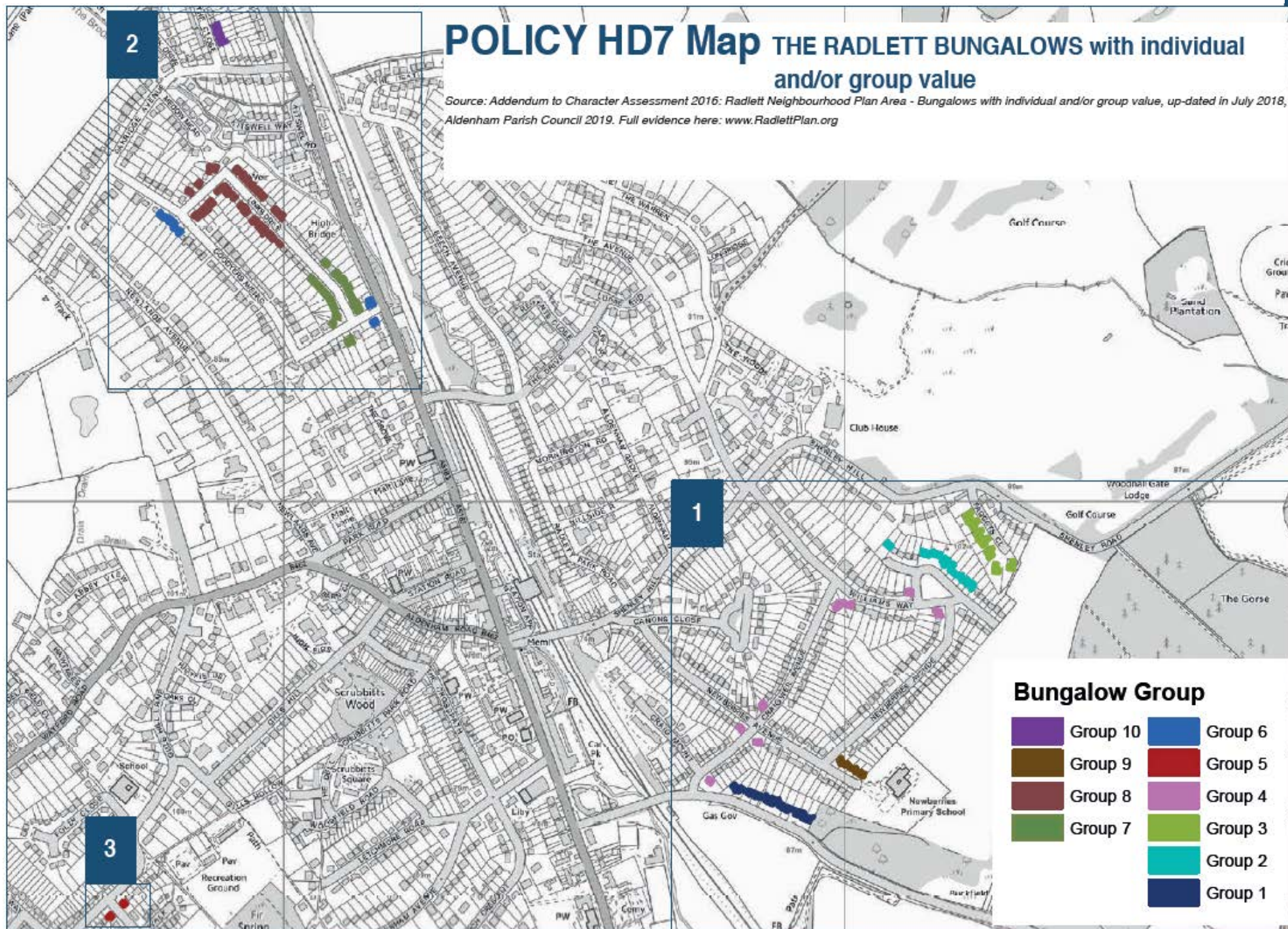
POLICY INTENT

- To require development and public realm improvements to make a positive contribution to the natural, built and historic environment; (Objective 10)
- To meet new housing demand in a manner that is sensitive to the character of the village, having regard to context and the Radlett Character Assessment 2016; (Objective 2)



Chalet Bungalow
Picture credit: Vivienne Charrett

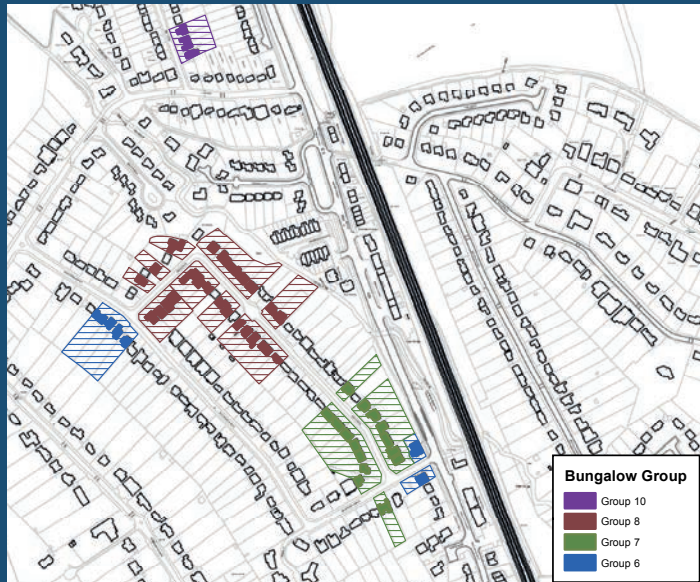
3.2 Housing & Design Policies



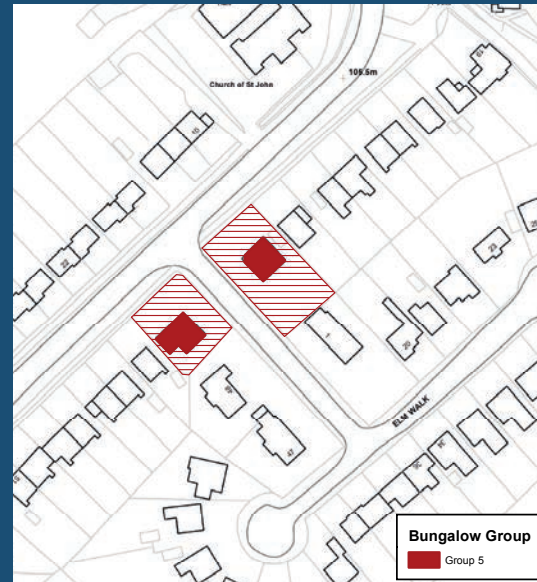
POLICY HD7 INSET Map 1



POLICY HD7 INSET Map 2



POLICY HD7 INSET Map 3



POLICY HD7 THE RADLETT BUNGALOWS

HD7.1 Development proposals which impact on any of the Radlett Bungalows identified on Policy HD7 Map for their individual and/or group value in contributing positively to local townscape character should protect or enhance this contribution.

HD7.2 Replacement of an existing bungalow or chalet bungalow identified for its individual and/or group value must be broadly commensurate in terms of its existing ridge height and respect its wider setting.

Applications shall respond positively to and be in keeping with key features typical of local bungalows and their setting while adapting to current building, access and energy efficiency standards.



03 RADLETT PLAN POLICIES

HOUSING & DESIGN

DESIGNING with LOCAL KNOWLEDGE

CONTEXT AND REASONED JUSTIFICATION

3.50 As a local community, we recognise our role in supporting good design in our built environment and speeding up the planning process by working pro-actively, constructively and positively with landowners and developers.

3.51 A 'Design and Development Brief' is a recognised tool to achieve better design and resolve possible issues early on. Applicants set out their proposals for new development schemes with sufficient detail to allow the local community to understand what is being proposed and engage in a meaningful consultation process. A 'Design and Development Brief' is part of an iterative design process through which local views and knowledge can be incorporated into the evolution of the design of the development and form part of the required Design and Access Statement in the Planning Application.

3.52 Aldenham Parish Council would like to have greater and earlier involvement in major planning applications and will seek to encourage developers to engage with the community as early as possible and as much as possible. The Parish Council will encourage developers to set out in Design and Access Statements how the development proposal will contribute to achieving the Vision for Radlett. It might include:

- An illustrative layout that shows how the proposed development could be accommodated on the site, features typical of local bungalows and their setting while adapting to current building, access and energy efficiency standards
- Scale, footprint, bulk and height of buildings
- Mix of dwelling types and tenure
- Design style and guidelines
- Improvements to local infrastructure and facilities
- Access, parking, cycle and pedestrian ways and any required traffic impact and parking assessments
- Landscaping and publicly accessible open spaces
- The location of trees and any that may be affected by the development
- Indicative timing and phasing of the proposed development including infrastructure and public transport access

- Community benefits to be provided and when they occur in the phasing and delivery
- All relevant factual information explaining proposed dwelling and tenure mix, infrastructure provision and community benefits from a financial viability point of view

3.53 The provision of this information could be supported through active engagement with Aldenham Parish Council and the local community. We strongly encourage developers to undertake design workshops, to use Design Panel Reviews and to consider the guidance Building for Life 12.

3.54 Active community engagement from the earliest stages will support the provision of a strong and effective Statement of Community Consultation.







03 RADLETT PLAN POLICIES

RADLETT VILLAGE CENTRE VITALITY

RV1 | RV2 | RV3 | RV4 | RV5 | RV6

CONTEXT AND REASONED JUSTIFICATION

3.53 The National Planning Policy Framework recognises centres as the heart of communities. The NPPF therefore requires local authorities to pursue policies which support the viability and vitality of existing centres by taking a positive approach to growth, management and adaptation. Hertsmere Borough Council's small number of policies can be viewed in the Core Strategy (2013) and in the 'Site Allocations and Development Management Policies Plan' (2016).

3.54 Since 2013, part of Radlett's village centre has been designated as a 'District Centre'. The current boundary of the District Centre is shown in Figure 7b, page 21. It is with nearly 12000 sqm the second largest retail centre in the borough and similar to that of Potters Bar High Street, which is designated as Town Centre. Substantial increases in retail floor space in Radlett, ahead of Borehamwood town centre and Darkes Lane, Potters Bar are unlikely to be appropriate, unless justified by increased local need and no significant adverse impacts on either Radlett District Centre or any other centres nearby. There is an apparent lack in detailed town centre management policies, strategy and investment.

3.55 Parts of the District Centre are located in the Radlett North and Radlett South Conservation Areas, resulting in a level of protection and management of changes in the built environment and trees.

