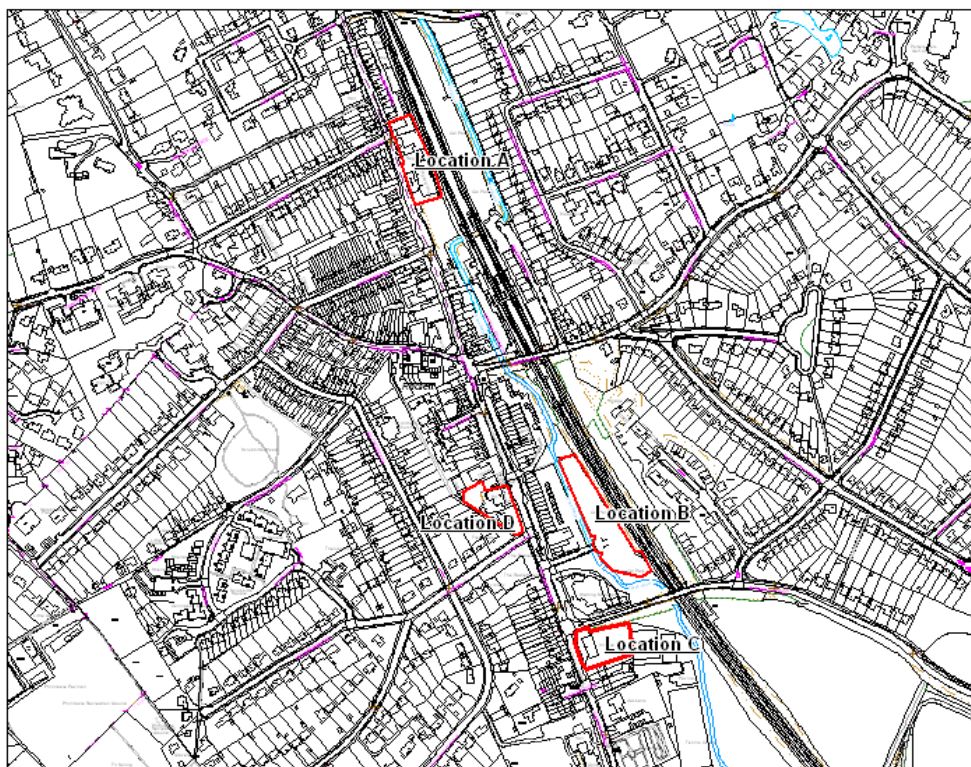


HERTSMERE BOROUGH COUNCIL

RADLETT DISTRICT CENTRE – KEY LOCATIONS

DRAFT REVISED PLANNING BRIEF

SUPPLEMENTARY PLANNING DOCUMENT



March–July 2011 2016

## 1.0 Introduction

- 1.1 This Planning Brief sets out the known constraints and planning policy contexts for four key locations in the centre of Radlett. It has been prepared in response to the current opportunities that exist to improve Radlett District Centre and to ensure that any future development of these four key locations reflects the Centre's function, character and appearance.
- 1.2 The objective of this Brief is to guide development, and ensure that any such development is sustainable, suitable and occurs in line with the relevant local, regional and national planning policy. It has the status of a Supplementary Planning Document and will be taken into account as a material consideration in the determination of any potential planning applications for the development of these locations.

## 2.0 Area context

- 2.1 Radlett is located towards the northern end of Hertsmere Borough. It grew up along the old Roman road, Watling Street, and expanded more rapidly in the late nineteenth century following the construction of the railway, currently the Thameslink line, which connects Radlett with London to the south and St. Albans to the north. Although development in the period pre-1914 was piecemeal, large-scale building took place in the 1950s and 60s with the development of the Newberries and Battlers Green estates. Radlett is now a well-established and prosperous residential area, with a popular centre. The ~~2004~~ [2011](#) Census showed that Radlett had a population of ~~8,034~~ [8,163](#), which has more than likely grown in size since.
- 2.2 Radlett is accessible by road from Watling Street, which is classified as a main distributor road, and via train, from the Thameslink line.
- 2.3 [Radlett is designated as a 'district centre' in the adopted Core Strategy \(2013\). The boundary of the town centre is defined in the Site Allocations and Development Management Policies Plan \(SADM\) which was published on 31 July 2015 and submitted to the Secretary of State for Examination in November 2015; the plan is expected to be adopted in summer/autumn 2016.](#) The locations that are addressed in this brief are ~~either within~~ in the area designated as ~~within~~ the Radlett District Centre in [SADM](#) ~~the Hertsmere Local Plan (adopted 2003) or, in the case of one location, immediately adjoin its southern boundary.~~ The character of the District Centre is defined by a strong offering of independent shops, which occupy many of the Centre's 100-plus retail units, as well as Radlett's two ~~Conversation~~ [Conservation](#) Areas, which either include or adjoin many parts of the District Centre.

## 3.0 The vision for the area

- ~~3.1 The Hertsmere Local Plan describes the role of the Radlett District Centre as: 'local day to day needs (mainly convenience shopping) plus some specialist shops which may attract non local shoppers, accessed mainly by foot, bus and private car'.~~
- [3.21](#) In relation to Radlett as a whole, the ~~Revised~~ [adopted](#) Core Strategy (~~draft version~~) ~~December 2010~~ [2013](#), sets out that the settlement is "largely residential

in character and surrounded by Green Belt with good rail links to London and a popular town centre serving both the local population and an increasing number of visitors from further afield”.

3.32 The spatial objectives for the settlement, as set out in this same document, are to:

- Manage housing availability and affordability;
- Improve physical accessibility at Radlett Station;
- Protect the viability and vitality of local shopping;
- Secure high quality development on key sites emerging in the district centre;
- Maintain the character of the town, particularly around the fringe;
- Provide more play areas and facilities for young people;
- Work with the Parish Council to produce a Parish Plan; and
- Maintain and expand key public community services in the town.

3.43 The *Town Centres and Shopping* study (July 2008), which was produced to inform the Council’s emerging LDF, summarises its findings with regards to the nature and needs of Radlett’s town centre as such:

*“With a low vacancy rate and a high level of independent traders, Radlett District Centre is considered to be a vibrant centre serving the day-to-day needs of the local catchment area, with some high quality specialist retailing throughout the centre. There is a good proportion of uses in the centre with a healthy evening economy appreciated by shoppers and retailers, and it is evident that A3, A4 and A5 retails units do not over dominate the centre. Shoppers and retailers identify low footfall counts and poor recreation and leisure facilities as particular issues facing the centre.”*

3.54 In respect of the Borough generally, *Hertsmere Together Local Strategic Partnership: Community Strategy 2010-2021* sets out five strategic objectives, which are to:

- Create a safer environment and increase the feelings of safety;
- Promote and provide opportunities for healthier lifestyles and improve the quality of life for older people;
- Combat poverty and narrow the gap;
- Create better living conditions for Hertsmere residents; and
- Deliver and promote quality activities for young people.

3.65 Development proposals for the locations addressed within this brief should support the Council’s vision for both Radlett and Hertsmere as a whole. Should Aldenham Parish Council adopt a Parish Plan in the future, then it would also be expected that proposals would have regard to the vision set out in such a document.

#### 4.0 Relevant planning policy

4.1 The locations addressed through this Brief are either within or, as in the case of location C, immediately adjoin the area defined as Radlett District Centre [as set out in the emerging](#) within the Hertsmere Local Plan (2003). [Site Allocations and Development Management Policies Plan. Core Strategy Policy CS27 \(Town centre strategy\) expects development within such centres to maintain their](#)