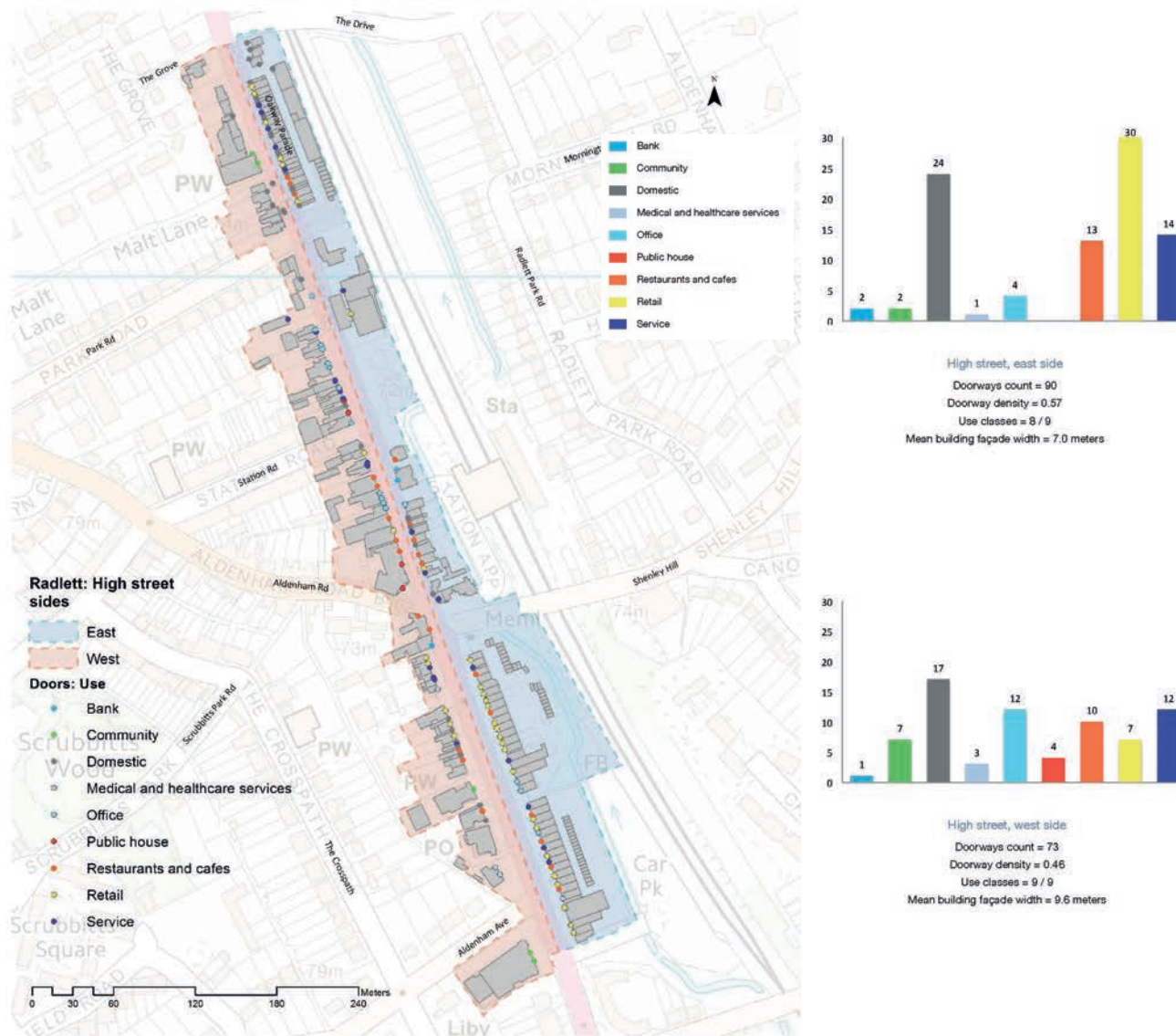
3.56 The busy high street is the centre of Radlett's local life and emphasises that its quality and attractiveness is critical for the future of Radlett as an attractive place. The quality of the built environment, mix of services and range of goods and vitality needs planning policy support as well as a collaboration with Hertfordshire County Council, which owns much of the street space, landowners and leaseholders.

3.57 From the analysis carried out as part of the Radlett Character Assessment 2016 and shown in Figure 15 opposite, it is evident, Radlett's District Centre is made up of a diverse mix of uses and services including retail, restaurants, medical facilities, offices and community buildings. The Radlett Character Assessment finds the total number of entrances to shops, restaurants and other 'active uses' to be approximately 160. The distribution and breakdown of those is illustrated in Figure 15 opposite. It highlights three distinct clusters whereby the southern end of the high street is characterised by a good mix of retail uses, The Radlett Centre and a significant width of the public space between the east and the west side of Watling Street frontages. The middle section of the high street is narrow and a number of restaurants and take aways are located there in proximity to the railway station and Shenley Hill Bridge. The northern part of the high street, Oakway Parade, is characterised by having a mix of retail, services and residential uses at street level. Oakway Parade is also designated as 'Primary Frontage' in planning terms and enjoys policy support from the Local Plan for the retention and promotion of shops (A1) and financial services (A2) at street level. This designation seems difficult to deliver in practice and conversions to employment uses are supported. Opposite Oakway Parade, on the western side of Watling Street, is predominantly in residential use. An Article 4 Direction, made by the local planning authority, restricting the scope of permitted development rights for Oakway Parade is needed, in our view.

3.58 As detailed in HBC's 'Planning Contribution Framework 6 g) Town Centres and Public Realm' no funding from development via HBC is planned for in Radlett. (See link: <https://www.hertsmere.gov.uk/Planning--Building-Control/Planning-Policy/Developer-Contributions-Framework/06g-Town-Centres-and-Public-Realm.aspx>). However, the Radlett Neighbourhood Plan Steering Group considers the following as key issues and opportunities likely to affect Radlett District Centre's health and vitality in the foreseeable future:

- High levels of traffic congestion, parking shortage as well as lack and quality of provision for pedestrians and cyclists including crossings between the east and west side of the busy Watling Street, across both Shenley Hill and Theobald Street rail bridges, cycle parking, frequency of public buses and opportunities to rest on benches;
- Significant air quality issues have been identified;
- Development sites at Newberries car park, Radlett Service Station/Regency House/former Radlett Fire Station Burrell & Co., Radlett Village Institute and Red House Surgery and Post Office. A revised Radlett District Centre Planning Brief, 2016 sets out the known constraints and planning policy contexts for the above four key locations in the centre of Radlett;
- Need for investment and support for the high street improvements (buildings, spaces, uses and infrastructure such as wifi);

Figure 15: Radlett High Street | Watling Street: Mix of uses and services, 2015



Source: Character Assessment: Radlett Neighbourhood Plan, Aldenham Parish Council 2016



3.3 Radlett Village Centre Policies

- 1 and 2 bedroom homes in easy walking distance of the amenities supporting regular footfall and vibrancy;
- Oakway Parade, the oldest part of the high street and located at the northern end of Radlett District Centre, is less busy and restrictions on car parking (yellow lines, no parking between 2pm-3pm in The Drive) further reduces potential higher footfall from arriving car users. The current mix of retailers include an Italian restaurant; an Indian restaurant; a children's hair salon; women's hair salon; a kitchen shop; a photography shop and a few other services.

3.59 Section 8.12 of the Hertsmere Local Plan, 2016 refers specifically to Radlett District Centre. It states that there is evidence that as a viable and attractive centre, it no longer only serves the immediate population of the town. Low numbers of vacancies and short-term lets are apparent, along with a number of specialist retailers and an increasing number of restaurants.

3.60 Battlers Green Farm is located immediately adjacent to Radlett and contains a farm shop, restaurant, butcher, fish monger in addition to a range of other specialist high end retailers attracting shoppers from a wider catchment area in addition to a range of other specialist high end retailers attracting shoppers from a wider catchment area.

3.61 Census data from the year 2011 shows there are about 2000 (24.5%) local residents aged 60 and older and about 2100 (26.5%) local residents aged 19 years and younger. The Radlett Plan Steering Group is of the view that there is a need to provide additional amenities for younger residents and teenagers, particularly in the early evening.

3.62 In relation to the evening activities, the Local Plan promotes the vitality and viability of town centres, a balanced approach must be taken with regard to the evening and night-time economy.

Architectural and townscape qualities and characteristics

3.63 The High Street and village centre form the heart of the conservation areas and contain some of the oldest buildings in Radlett. They feature a selection of façades decorated with attractive local building materials used in a distinctive style. The use of flint, brick and tile, red and buff stock brick, and white or cream painted brickwork, in combination with the colourful shop frontages on the ground floor, provide for a vibrant and varied streetscape. High pitched and gabled roofs, dormer windows and decorative details form the characterful profile of the high street. Alongside the historical buildings are terraces with simpler design elements and vernacular. The contemporary and historical profiles of the street blend well due to the scale of buildings and the consistent use of materials on the façades facing the high street.

3.64 A distinctive characteristic of the High Street building form is the narrow building façades. Narrow façades imply greater subdivision on the ground floor and a large number entrances.

3.65 The majority of building façades along the High Street range between 5 to 7.5 metres in length. Narrow façades are considered of vital significance for the maintenance of the dense and diverse socio-economic activity which now characterises the High Street, and especially, the High Street core.

Medical Facilities

3.66 Herts Valleys Clinical Commissioning Group has considered installing a community hub for medical facilities. They have found a site for Borehamwood and Bushey but have not found a site for Radlett and Shenley. It is recognised by the Red House Surgery that the building will be at capacity in in less than 10 years time, as population grows in Radlett and further demands are put on the already overstretched GP service. NHS England are encouraging more services through a local hub. The Neighbourhood Plan Steering Group believes a building such as the Post Office or the Village Institute, could be converted into a medical hub for the future health of the population of Radlett. Further, in the constitution of the Village Institute, it states that the building is for the people of Radlett and must be continued to be used by Radlett residents. Having such a medical hub at a rebuilt Village Institute, would ensure these articles of the constitution are adhered to.

3.67 The Parish Council strongly encourage the provision of a new medical service in the Village Centre – where it can be accessed by all – and will seek to work with parties to support any such proposal.

Figure 16a: Radlett District Centre I
Cluttered and tired / uneven paving



Figure 16b: Radlett District Centre I Negative
features from Conservation Area Appraisal
report Zone1: Patched tarmac, concrete in
front of shops (a), over-use of bollards (b)



Figure 16c: Radlett District Centre I Architectural and townscape features



1. The Radlett Station.



2. The Village Institute



3. The Radlett Centre.



4. Public house.



5. Commerce and retail.



6. (Old) Post office building, cafeterias.



7. The Radlett Reform Synagogue.



8. The Radlett United Synagogue.

Source: Character Assessment: Radlett Neighbourhood Plan, Aldenham Parish Council 2016

3.3 Radlett Village Centre Policies



3.3 Radlett Village Centre Policies



Improvements to the streetscape and public space

3.68 'To improve environmental and streetscape quality in town centres and protect and enhance the built heritage of Hertsmere' is highlighted as a Local Plan Core Strategy, Objective 6.

The lack of pedestrian crossings, opportunities to rest, the traffic flows, air quality and parking issues would allow for a general up-grade and reconfiguration of the paving, landscaping elements and street furniture. The Conservation Area Appraisal for the Radlett North CA 2010, page 42/43, identifies aspects of public realm as negatively affecting the appearance of the conservation area (see Figure 16a to 16c opposite).

3.69 A group of national organisations and institutions* have published a paper titled "Street Design for All - An update of national advice and good practice". This guidance document promotes: efficient and safe movement of traffic and people; removal of street clutter (proliferation of signs, unnecessary and poorly positioned street furniture, inappropriate guard railings); enhancement of character; pedestrian-friendly streets; walking; cycling; safe and attractive paving; better directions for tourists; removal of graffiti, fly posters, banners and overgrowing vegetation; provision and proper maintenance of the appropriate number of benches and bins; and sensitive use of yellow and white signs. There are many opportunities in Radlett to move towards "best practice".

3.70 Examples include: unnecessary/unattractive street furniture (bollards, railings, "penny farthing" bicycles); too many signs of varying shapes and sizes (some obsolete, some unnecessary, some confusing); too many waste bins; uneven, dangerous and unattractive walking surfaces; and unkempt and overgrown verges.

Parking improvements

3.71 The demands from a growing number of commuters, district centre users, businesses, deliveries and employees working in the many district centre shops and facilities put significant pressure on available car parking and its management in terms of pricing, length of allowed parking time and various capacity constraints.

3.72 Currently, there are 294 spaces at Radlett Station surface car park. With 1.203 million annual passengers using the station in 2016/17, expected growth in population and employment over the plan period and poor public bus services, there is a need to increase capacity and develop the land at this location. This can also be seen as part of our priority of developing land within the settlement boundary. This location as excellent public transport links into London, St Albans and Borehamwood (by rail).

3.73 Improving facilities for cyclists of all ages and cycling parking in the centre of Radlett and around the station should be considered as part of a comprehensive audit of the village centre and developing designs covering parking, walking, cycling, seating, landscaping, lighting, an outdoor market, signage and other aspects related to making our village centre a more attractive, pleasant and prosperous District Centre.