primary retail function and wider role as a focus for business, leisure, cultural and other appropriate town centre uses (as set out in the NPPF). Policy T3-SADM43 (Town and District Centres—Retail and Commercial Developments) of this document indicates that ~~such locations are appropriate for new retail and commercial development.~~ the Council will support proposals to improve the facilities, functions and environment of these centres. They are the preferred locations for any new retail, commercial or leisure development. Policies SADM48 Controlling non-retail uses, SADM49 Night-time uses and SADM50 Opportunities for Residential Use set out factors that the Council will take account of when considering proposals for non-retail uses in order to ensure that an appropriate balance is maintained, and the retail function and viability and vitality of the centres are safeguarded. Although Policy T4 (~~Shop Units—Redevelopment Opportunities~~) of the Hertsmere Local Plan (2003) would support the redevelopment of sites in Radlett District Centre for non-retail uses, including for residential use, Policy T6 (~~Non-Retail Uses—Locational Criteria~~) of the same document requires that no one area of a Centre have an over concentration of non-retail uses.<sup>1</sup> Policies CS26 (~~Town centre strategy~~) and CS27 (~~Strengthening town centres~~) of the Revised Core Strategy (draft version) December 2010 have similar requirements.

4.2 Core Strategy Policy CS28 Strengthening town centres indicates that in order to reinforce the retail function and vitality of designated centres, including Radlett, primary and secondary shopping frontages will be defined in SADM. There will be a focus on A1 retail uses within the primary frontages, and scope for a wider range of activities, focussing on A1, A2 and A3, in secondary frontages. Policies SADM44 Primary Frontages and SADM45 Secondary Frontages define those areas of Radlett town centre falling within each type of frontage and the uses which will be appropriate therein.

~~4.23~~ Government planning policy, within which Hertsmere’s policies in relation to town centres sit, is contained within the National Planning Policy Framework (NPPF) and associated Planning Practice Guidance. The government has recently replaced several Planning Policy Statements/Guidance notes, including *Planning Policy Statement 6: Planning for Town Centres*, with *Planning Policy Statement 4: Planning for Sustainable Economic Growth* (PPS4). PPS4 sets out national policy in relation to new development in city, town, district and local centres. The NPPF states that appropriate uses within such an area are retail, leisure, commercial, office, tourism, cultural, community and residential:

- Retail development;
- Leisure;
- Commercial;
- Offices;
- Tourism;
- Cultural;
- Community and
- Residential.

~~4.3~~ It should be noted that PPS4 states that appropriate uses within such an area are:

<sup>1</sup> Non-retail uses, for the purpose of this policy, are defined as any use falling outside of Use Class A1, as defined in The Town and Country Planning (Use Classes) (Amendment) Order 1995.

- ~~Retail development;~~
- ~~Leisure, entertainment facilities, and the more intensive sport and recreation uses;~~
- ~~Offices; and~~
- ~~Arts, culture and tourism development;~~

~~It is noted, therefore, that PPS4 encourages a diversity of uses in centres. Indeed, mixed use development with residential or office development above ground floor retail uses is also encouraged.~~

- 4.4 Notwithstanding that any use defined as appropriate for centres in PPS4 ~~the~~ [would NPPF would](#), in principle, be acceptable at the locations discussed in this Brief, it should ~~be~~ noted that any development, [as well as complying with the Council's adopted Core Strategy and submitted Site Allocations and Development Management Policies Plan](#), should be appropriate to Radlett's accessibility, size and position within Hertsmere's hierarchy of shopping centres. As such, in accordance with Policies ~~CS23~~ [CS24](#) (*Development and accessibility to services and employment*) and ~~CS26~~ [CS27](#) (*Town centre strategy*) of the Council's Revised Core Strategy (~~draft version~~) December 2010, the Council would not, [with the possible exception of the Newberries Car Park \(site B\)](#), support a ~~major significant~~ trip generating development at the subject locations, such as a large supermarket or office development [or mixed-use development](#).
- 4.5 With regard to the design and environmental considerations that should be addressed when any new development is proposed within Radlett District Centre, policies [SADM30 Heritage Assets, SADM31 Design Principles, SADM41 Highway and Access Criteria for New Development, SADM45 Secondary Frontages, SADM48 Controlling Non-Retail Uses, SADM49 Night-time and Evening Uses and SADM50 Opportunities for Residential Use, T7 \(Non-retail uses\), T8 \(Development in Shopping Centres\), E20 \(Conservation Areas – Redevelopment\), E27 \(Conservation Areas – Adjacent Development\) and D21 \(Design and Setting of Development\)](#) of the Hertsmere Local Plan [Site Allocations and Development Management Policies Plan](#) are particularly important.
- 4.6 In respect of the Council's Supplementary Planning Documents (SPDs), the Parking Standards SPD (revised 2010 [July 2014](#)) is particularly relevant because locations A and D are within residential and non-residential accessibility zones 3, as defined in this document. In these locations the Council may accept a reduction in the required level of off-street parking for non-residential development, but the starting point for residential off-street parking is that the maximum normally required should be provided. However, the Council may accept a reduced level of on-site car parking for residential development, where this can be robustly justified by the developer having regard to the criteria set out in the SPD. It should be noted that levels of disabled car parking and cycle parking should always be provided at the maximum.
- 4.7 Numerous other national, ~~regional~~<sup>2</sup> and local policies are of relevance to the locations considered in this Planning Brief. These are listed in Appendix A and referred to in the individual assessment of locations where necessary.
- 4.8 This Brief mainly refers to policies contained within the Hertsmere Local Plan [Site Allocations and Development Management Policies Plan](#) (for submission to the