3.74 The Radlett Plan Steering Group supports a full review, coordination and integrated set of improvements to the parking provision in the Village Centre including parking for the less able, bike and cycle parking.

*Department of Transport, Chartered Institute of Highways and Transportation, Civic Voice and Public Realm Information and Advice Network (PRIAN), assisted by English Heritage, Institute of Highway Engineers, Living Streets, National Heart Forum, Transport for London and Urban Design Group



3.3 Radlett Village Centre Policies

**Figure 17:
Radlett Village Centre Map**

- RV1 Radlett Village Centre Boundary
- ◡ S 1 to 9 Open Spaces & Play Areas
- HD6 Tykes Water
- GA Getting Around Policies
GA1 Walking and cycling networks
- ↔ Cycle network improvements priorities
- ↔ Walking network improvement priorities

Note: Base mapping provided by Hertsmere Borough Council, 2017
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POLICY INTENT

- To maintain a modern and vibrant High Street, by promoting a diverse range of retail uses and supporting smart technology throughout Radlett's centre enabling a more connected and mobile community and improving ease of access to local products and services; (Objective 6)
- To promote an active community within the village, with improved community and cultural facilities for residents and visitors; (Objective 7)
- To encourage and facilitate the development of buildings and sites in the village in order to improve the vitality of the High Street and provide better facilities and amenities for the community visitors; (Objective 8)
- To encourage cycling to and from key local destinations by improving the facilities for safe cycling and adequate parking (dedicated and safe paths, lanes and tracks) within and outside Radlett; (Objective 9)
- To require development and public realm improvements to make a positive contribution to the natural, built and historic environment; (Objective 10)
- To support proposals improving access, capacity appearance and functioning of parking facilities for cars, bicycles and motorbikes; (Objective 11)
- To seek improvements to streets and transport infrastructure facilitating a smooth traffic flow through the village and district centre; (Objective 12)

POLICY RV

RV1 | RV2 | RV3 | RV4 | RV5 | RV6

RADLETT VILLAGE CENTRE VITALITY

RV1 A VIBRANT VILLAGE CENTRE

The provision of a wider range of retail (A1), entertainment (A3, A4, A5), community and cultural (D1 and D2) uses in the Village Centre, as defined in Figure 17, will be supported subject to such uses respecting local character and conserving or enhancing the Conservation Area and its setting. Improvements to the Village Centre's public realm, pedestrian and cycling facilities will be supported. The improvement of facilities at Radlett Station, including enhanced access, cycle parking, electric vehicle charging points, and development to include other uses such as office/residential/hotel, will be supported.

RV2 MEDICAL SERVICES

The retention or enhancement of the range of medical services in Radlett will be supported. Any such use should be located in the Village Centre unless it can be demonstrated that there are no viable and deliverable sites, in which case provision elsewhere in the settlement will be supported.

RV3 CAR AND BICYCLE PARKING

The provision of new car parking and/or cycle parking facilities in Radlett Village Centre that respect local character and which conserve or enhance the Conservation Area will be supported.

RV4 OUTDOOR MARKET

The provision of an Outdoor Market along Watling Street will be supported.

RV5 OAKWAY PARADE

Improvements to the appearance and/or vitality of Oakway Parade will be supported. Development should conserve important architectural features including scale, systematic repetition, use of local materials and architectural detail.

RV6 COMMUNICATIONS INFRASTRUCTURE

The development of high quality communications infrastructure, including public broadband and fibre connections, will be supported.



04 RADLETT PLAN POLICIES

GETTING AROUND INFRASTRUCTURE

POLICY GA 1 | Promoting sustainable modes of transport and healthy communities

CONTEXT AND REASONED JUSTIFICATION

3.73 The NPPF promotes the consideration of transport issues from the earliest stages of plan-making and development proposals planning policies with a transport aspect (§102). Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. HBC's Core Strategy Policy CS26 'Promoting alternatives to the car' underpins the significant role planning must play in promoting sustainable modes of transport and healthy communities and supporting infrastructure provision. HBC's Policy CS18 requires that all developments are assessed for their impact on existing local services and infrastructure and that, where necessary, new provision of community facilities is made.

Air Quality

3.74 All local authorities have been assessing air quality across their areas and comparing it against national objectives, set out in the Government's Air Quality Strategy, for a number of pollutants including carbon monoxide, benzene, 1,3 butadiene, lead, nitrogen dioxide, particulate matter and sulphur dioxide. Where air quality is poor an Air Quality Management Area (AQMA) is declared and, where possible, local action taken to improve the air in that area. Hertsmere currently have six declared AQMAs due to higher levels of nitrogen dioxide.

3.75 An expected increase of through traffic, lorries and buses is likely to exacerbate the already poor air quality situation along Watling Street. HBC intends to declare a new Air Quality Management Area which incorporates the section of Watling Street between Park Road and Aldenham Road and sections around the junctions with those streets.(see Hertfordshire and Bedfordshire Air Pollution Monitoring Network, HBAPMN for more information. Updating and Screening Assessment Report 2015) - <https://www.hertsmere.gov.uk/Documents/04-Environment-Refuse--Recycling/Environmental-Health/Pollution-Control/Updating-and-Screening-Assesment-2015.pdf> / uk-air.defra.gov.uk/eqma/maps

Public Transport

3.76 HBC's Core Strategy, Objective 8, relating to cycling and walking reads as follows: "To raise levels of access by seeking development in locations not dependent on access by car and by requiring the provision of physically accessible transport interchanges and other buildings." Hertfordshire's Vision in Hertfordshire's Local Transport Plan 2011 – 2031 states as a key strategic objective: "To provide a safe, efficient and resilient transport system that serves the needs of business and residents across Hertfordshire and minimises its impact on the environment". Further, the Core Strategy (§7.19) clarifies that reducing car dependency and managing traffic growth requires the active promotion of alternatives to the car, in addition to the implementation of policies on the location of new development and the availability of car parking. Such a 'carrot and stick' approach involves the promotion of public transport facilities, as well as the promotion of walking and cycling opportunities and enhancement of the wider rights of way network.'

3.77 Many local people depend already on the national railway services to get to work, to school and indeed to London and St Albans. However, the platforms are difficult, if not impossible, to access for the disabled and those with prams/ push chairs and bicycles.

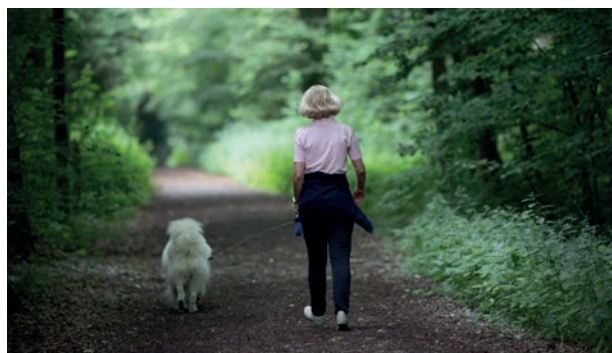
3.78 Radlett is the only Thameslink station with the M25 without access to the benefit of TfL's Oyster Card. There is a demand, particularly from young people and less regular public transport users, to extend the Oyster Card to Radlett station. Currently, the Oyster Card area stops at Elstree and Borehamwood station but this is being reviewed. The higher fares encourage people to drive to Elstree and Borehamwood, or even Stanmore, to save money. This is clearly inefficient in terms of time, fuel and road usage. Young people, of which the 2011 Census indicated there were 2060 in Radlett, are particularly disadvantaged, being non-drivers. Improvements to local bus services are essential to many, particularly to the older and the young and those without cars.



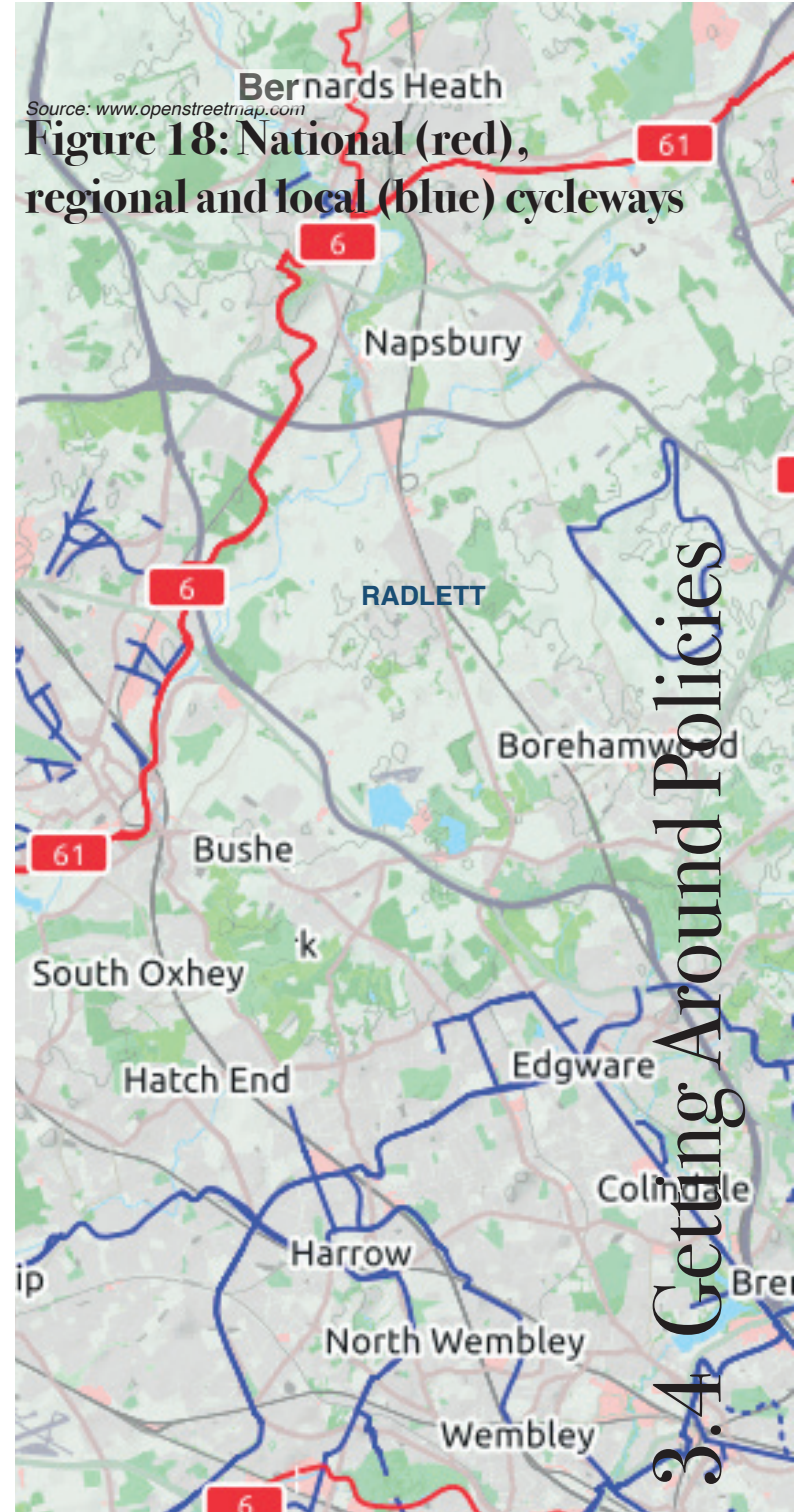
School drop-offs and pick-ups

3.79 The majority of Radlett children attend up to 20 (17 in 2015) different secondary schools. A significant number travel by buses provided by their school. Buses stop at a variety of places in the village with an apparent lack of coordination and management. The number of parents and school children in cars add significant congestion in mornings and afternoons in the already busy streets. The Radlett Plan Steering Group supports a full review, coordination and integrated set of improvements to the public transport provision and provided choices for local residents.

3.80 In addition, a bus route between Radlett and Stanmore Underground Station (access to the Jubilee Line, less than 5 miles) is supported. The proposal is considered because it supports commuters, elderly as well as young people in making better and healthier choices and it helps to reduce dependency on national rail services.



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3.4 Getting Around Policies

Improved provision specifically for cyclists

3.73 In §7.26 of the transport section of the HBC - Local Plan Core Strategy (DPD, Adopted 2013) it is emphasised that 'The promotion of Greenways as an increasingly important alternative to the car will require the continued identification of new links to the proposed Greenways network, as well as to existing or proposed public transport facilities.'

3.74 It may also involve the identification of new routes associated with new development opportunities and in the emerging transport plans for different areas within the Borough. Since the late 1990s HBC has actively promoted the development of a largely car-free network of routes known as Greenways. These routes for pedestrians, cyclists and horse riders are intended to run within and between urban destinations and into the countryside. The Council also recognises the role of Hertfordshire County Council's Rights of Way Improvement Plan in maintaining networks of those routes around the Borough and across the County.

3.75 The implementation of the Watling Chase Greenways Strategy (2002) has seen the opening of several important Greenways routes, involving both new sections and enhancements to the existing rights of way network, as well as cycle routes adjacent to the public highway. (§7.24)

3.76 It is widely acknowledged in order to achieve this existing cycle lanes/tracks need improving to make using a bicycle a safer means of transportation for commuters, students and leisure users alike.

3.77 Many of the roads in the local area are narrow and carry a lot of vehicle traffic, making it sometimes difficult to create the safe cycle routes that are needed, especially on routes used by young children without traffic speed reductions and working with landowners.

3.78 Cyclists cannot currently use the footpaths but can use bridleway or byways.

3.79 Few of the access points from the village to the Green Belt are bridleways or byways. The Radlett Plan seeks to upgrade some existing footpaths to bridleways where they connect with existing bridleways or byways.

The Radlett Plan therefore promotes improvements and the extension in cycle routes as being a healthy means of transportation to and from local schools. This would reduce the congestion that is created, at present.

3.80 Further, the Neighbourhood Plan team, in collaboration with Hertfordshire County Council, has identified five potential cycle routes to link Radlett to St. Albans, Watford, Shenley, Borehamwood and Elstree that need attention.

3.81 Some of these routes have links to the London Cycle Network. While these routes will not be traffic free, it would nonetheless represent a significant improvement on what is available at present for cyclists. These routes were consulted on as part of the cycling initiatives that were started in 2015. Aldenham Parish Council is working with Hertfordshire County Council, Hertfordshire County Council Highways and Countryside Management Services with a view improving cycling facilities and signage on routes in and around the Parish. The Radlett Plan Steering Group also supports a safe and well lit cycling route between Radlett and Stanmore Underground Station which would offer many young people and commuters into London a safe and healthy means to travel.

POLICY INTENT

- To seek improvements to streets and transport infrastructure facilitating a smooth traffic flow through the village and district centre; (Objective 12)
- To encourage cycling to and from key local destinations by improving the facilities for safe cycling and adequate parking (dedicated and safe paths, lanes and tracks) within and outside Radlett. (Objective 9)
- To support proposals improving access, appearance and functioning of parking facilities for cars, bicycles and motorbikes; (Objective 11)



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3.4 Getting Around Policies

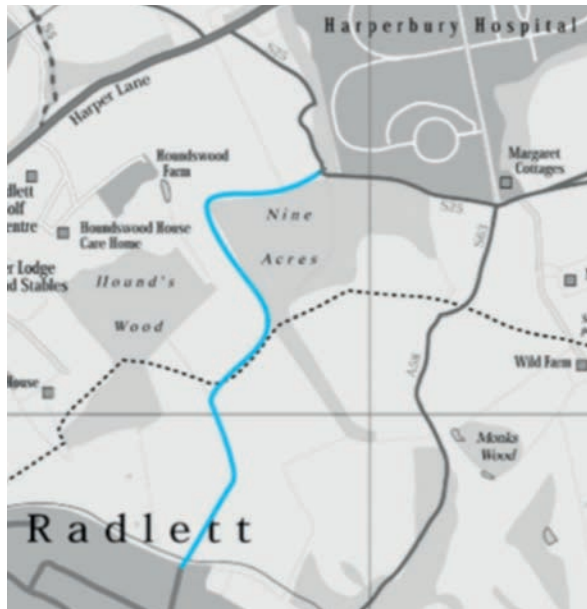
Figure 19a: Pedestrian and Cycle Improvement Opportunities



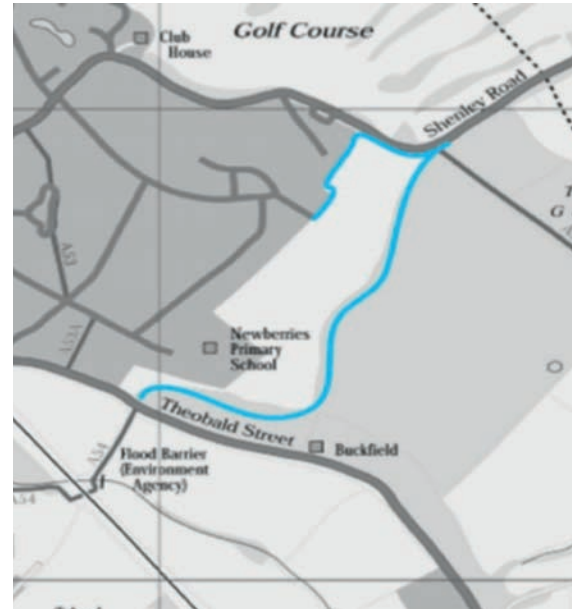
- Hertsmere Cycle Loops
Source: <http://www.hertslink.org/cms/content/15488274/16532575/hertsmerecycle2.pdf>
- Proposals for cycle route improvements of routes into and out of Radlett Village Centre and key junctions (●)
Source: <http://aldenham-pc.gov.uk/wp-content/uploads/2015/12/Map-compilation-PSD.pdf>
- National Cycleway
- Local Cycleway
- Cycleway
Source: www.openstreetmap.org



Figure 19b: Existing walking routes & proposed improvements 1 to 3



1



2



3

1. Footpath between The Warren and Harper Lane via Park Avenue.
2. Footpath between Shenley Road, Williams Way and Theobald Street.
3. Upgrading Aldenham A27 to a path that could be used by cyclists giving access to a network of bridleways.

POLICY GA

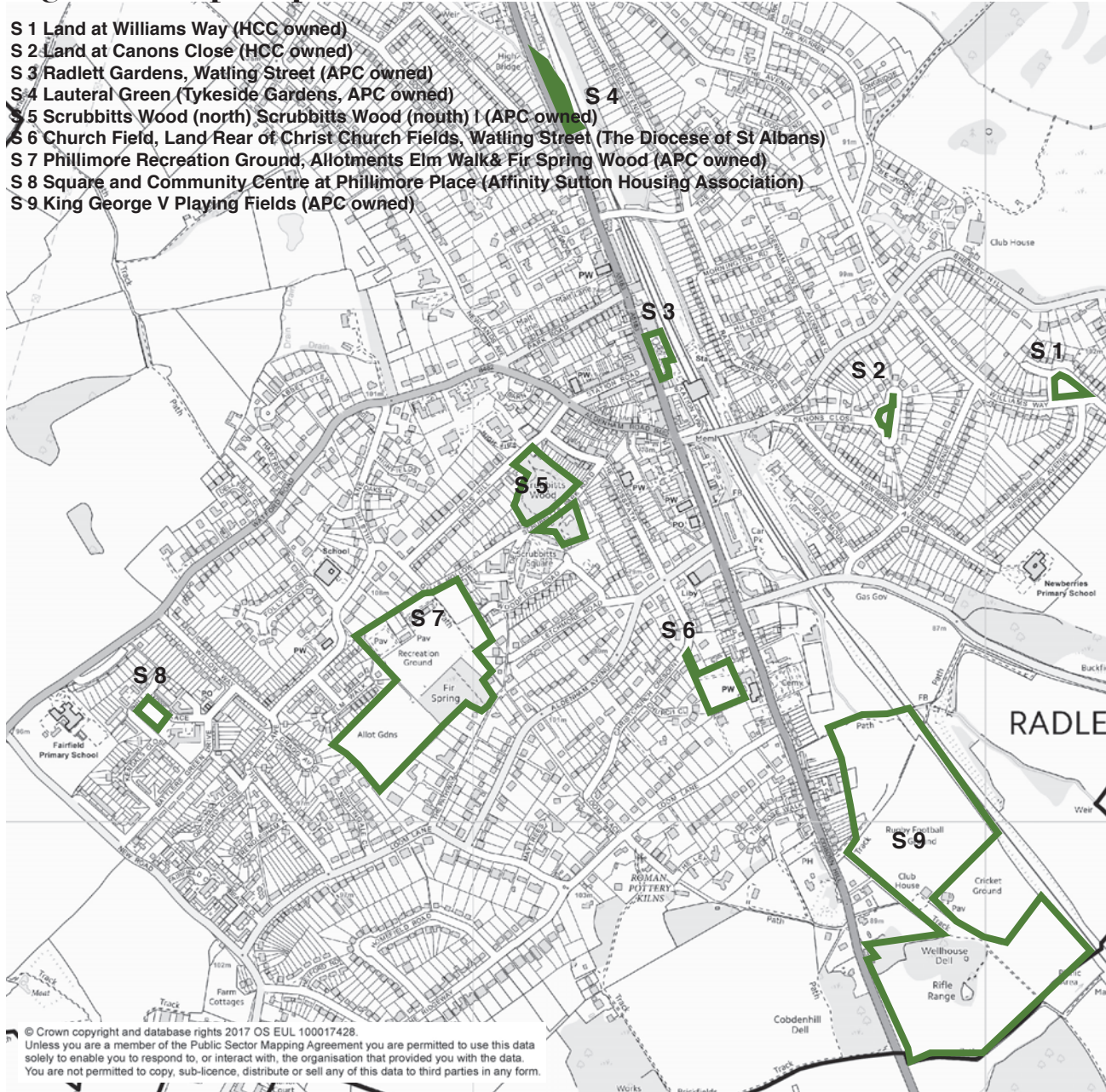
GETTING AROUND INFRASTRUCTURE

GA1 WALKING AND CYCLING NETWORKS

Development of a well maintained, safe and attractive local walking and cycle network and the enhancement of such, will be supported. Development that reduces the quantity, functionality and/or quality of walking and cycle networks would not be supported.

Figure 20: Open Spaces & Recreation

- S 1 Land at Williams Way (HCC owned)
- S 2 Land at Canons Close (HCC owned)
- S 3 Radlett Gardens, Watling Street (APC owned)
- S 4 Lauteral Green (Tykeside Gardens, APC owned)
- S 5 Scrubbits Wood (north) Scrubbits Wood (north) I (APC owned)
- S 6 Church Field, Land Rear of Christ Church Fields, Watling Street (The Diocese of St Albans)
- S 7 Phillimore Recreation Ground, Allotments Elm Walk & Fir Spring Wood (APC owned)
- S 8 Square and Community Centre at Phillimore Place (Affinity Sutton Housing Association)
- S 9 King George V Playing Fields (APC owned)



03 RADLETT PLAN POLICIES

OPEN SPACE

POLICY OS1 | OS2 | OS3 | OS4

OPEN SPACE & RECREATION

CONTEXT AND REASONED JUSTIFICATION

3.82 Open spaces within the settlement area support education, the health, cognitive development and physical wellbeing of people of all ages. Well maintained open spaces allow opportunities for communities to come together through sports, recreation, gardening etc. This fosters engagement and community responsibility with long term benefits for the well-being and health of the local area. Green space, particularly larger green open space, make a vital contribution to overall quality of life in built up areas. It provides a sense of freedom and sanctuary. It provides somewhere to relax, to play, to enjoy and learn about nature, to meet with friends, exercise and enjoy good quality air. It is a vital shared resource. HBC's Policy CS18 requires that all developments are assessed for their impact on existing local services and infrastructure and that, where necessary, new provision of community facilities is made.