<sup>2</sup> ~~It should be noted that the government has emphasised its commitment to the abolition of regional plans and has published the details of the process that will achieve this through its Localism Bill.~~

[Secretary of State 2003/2015 \(SADM\)](#), as most of the policies that are currently applicable to the determination of planning applications are contained within this document. It should be noted, though, that many of these policies are complimented by those in the ~~Revised~~ [adopted](#) Core Strategy (~~draft version~~ [adopted January 2013](#)). ~~December 2010, which has been approved for interim development control purposes.~~

~~4.9 Given the importance of various historic assets in relation to locations A, C and D, and within Radlett District Centre more generally, Planning Policy Statement 5: Planning for the Historic Environment is of particular relevance. This document promotes the conservation of historic assets and the recognition of their role in the creation of sustainable places.~~

## 5.0 Relevant documents

5.1 The Council's *Town Centres and Shopping* study was published in July 2008. This evaluates the health of Radlett District Centre through the analysis of quantitative and qualitative data.

5.2 The Council ~~recently adopted an appraisal of the Radlett (North) Conservation Area~~ [reviews its Conservation Areas periodically](#). The Radlett (North) Conservation Area Appraisal ~~was last reviewed in 2010 (October 2010)~~ includes a review of the Conservation Area boundaries, the ~~recommendations of which have now been implemented~~. The Council has recently commissioned an appraisal of ~~and~~ the Radlett (South) Conservation Area; it is anticipated that a final version will be produced and adopted by the end of 2014 ~~in 2012~~. [The Appraisals are available on the Council's website.](#)

5.3 Hertsmere's Level 1 Strategic Flood Risk Assessment (SFRA) maps all forms of flood risk in the Borough, ~~in accordance with Planning Policy Statement 25: Development and Flood Risk (PPS25) and accompanying documents~~. As it is a Level 1 SFRA it does not map flood risk with the same level of detail as a Flood Risk Assessment (FRA) would for an individual site.

5.4 The List of Locally Important Buildings in Hertsmere (2008) identifies buildings that are not Statutorily Listed, but which are of architectural or historical significance. Hertsmere Local Plan (2003) policy E18 [SADM Policy SADM30 \(Buildings of Local Interest/Heritage Assets\)](#) states that proposals affecting buildings included on this List should respect [maintain or improve](#) the appearance and character of the building and its setting.