3.83 The existence of good open spaces also improves the biodiversity, positively mitigates flood risk reduction and overall visual attractiveness of the local environment. It helps create the distinctive character of an area and a sense of belonging for those who live and work there and for visitors. Following a survey of young families at the Limitless event in August 2015 and during the Winter Fair in November 2015 respondents raised the issue of the need for a new play area to the east of the village around Newberries Estate.

3.84 Radlett has good facilities at Phillimore Recreation Ground with visitors from Radlett and further afield.

POLICY OS

OS1 | OS2 | OS3 | OS4

OPEN SPACE & RECREATION

OS1 PROTECTION OF OPEN SPACE

The nine open spaces identified in Figure 20 should not be built on unless: an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

OS2 PUBLIC OPEN SPACE IMPROVEMENTS

The provision of new and/or enhanced public open space, including the provision of community gardens and allotments, enhanced biodiversity and mitigation of air pollution shall be supported.



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OS3 DEVELOPMENT ADJACENT TO OPEN SPACE

Development adjacent to the nine open spaces identified in Policy OS1 should not appear visually intrusive or overbearing when seen from a designated open space.

OS4 LOCAL PLAY AREAS

The development of new play areas in the Neighbourhood Area east of Watling Street will be supported.

3.85 However, it is a long walk for those on the east side of the village and contributions from development to support a new play area on the east side of the village are therefore supported.

3.86 The Hertsmere Open Space Survey of October 2011 states the current demand for sports halls in Hertsmere to be 30.55 courts, this is equivalent to 7.96 four-court sports halls. Many of the sports halls in Hertsmere are classed as dual purpose (available out of school hours).

3.87 However, a survey of the local schools (Haberdashers Boys School; Queen's School; Immanuel College) shows that the information in the report is out of date e.g. only Queen's and Aldenham schools allow local residents to use the sports hall out of school hours.

3.88 Aldenham Parish Council to work with parties to seek contributions towards the maintenance and continuity of public recreational spaces, including at Phillimore Recreation Ground and King George V Playing Fields.

POLICY INTENT

- To protect open spaces in the village from development and to ensure that all residents have access to community green and open spaces for leisure and recreational purposes within a reasonable walking distance; (Objective 5)
- To promote an active community within the village, with improved community and cultural facilities for residents and visitors; (Objective 7)



Community Infrastructure Priority Projects 2020 to 2036

VISION: In 2036, Radlett will have maintained and improved its attractive character as a verdant village, surrounded by highly cherished open countryside, with an active and diverse community served by a modern and vibrant High Street.

Project 1: Production and delivery of 'Radlett Village Centre Audit and Action Plan':

Project description: The production and project delivery of a study of current conditions, development of a comprehensive improvement strategy and the delivery of improvement projects focused on the village centre including the Air Pollution Management Area, key junctions, traffic flow, parking and the station. The Action Plan will include costed design proposals improving parking and the street environment/scene including landscaping, new and adequate pedestrian crossings, paving, bus stops, required outdoor market facilities, seating, cycle facilities, lighting and signage. Measures introducing smart technologies in the management of the high street and promoting access to local services and products are an important part of the Action Plan. The Action Plan and designs will be developed in collaboration with residents, landowners, businesses and all other key stakeholder through an extensive programme of design workshops open to all user groups.

Delivery lead: APC working in partnership with local businesses, residents, HCC, HBC and other stakeholders

Time scale: 2019 to 2021

Project 2: Smart Radlett

Project description: The planning, design and delivery of the installation of a public broadband wifi facility and associated infrastructures and installations in the District Centre and along Watling Street. This includes, subject to a supportive business case, smart technologies for improved management of car parking and local shopping / services applications.

Delivery lead: APC working in partnership with local businesses, landowners, Herts County Council, Hertsmere Borough Council and other stakeholders

Time scale: 2019 to 2021

Project 3: Footpath improvements outside the settlement

Project description: A footpath accessing the Green Belt on the east side of the village between The Warren and Harper Lane via Park Avenue – Page 63 Figure 19b (1)

Project description: A footpath from Shenley Road to Theobald St connecting footpath A55 to A54 with a spur from A55 to Williams Way - Page 63 Figure 19b (2)

Project description: A footpath along Tykes Water to the south of the village connecting with Tykeswater Lane

Project description: A re-classifying of some existing footpaths to bridleways to facilitate better access by cyclists and horse-riders to existing network of bridleways.

Project description: Upgrading Aldenham A27 to a path that could be used by cyclists giving access to a network of bridleways - Page 63 Figure 19b (3).

Delivery lead: APC working in partnership with HCC, Hertsmere Borough Council, landowners and other stakeholders

Time scale: 2019 to 2025

Project 4: Improved access for pedestrians, cyclists and bus-users

Project description: Maintenance work for an attractive local walking and cycle network

Project description: Coordinated bus services within the village, to Stanmore Underground Station and destinations such as local schools and hospitals

Project description : Environmental improvements and access for pedestrians to Tykes Water within the Newberries car park precinct including landscape improvements of Tykes Water surrounds and making a feature of the locally listed bridge.

Delivery lead: APC working in partnership with public and private transport provider, local businesses, landowners, Herts County Council, Hertsmere Borough Council and other key stakeholders.

Time scale: 2019 to 2025

Project 5: Better access to Radlett Station

Project description 5a: Extension of the Radlett Station car park for vehicle, bicycle parking and electric charging points

Project description 5b: Access to all platforms via lift facilities to improve accessibility for all user groups. This includes walking and cycling routes from Shenley Hill and Watling Street to the station.

Delivery lead: APC working in partnership with Network Rail, car park operator Indigo Park Solutions UK Ltd, landowners, Herts County Council, Hertsmere Borough Council and other stakeholders.

Time scale: 2019 to 2022

Project 6: Local Play Areas

Project description: A new play area in the east of the village and support for the maintenance and continuity of the existing public recreational spaces at Phillimore Recreation Facilities and Salters Field.

Delivery lead: APC

Time scale: 2019 onwards

Project 7: Nursery provision

Project Description: To seek extra nursery provision in Radlett either through new supply or expansion of existing facilities.

Delivery lead: APC, Herts CC and other stakeholders.

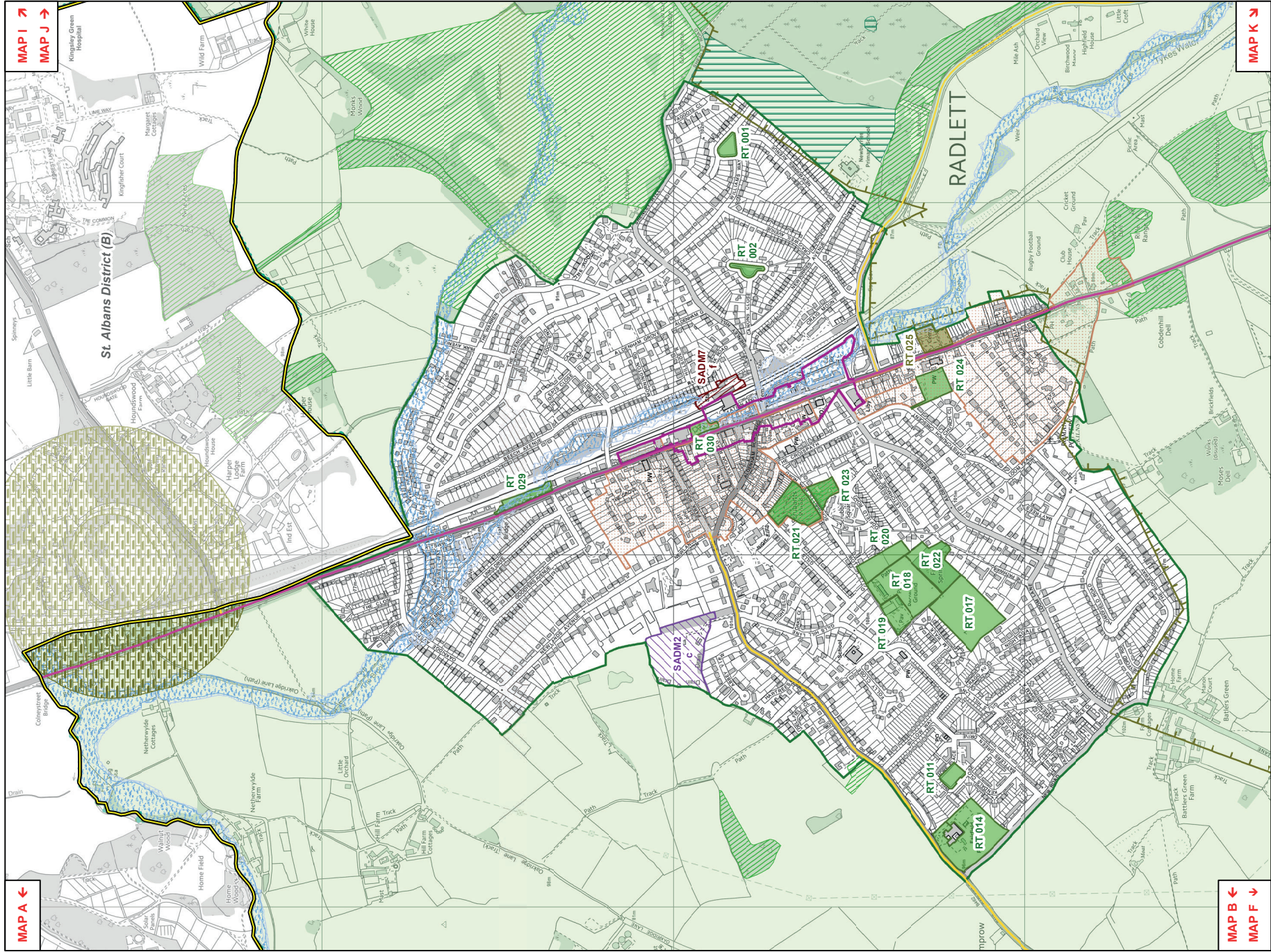
Time Scale: 2019 to 2022



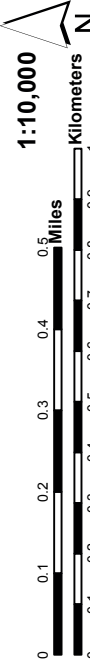


Appendix

Appendix



**Hertsmere Policies Map - E
(Radlett)**



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Hertsmere Local Plan 2012-2027 Policies Map

November 2016

Housing

-  Policy SADM1 - Housing Allocations
-  Policy SADM2 - Safeguarded Land for Housing
-  Policy SADM4 - Gypsy, Traveller and Travelling Showpeople Sites Existing provision
-  Policy SADM4 - Gypsy, Traveller and Travelling Showpeople Sites New provision

Employment and Economy

-  Policy CS8 - Scale and Distribution of Employment Land
-  Policy SADM5 - Employment Areas
-  Policy CS8 - Scale and Distribution of Employment Land
-  Policy SADM6 - Key Employment Site
-  Policy CS9 and SADM7 - Local Significant Employment Sites
-  Policy SADM9 - Safeguarded Land for Employment Development

Open Land and the Environment

-  Policy CS13 and SADM22 - The Green Belt Area Covered By the Green Belt
-  Policy CS13 - The Green Belt
-  Policy SADM23 - Village Envelopes
-  Policy SADM24 - Key Green Belt Sites (infill envelope)
-  Policy SADM10 - Biodiversity and Habitats: Sites of Special Scientific Interest (SSSIs)
-  Policy SADM10 - Biodiversity and Habitats: Local Nature Reserves
-  Policy SADM10 - Biodiversity and Habitats: Regionally Important Geological Sites (RIGS)
-  Policy SADM10 - Biodiversity and Habitats: Local Wildlife Sites
-  Policy SADM13 - The Water Environment: National Floodzone 3
-  Policy SADM13 - The Water Environment: National Floodzone 2
-  Policy SADM18 - Mineral Consultation Area Rail Aggregates Depot
-  Policy SADM18 - Mineral Consultation Area Barren Area of the Sand and Gravel Belt (Please note: the whole of the borough outside of this area falls within the Sand and Gravel Belt)
-  Policy SADM25 - South Mimms Special Policy Area
-  Policy SADM28 - Watling Chase Community Forest Gateway Sites
-  Policy SADM28 - Watling Chase Community Forest area to the east of this line
-  Policy SADM29 - Heritage Assets: Conservation Areas
-  Policy SADM29 - Heritage Assets: Scheduled Ancient Monuments
-  Policy SADM29 - Heritage Assets: Archaeological Sites
-  Policy SADM29 - Heritage Assets: Historic Parks and Gardens
-  Policy SADM29 - Heritage Assets: Battlefield Site of the Battle of Barnet

Building Sustainable Communities

-  Policy SADM31 - Bushey Heath MOD Housing Area
-  Policy SADM32 - Key Community Facilities
-  Policy SADM34 - Open Space, Sports and Leisure Facilities
-  Policy SADM35 - Local Green Space

Transport and Parking

-  Policy CS24 - Development and Accessibility to Services and Employment
-  Policy SADM38 - The Road Hierarchy
-  Motorway (Not part of Hierarchy)
-  Trunk Road (Not part of Hierarchy)
-  Principal A Road (Primary Distributor, inc DeTrunked)
-  Principal A Road (Main Distributor)
-  Classified B Road (Secondary Distributor)
-  Classified C Road (Secondary Distributor)
-  Highway Authority Hierarchy
-  Road class and Road class and
-  Policy CS25 and SADM39 - Transport Development Areas
-  SADM41 - Aviation Safeguarding: Heathrow Safeguarding zone (SW of this line)
-  For Elstree Aerodrome safeguarding, please see separate Elstree Aerodrome Safeguarding plan within the Policies Map document.

Town Centres and Shopping

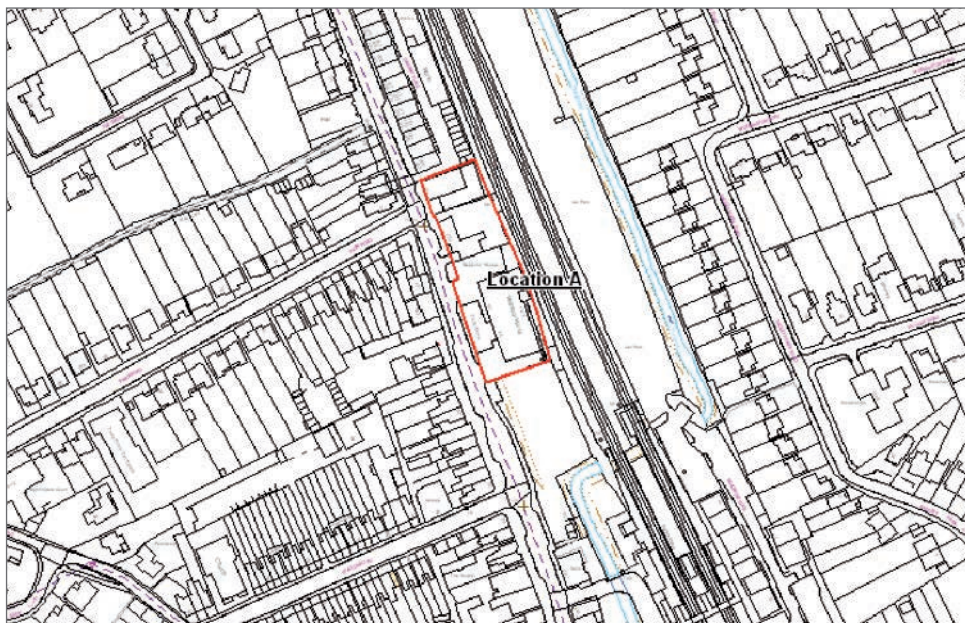
-  Policy SADM42 - Town and District Centres
-  Policy SADM42 - Town and District Centres Development Proposals

-  Elstree Way Corridor Area Action Plan (EWCAAP): Boundary of the Elstree Way Corridor (refer to EWCAAP for detailed allocations within the boundary shown)

Hertsmere Borough Council borough boundary

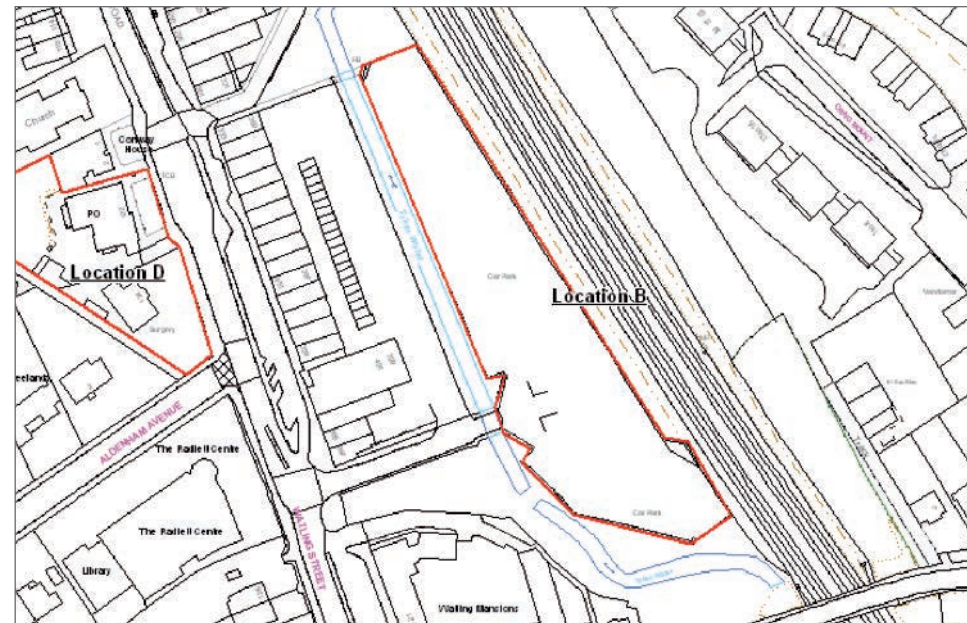
Please note that any designations that fall outside of or overlap the borough boundary are designated by other bodies and are shown on this map for information purposes only.

Source: Hertsmere Borough Council's Revised Radlett District Centre Planning Brief, SPD, 2016 (Consultation Draft)
Key Locations for Change in the centre of Radlett



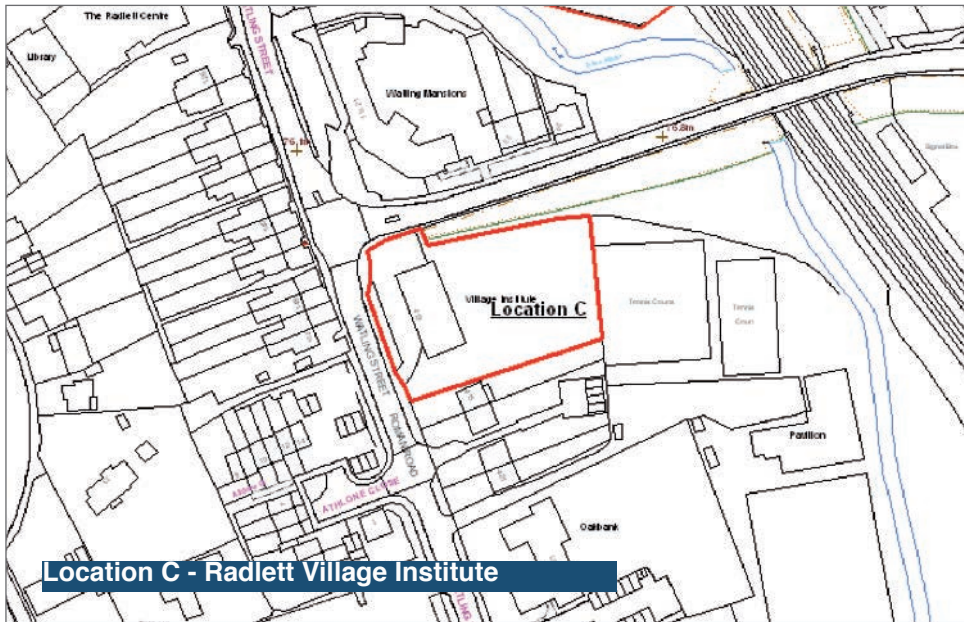
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**Location A - Radlett Service Station/Regency House,
Former Radlett Fire Station, and Burrell & Co.**

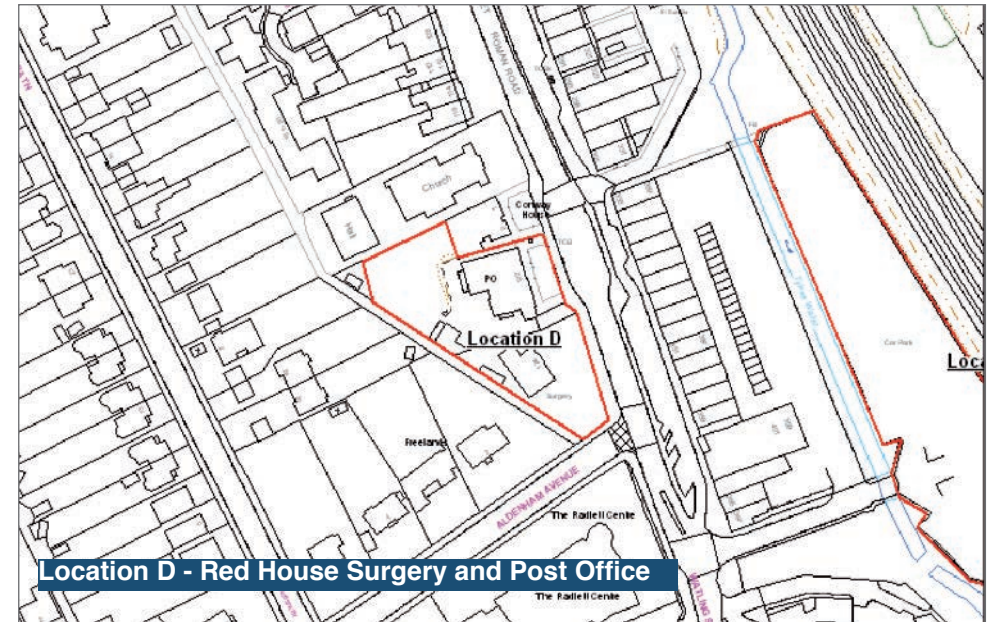


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Location B - Newberries Car Park



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What is a Design Charrette?

(as part of the Design Development and Planning Application Process and as practised by ImaginePlaces Ltd.)