5.5 ~~Planning Obligations SPD: Part A – General Principles and Part B – Calculating Contributions (2010) offer guidance with regard to the Council's approach to planning obligations.~~ [The Developer Contributions Framework sets out the basis for financial contributions which we seek in association with new development. The Council has adopted the Community Infrastructure Levy \(CIL\) which applies to all planning applications determined on or after 1 December 2014.](#)

5.6 Any proposed development should, in accordance with Part D of the Planning and Design Guide SPD (~~2006~~ [2013](#)), also be designed so as to help towards the reduction of both crime and the fear of crime. Secured by Design, a UK Police [design initiative, produces a number of guides to assist developers in achieving this aim.](#)

5.7 Give the proximity of Radlett to the Elstree Aerodrome, the Council will consult with the Elstree Aerodrome of any development proposals to the extent specified in the published Elstree Way Aerodrome Safeguarding Chart (2016). As indicated in the chart most of Radlett lies within a 15m zone which means the Elstree Aerodrome will be consulted on any development proposal involving buildings, structures, erections and works exceeding 15 metres in height (i.e. height of the building not height from sea level) in the Radlett area.

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



Photograph 1: Radlett Service Station/Regency House viewed from the south



Photograph 2: The former Radlett Fire Station viewed from the west

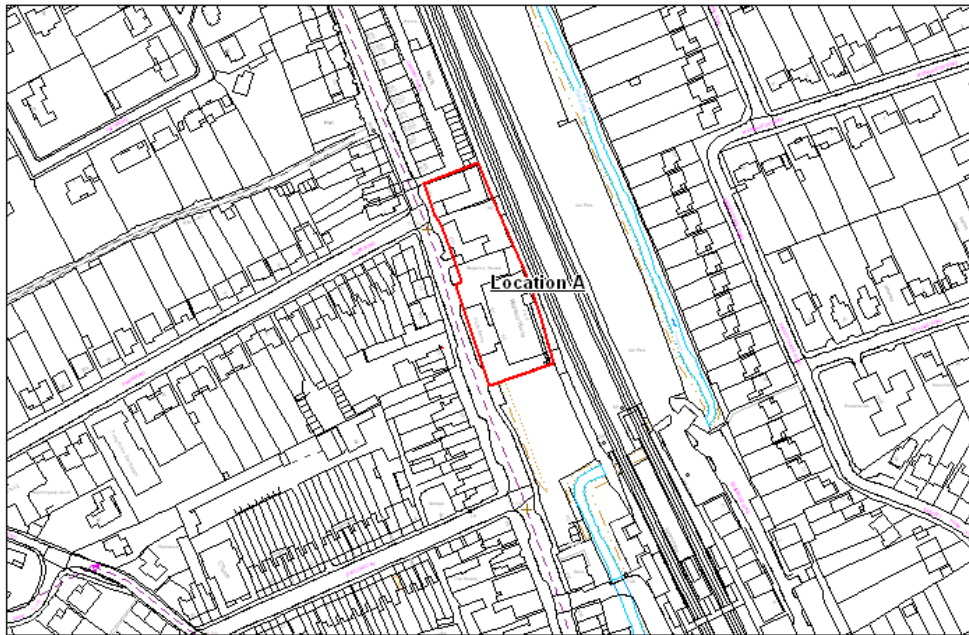




Photograph 3: Burrell & Co. viewed from the south west

### *Context*

- 6.1 Although the location is considered to potentially present a single development opportunity, it is, at present, split into three separate sites. These are:
- Burrell & Co., a [former](#) vacant builders merchant, which ~~comprises~~ [comprised](#) a shop and covered yard;
  - The Former Radlett Fire Station, which is ~~also~~ vacant; and
  - Radlett Service Station/Regency House, which comprises a petrol filling station, ground-floor retail and leisure units, residential accommodation at first-floor level and a basement car park – all of which are currently in use – as well as a vacant unit adjoining the Former Radlett Fire Station, which was formerly a car repair garage.
- 6.2 The location is situated on land that slopes sharply from west to east, so that the land at the front of the location is significantly higher than that at its rear. As such, the buildings at the subject location all feature basement level floorspace towards their rear.
- 6.3 Notwithstanding this, the existing buildings appear either as single- or two-storey when viewed from the road. The one exception to this is the tower that is positioned towards the rear of the Former Radlett Fire Station site. As with Radlett generally, it is noted that buildings to the north of the location and opposite, to its west, are low-rise and that few buildings have more than two-stories. To its rear the Thameslink rail line abuts the location, and to the south is a public park.