A charrette is an intensive often multi-day planning and design session where citizens, landowners, developers, officers, councillors and others collaborate and develop a vision for a place by exploring and testing design proposals. This form of charrette is best organised and supported by a team of independent design facilitators. Ideally, and giving all the involved participants a great sense of purpose, this process forms part of the pre-application consultation process and input for a Design and Access Statement. In our experience and in an ideal scenario, the following 10 key ingredients make up a successful Design Charrettes methodology and form part and parcel of a fast paced planning application process:

1. Projects are in Royal Institute of British Architects work stage 0 to 3.
2. An independent design facilitator team is commissioned to facilitate the process and produce key outputs.
3. The process is delivered within 8 weeks of an agreed 'start date'.
4. A Landowner's Vision Statement is produced by the lead facilitator clarifying the landowners ambitions for the site.
5. Prior agreement for principle support of the design charrette outputs by landowners & community host if applicable, subject to further detailed testing.
6. Input of placemaking inspiration/ good ideas from elsewhere as part of the 'Scene Setting Session' which helps to challenge convention and preconceptions regarding place planning and design. It aims to support more creative approaches to placemaking.
7. Rapid prototyping with 1:200 3D props and mapping: Building floor plates of different gross floor areas and landscaping elements such as trees working as testing and dialogue tools for scale, height, massing, context, urban grain, layout, landscaping, development quantum. They provide a framework to talk about how spaces might work and used. All key information can be 'read' from the created model. All are invited to build and plant. The work can be integrated into a Digital 3D model.
8. The process is designed so landowners, residents, developers, officers and professionals learn from each other about good local placemaking and the importance of viability for delivery. This does include financial information on construction costs by use and locally achievable sales values per m2 as well as costs per unit car parking etc.
9. A 'Public Feedback Session' is arranged within a week of the workshops and 'Letter of Recommendation' is written by the independent lead facilitator stating key outputs suitable to feed into a Design and Access Statement, Design Brief, Design Code development or Brownfield Register. The 'Letter of Recommendations' is if possibly and ideally compiled by a community host but strictly limited to the 'Public Feedback Session' material as published by the Lead Facilitator.
10. All material presented during the process is treated as 'public documents' and published on a relevant website.

The charrette is located near or at the project site. The team of independent design experts sets up a full working office, complete with drafting equipment, supplies, computers, 3D models. Through making available of site financial information, planning standards and prototyping ideas with 3 dimensional models Design Charrettes deal with design in delivery contexts and site constraints and opportunities. Ultimately, the purpose of the design charrette is to give all the participants enough information to make better decisions during the planning and design process.

Here a video clip from a Design Charrette in St Albans in 2016 and hosted by Look! St Albans:
<https://www.youtube.com/watch?v=Nt2LKlyXTIk>







Neighbourhood Planning Glossary from MyCommunity.org also see Planning Portal (https://www.planningportal.co.uk/directory/4/a_to_z/V)

ADOPTION – The final confirmation of a development plan by a local planning authority.

ADVERTISEMENT CONSENT – A type of consent required for certain kinds of advertisements, such as shop signs and hoardings. Some advertisements are allowed without the need for an application by the Town and Country Planning (Control of Advertisement) (England) Regulation 2007.

AFFORDABLE HOUSING – Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

ANNUAL MONITORING REPORT – A report that allows the Local Authority to assess the extent to which policies and proposals set out in all the local development documents are being achieved.

APC – Aldenham Parish Council

APPEAL – The process by which a planning applicant can challenge a planning decision that has been refused or had conditions imposed.

AREA OF OUTSTANDING NATURAL BEAUTY (AONB) – A formal designation of an area where planning control is based on the protection and enhancement of the natural beauty of the area.

ARTICLE 4 DIRECTION – A direction restricting permitted development rights within a specified area. They are often used in conservation areas to provide protection for things like windows, doors, chimneys, etc. or restrict permitted development rights related to change of use.

BANANA – An extreme kind of NIMBY – Build Absolutely Nothing Anywhere Near Anyone.

BIODIVERSITY – The degree of variation of life forms within a particular ecosystem. Biodiversity is a measure of the health of an ecosystem. Human activity generally tends to reduce biodiversity, so special measures often need to be taken to offset the impact of development on natural habitats.

BROWNFIELD LAND – Land that has been previously developed.

BUILDING FOR LIFE – A technique for assessing the quality of housing proposals using 20 criteria including sustainability, urban design and social/community factors.

BUILDINGS AT RISK – A term used to describe historic buildings that are vacant and/or in poor condition. Some local authorities have buildings at risk surveys.

BUSINESS AREA – An area covered by a neighbourhood plan which is wholly or predominantly business in nature.

The designation of a business area allows businesses to vote in the referendum, in addition to those living in the area.

CALL IN – A discretionary power of the Secretary of State for Communities and Local Government to 'call in' certain planning applications and subject them to a public inquiry if the granting of planning permission may substantially conflict with the National Planning Policy Framework or with adopted local planning policy.

CAPACITY BUILDING – Training, education and awareness-raising initiatives, often used as part of community engagement initiatives, to inform people about things like neighbourhood planning and related issues.

CASE LAW – Decisions by the courts on the interpretation of legislation.

CATCHMENT AREA – The area from which most of the people using/visiting a city/town centre or other attraction would travel.

CENTRAL BUSINESS DISTRICT – The centre of a city, especially the part where office buildings are focused.

CERTIFICATE OF LAWFULNESS – A certificate that can be obtained from the local planning authority to confirm that existing development is lawful.

CHANGE OF USE – A material change in the use of land or buildings that is of significance for planning purposes e.g. from retail to residential.

CHARACTER APPRAISAL – An appraisal, usually of the historic character of conservation areas or other historic areas, such as terraced housing.

CLONE TOWNS – A term coined by the New Economics Foundation in 2004 for towns whose high streets are dominated by chain stores and where the locally distinctive character of the centre has been adversely affected.

COMMUNITY – A group of people that who hold something in common. They could share a common place (e.g. individual neighbourhood) a common interest (e.g. interest in the environment) a common identity (e.g. age) or a common need (e.g. a particular service focus).

COMMUNITY ENGAGEMENT AND INVOLVEMENT – Involving the local community in the decisions that are made regarding their area.

COMMUNITY INFRASTRUCTURE LEVY – Allows local authorities to raise funds from developers undertaking new building projects in their areas. Money can be used to fund a wide range of infrastructure such as transport schemes, schools and leisure centres.

COMMUNITY PLAN – A plan produced by a local authority-led partnership to improve the quality of life of people living and working in an area. Community plans take a wide view and cover social and economic issues which development plans, including neighbourhood plans, do not normally address.

COMMUNITY PROFILING – Gathering statistical data on the community, e.g. population size, income which helps build up a 'social profile' of the community.

COMMUNITY RIGHT TO BID – Aims to give community groups the time to develop bids and raise money to buy public assets that come onto the open market.

COMMUNITY RIGHT TO BUILD – Allows local people to drive forward new developments in their area where the benefits (e.g. profits from letting homes) could stay within the community. These developments must meet minimum criteria and have local support demonstrated through a referendum.

COMMUNITY RIGHT TO CHALLENGE – Gives voluntary and community groups the right to express an interest in taking over the running of a local service.

COMPULSORY PURCHASE – A legal process initiated by a local authority to acquire privately owned land in order to implement public policy without the agreement of the owner.

CONDITIONS – Planning conditions are provisions attached to the granting of planning permission.

CONFORMITY – There is a requirement for neighbourhood plans to have appropriate regard to national policy and to be in conformity with local policy.

CONSERVATION AREA – An area of special architectural or historic interest, the character and appearance of which are preserved and enhanced by local planning policies and guidance.

CONSERVATION AREA CONSENT – Consent needed for the demolition of unlisted buildings in a conservation area.

CONSULTATION – A communication process with the local community that informs planning decision-making

CORE STRATEGY – A development plan document forming part of a local authority's Local Plan, which sets out a vision and core policies for the development of an area.

DELIVERY VEHICLE – The means of making things happen. It could refer to a partnership or a community development trust or other arrangement designed to make projects happen.

DISTRICT CENTRE – distributed more widely than the Metropolitan and Major centres, providing convenience goods and services for more local communities and accessible by public transport, walking and cycling. Typically they contain 10,000–50,000 sq.m of retail, leisure and service floorspace. Some District centres have developed specialist shopping functions. (London Plan Definition)

DESIGN AND ACCESS STATEMENT – A short report accompanying a planning permission application.

Describes design principles of a development such as layout, townscape characteristics, scale, landscape design and appearance.

DEVELOPMENT – Legal definition is "the carrying out of building, mining, engineering or other operations in, on, under or over land, and the making of any material change in the use of buildings or other land."

DEVELOPMENT BRIEF – Guidance on how a site or area should be developed in terms of uses, design, linkages, conservation, etc.

DEVELOPMENT CONTROL (also Development Management) – The process of administering and making decisions on different kinds of planning applications.

DEVELOPMENT PLAN – A document setting out the local planning authority's policies and proposals for the development and use of land in the area.

DUTY TO CO-OPERATE – A requirement introduced by the Localism Act 2011 for local authorities to work together in dealing with cross-boundary issues such as public transport, housing allocations or large retail parks.

ECONOMIC DEVELOPMENT – Improvement of an area's economy through investment, development, job creation, and other measures.

ENFORCEMENT – Enforcement of planning control ensures that terms and conditions of planning decisions are carried out.

ENFORCEMENT NOTICE – A legal notice served by the local planning authority requiring specified breaches of planning control to be corrected.

ENVIRONMENTAL IMPACT ASSESSMENT – Evaluates the likely environmental impacts of the development, together with an assessment of how these impacts could be reduced.

ENTERPRISE ZONE – A defined area in which there are simplified planning controls and financial incentives aimed at attracting development.

EVIDENCE BASE – The evidence upon which a development plan is based, principally the background facts and statistics about an area, and the views of stakeholders.

FLOOD PLAIN – An area prone to flooding.

FRONT LOADING – An approach to community engagement in which communities are consulted at the start of the planning process before any proposals have been produced.

FRONT RUNNERS – A mix of urban and rural communities, selected and sponsored by government, that are spearheading neighbourhood planning.

GENERAL (PERMITTED DEVELOPMENT) ORDER – The Town and Country Planning General (Permitted Development) Order is a statutory document that allows specified minor kinds of development (such as small house extensions) to be undertaken without formal planning permission.

GENERAL POWER OF COMPETENCE – A power conveyed by the Localism Act 2011 to give local authorities the ability to undertake any action in the best interest of their communities unless it is against the law.

GREEN BELT – A designated band of land around urban areas, designed to contain urban sprawl.

GREENFIELD SITE – Land where there has been no previous development

GREEN INFRASTRUCTURE – Landscape, biodiversity, trees, allotments, parks, open spaces and other natural assets.

GREEN SPACE – Those parts of an area which are occupied by natural, designed or agricultural landscape as opposed to built development; open space, parkland, woodland, sports fields, gardens, allotments, and the like.

GREEN TRAVEL PLAN – A package of actions produced by a workplace or an organisation setting out how employees, users or visitors will travel to the place in question using options that are healthy, safe and sustainable, and reduce the use of the private car.

HIGHWAY AUTHORITY – The body with legal responsibility for the management and maintenance of public roads. In the UK the highway authority is usually the county council or the unitary authority for a particular area, which can delegate some functions to the district council.

HISTORIC PARKS AND GARDENS REGISTER – The national register managed by English Heritage which provides a listing and classification system for historic parks and gardens.

HOUSING ASSOCIATIONS – Not-for-profit organisations providing homes mainly to those in housing need.

INDEPENDENT EXAMINATION – An examination of a proposed neighbourhood plan, carried out by an independent person, set up to consider whether a neighbourhood plan meets the basic conditions required.

INFRASTRUCTURE – Basic services necessary for development to take place e.g. roads, electricity, water, education and health facilities.

INQUIRY – A hearing by a planning inspector into a planning matter such as a Local Plan or appeal.

JUDICIAL REVIEW – Legal challenge of a planning decision, to consider whether it has been made in a proper and lawful manner.

LEGISLATION – The Acts of Parliament, regulations, and statutory instruments which provide the legal framework within which public law is administered.

LISTED BUILDINGS – Any building or structure which is included in the statutory list of buildings of special architectural or historic interest.

LISTED BUILDING CONSENT – The formal approval which gives consent to carry out work affecting the special architectural or historic interest of a listed building.

LOCALISM – Shifting power away from central government control to the local level. Making services more locally accountable, devolving more power to local communities, individuals and councils

LOCAL DEVELOPMENT FRAMEWORK (LDF) – see Local Plan.

LOCAL AUTHORITY – The administrative body that governs local services such as education, planning and social services.

LOCAL DEVELOPMENT ORDER – Local Development Orders allow planning authorities to implement policies in their development plan by granting planning permission for a particular development or for a particular class of development.

LOCAL ENTERPRISE PARTNERSHIPS – A partnership between local authorities and businesses formed in 2011 to help determine local economic priorities and lead economic growth and job creation within its local area.

LOCAL LIST – A list produced by a local authority to identify buildings and structures of special local interest which are not included in the statutory list of listed buildings.

LOCAL PLAN – The name for the collection of documents prepared by your local planning authority for the use and development of land and for changes to the transport system. Can contain documents such as development plans and statements of community involvement.

LOCAL PLANNING AUTHORITY – Local government body responsible for formulating planning policies and controlling development; a district council, metropolitan council, a county council, a unitary authority or national park authority.

LOCAL REFERENDUM – A direct vote in which communities will be asked to either accept or reject a particular proposal.

LOCAL TRANSPORT PLAN – Plans that set out a local authority's policies on transport on a five yearly basis.

MATERIAL CONSIDERATIONS – Factors which are relevant in the making of planning decisions, such as sustainability, impact on residential amenity, design and traffic impacts.

MICRO-GENERATION – The small-scale generation of renewable energy usually consumed on the site where it is produced.

MINERALS PLAN – A statement of the policy, advice and guidance provided by local authorities regarding the extraction of minerals.

MIXED USE – The development of a single building or site with two or more complementary uses.

NATIONALLY SIGNIFICANT INFRASTRUCTURE – Major infrastructure developments such as power plants, airports, railways, major roads, etc.

NATIONAL PARK – An area of natural or semi-natural land designated in order to maintain the special ecological, geomorphological or aesthetic features of the area.

NATIONAL PLANNING POLICY FRAMEWORK – The government policy document adopted in 2018 intended to make national planning policy and guidance less complex and more accessible. The National Planning Policy Framework introduces a presumption in favour of sustainable development. It gives five guiding principles of sustainable development: living within the planet's means; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.



NEIGHBOURHOOD AREA – The local area in which a neighbourhood plan or Neighbourhood Development Order can be introduced.

NEIGHBOURHOOD DEVELOPMENT ORDER – An order introduced by a parish or town council, or a neighbourhood forum, as part of the neighbourhood planning process, which grants planning permission for a specific development or type of development that will fulfill the vision and policies of the neighbourhood plan for the neighbourhood area.

NEIGHBOURHOOD PLAN – A planning document created by a parish or town council or a neighbourhood forum, which sets out vision for the neighbourhood area, and contains policies for the development and use of land in the area. Neighbourhood plans must be subjected to an independent examination to confirm that they meet legal requirements, and then to a local referendum. If approved by a majority vote of the local community, the neighbourhood plan will then form part of the statutory development plan.

NEIGHBOURHOOD FORUM – Designated by the local authority in non-parished areas, an organisation established for the purpose of neighbourhood planning to further the social, economic and environmental wellbeing of the neighbourhood area. There can only be one forum in an area.

NEIGHBOURHOOD PLANNING – A community-initiated process in which people get together through a local forum or parish or town council and produce a plan for their neighbourhood setting out policies and proposals for the development they wish to see in their area.

NIGHTTIME ECONOMY – The network of economic activities which operate in cities and towns principally in the evenings and at night, such as theatres, restaurants, cinemas, nightclubs, and public houses.

NIMBY – 'Not In My Back Yard' – used when discussing planning issues. Term is used to define the opposition of residents who are against new developments that they believe will devalue their properties.

NON-DETERMINATION – When a planning application is submitted and the local authority fails to give a decision on it within the defined statutory period.

OPERATIONAL DEVELOPMENT – The carrying out of building, engineering, mining or other operations in, on over, or under land; part of the statutory definition of development (the other part being material changes of use of buildings or land).

PERMITTED DEVELOPMENT – Certain minor building works that don't need planning permission e.g. a boundary wall below a certain height.

POLICY – A concise statement of the principles that a particular kind of development proposal should satisfy in order to obtain planning permission.

PARISH PLAN – A plan produced by a parish council that sets out a vision for the future of a parish community and outlines how that can be achieved in an action plan.

PARKING STANDARDS – The requirements of a local authority in respect of the level of car parking provided for different kinds of development.

PLAN-LED – A system of planning which is organised around the implementation of an adopted plan, as opposed to an ad hoc approach to planning in which each case is judged on its own merits.

PLANNING GAIN – The increase in value of land resulting from the granting of planning permission. This value mainly accrues to the owner of the land, but sometimes the local council negotiates with the developer to secure benefit to the public, either through Section 106 Planning Obligations or the setting of a Community Infrastructure Levy.

PLANNING INSPECTORATE – The government body established to provide an independent judgment on planning decisions which are taken to appeal.

PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT 1990 – The primary piece of legislation covering listed buildings and conservation areas.

PLANNING OBLIGATION – Planning obligation under Section 106 of the Town and Country Planning Act 1990, secured by a local planning authority through negotiations with a developer to offset the public cost of permitting a development proposal. Sometimes developers can self-impose obligations to pre-empt objections to planning permission being granted. They cover things like highway improvements or open space provision.

PLANNING PERMISSION – Formal approval granted by a council allowing a proposed development to proceed.

PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT – The concept introduced in 2012 by the UK government with the National Planning Policy Framework to be the 'golden thread running through both plan making and decision taking'. The NPPF gives five guiding principles of sustainable development: living within the planet's means; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

PUBLIC INQUIRY – See Inquiry.

PUBLIC OPEN SPACE – Open space to which the public has free access.

PUBLIC REALM – Areas of space usually in town and city centres where the public can circulate freely, including streets, parks and public squares.

QUALIFYING BODY – Either a parish/town council or neighbourhood forum, which can initiate the process of neighbourhood planning.

REFERENDUM – A vote by the eligible population of an electoral area may decide on a matter of public policy. Neighbourhood plans and Neighbourhood Development Orders are made by a referendum of the eligible voters within a neighbourhood area.

REGENERATION – Upgrading an area through social, physical and economic improvements.

RETAIL – The process of selling single or small numbers of items directly and in person to customers. The use category defined as Class A1 in the Town and Country Planning (Use Classes) Order 1987.

RURAL – Areas of land which are generally not urbanised; usually with low population densities and a high proportion of land devoted to agriculture.

SCHEDULED ANCIENT MONUMENT – A nationally important archaeological site, building or structure which is protected against unauthorised change by the Ancient Monuments and Archaeological Areas Act 1979.

SECTION 106 – see Planning Obligation.

SEQUENTIAL TEST – A principle for making a planning decision based on developing certain sites or types of land before others, for example, developing brownfield land before greenfield sites, or developing sites within town centres before sites outside town centres.

SETTING – The immediate context in which a building is situated, for example, the setting of a listed building could include neighbouring land or development with which it is historically associated, or the surrounding townscape of which it forms a part.

SIGNIFICANCE – The qualities and characteristics which define the special interest of a historic building or area.

SITE ALLOCATION PLAN – A plan accompanying a planning policy document or statement which identifies sites within the plan area on which certain kinds of development are proposed, e.g. residential or retail development.

SITE OF SPECIAL SCIENTIFIC INTEREST – A protected area designated as being of special interest by virtue of its flora, fauna, geological or geomorphological features.

SSSIs are designated under the Wildlife and Countryside Act 1981 by the official nature conservation body for the particular part of the UK in question.

SOCIAL ENTERPRISE – A business that trades primarily to achieve social aims, whilst making a profit.

SOUNDNESS – The soundness of a statutory local planning document is determined by the planning inspector against three criteria: whether the plan is justified, whether it is effective, and whether it is consistent with national and local planning policy. Plans found to be unsound cannot be adopted by the local planning authority. It should be noted, neighbourhood plans are NOT required to meet these tests of soundness.

SPACE STANDARDS – Quantified dimensions set down by a local planning authority to determine whether a particular development proposal provides enough space around it so as not to affect the amenity of existing neighbouring developments. Space standards can also apply to garden areas.

SPATIAL PLANNING – A wider view of planning, which involves co-ordination and integration across different sectors such as transport and industry. Brings together all policies and programmes which have an impact on the environment in which you work, live or play.

STAKEHOLDERS – People who have an interest in an organisation or process including residents, business owners and government.

STATEMENT OF COMMUNITY INVOLVEMENT – A formal statement of the process of community consultation undertaken in the preparation of a statutory plan.

STATUTORY UNDERTAKER – An agency or company with legal rights to carry out certain developments and highway works. Such bodies include utility companies, telecom companies, and nationalised companies. Statutory undertakers are exempt from planning permission for many minor developments and highway works they carry out.

STRATEGIC ENVIRONMENTAL IMPACT ASSESSMENT – Environmental assessment as applied to policies, plans and programmes. Has been in place since the European SEA directive (2001/42/EC).

SUSTAINABILITY APPRAISAL – An assessment of the environmental, social and economic impacts of a Local Plan from the outset of the preparation process to check that the plan accords with the principles of sustainable development.

STATUTORY DEVELOPMENT PLAN – Focus on land use development set within the context of wider social, economic and environmental trends and considerations. Reflects national planning policies to make provisions for the long-term use of land and buildings.

STRATEGIC PLANNING – The overall vision and policies for the planning system in an area. Lays out what an area wants development to accomplish.

STRATEGIC POLICY – A policy that is essential for the delivery of a strategy, for example, the overall scale and distribution of housing and employment in an area.

SUPPLEMENTARY PLANNING DOCUMENT – Provides detailed thematic or site-specific guidance explaining or supporting the policies in the Local Plan.

SUSTAINABLE DEVELOPMENT – An approach to development that aims to allow economic growth without damaging the environment or natural resources. Development that “meets the needs of the present without compromising the ability of future generations to meet their own needs”.

TOWN AND COUNTRY PLANNING ACT 1990 – Currently the main planning legislation for England and Wales is consolidated in the Town and Country Planning Act 1990; this is regarded as the ‘principal act’.

TOWNSCAPE – The pattern and form of urban development; the configuration of built forms, streets and spaces.

TENURE – The terms and conditions under which land or property is held or occupied, e.g. five year leasehold, freehold owner occupation, etc.

TENURE-BLIND - Entrances are identical, regardless of whether you have bought, rent at full market rate, or are a council or housing association tenant. Tenure blind doors and stairwells may also make sense from the developers’ perspective. It should ensure a consistent higher standard and suggests a more flexible housing stock where private or rented can be interchanged as market and other pressures shift

TREE PRESERVATION ORDER – An order made by a local planning authority to protect a specific tree, a group of trees or woodland. TPOs prevent the felling, lopping, topping, uprooting or other deliberate damage of trees without the permission of the local planning authority.

URBAN – Having the characteristics of a town or a city; an area dominated by built development.

URBAN DESIGN – The design of towns and cities, including the physical characteristics of groups of buildings, streets and public spaces, whole neighbourhoods and districts, and even entire cities.

URBAN FRINGE – The area on the edge of towns and cities where the urban form starts to fragment and the density of development reduces significantly.

USE CLASS – The legally defined category into which the use of a building or land falls (see Use Classes Order).

USE CLASSES ORDER – The Town and Country Planning (Use Classes) Order 1987 (as amended) is the statutory instrument that defines the categories of use of buildings or land for the purposes of planning legislation. Planning permission must be obtained to change the use of a building or land to another use class.

VERNACULAR - The way in which ordinary buildings were built in a particular place, making use of local styles, techniques and materials.

VILLAGE DESIGN STATEMENT – A document that identifies and defines the distinctive characteristics of a locality, and provides design guidance to influence its future development and improve the physical qualities of the area. Village design statements have generally been produced for rural areas, often by parish councils.

WORLD HERITAGE SITE – A place that has been designated by UNESCO as being of outstanding cultural or physical importance to the common heritage of humanity.



THE RADLETT PLAN
2020 to 2036
Neighbourhood Development Plan |
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