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Figure 1: Location A site plan

#### *Planning designations and constraints*

- 6.4 The location is within the Radlett District Centre.
- 6.5 The Burrell & Co site is in the Radlett (North) Conservation Area and the remainder of the location adjoins the boundary of this Conservation Area. No changes to this part of the Conservation Area boundary have been implemented as a result of the boundary review undertaken through the Radlett (North) Conservation Area Appraisal (October 2010).
- 6.6 The location is adjacent to buildings that are entry numbers 99 (34 Watling Street) and 105 (The Oakway and rear outbuildings, 137-197 Watling Street) on the List of Locally Important Buildings in Hertsmere (2008).
- 6.7 The rear portion of the location, which is lower than its front portion, is partly within an area that has been identified as within Flood Zone 3b identified in by the SFRA. However, the designation of Flood Zone 3b in the SFRA is based on an arbitrary 20m buffer either sides of main rivers and not based on any modelling or statistical data. A more detailed analysis undertaken by the Council's project engineer indicates that the site does not justify this arbitrary designation as the minor and infrequent flood events in the mid-80s have ceased to continue following construction of the Radlett Flood Storage Area just upstream. According to the Environment Agency's latest Flood map, the area is located outside of Flood Zone 2 or 3. Such areas are defined within PPS25 as functional floodplains. Smaller sections of the location, adjoining the part that is within Flood Zone 3b, are identified as being within Flood Zone 2 – these are defined as areas with a medium probability of flooding.

- 6.8 The location is within residential accessibility zone 3 and non-residential accessibility zone 3, as defined in the Council's Parking Standards SPD (revised 2010 [2014](#)).

[6.9 The site is identified as Proposal TC2 under \*SADM43 Town and District Centres in the Site Allocations and Development Management Policies Plan. Specific planning requirements \(which are consistent with this document\) are set out in the policy.\*](#)

*Assembly and availability*

- 6.9 The location is currently fragmented, and the three separate sites listed above are each under separate ownership. [Separate planning permissions have been granted in respect of the Burrell & Co site and the Fire Station site.](#) Should the separate owners of these three sites indicate that they all wish to develop their individual sites, the Council would strongly support a comprehensive development proposal for the whole location. Any new building(s) in this location would have a significant impact on the streetscene and a comprehensive approach would represent a better approach to securing the future of these sites rather than a piecemeal approach to their redevelopment. Notwithstanding this, it is recognised that, ~~despite~~ [a planning permission for two retail units at ground floor with flats above is now being implemented on the former Burrell & Co site,](#) and [whilst](#) the Former Radlett Fire Station sites ~~being~~ [is](#) vacant, much of the Radlett Service Station site is in use. It is noted that the use of this site is mixed, featuring retail, leisure and residential uses; this mix of uses accords with those defined as appropriate in centres by ~~PPS4~~ [the NPPF and the Council's planning policies.](#)

*Potential use*

- 6.10 The location has, or recently had, a mix of uses, all of which are appropriate centre uses, ~~as defined in PPS4.~~ A petrol filling station currently exists at the Radlett Service Station site. The Council would support the retention of a petrol filling station at the location ~~and it is noted that PPS4 encourages the promotion of such uses in small, local centres, where these are essential to the local economy.~~ However, it is not considered that the Council could object to the loss of this petrol filling station, were this to occur through any redevelopment of the site, given the close proximity of other petrol filling stations to Radlett – such as those on the A41 and in Borehamwood.
- 6.11 It would be acceptable for the location to be developed for any of the uses defined as appropriate for centres in ~~PPS4~~ [the NPPF](#), given its position within the Radlett District Centre. In particular, the Council would support a mixed-use development, given the relatively large size of the location, which is approximately 0.35 hectares in size, and the potential for a development with two or three floors of accommodation. The upper floors (rather than the ground-floor) of any development would be suitable for office or residential use, though residential use would only be acceptable if any noise created by the rail line to the rear of the location and other associated uses within any mixed use development could be adequately mitigated.
- 6.12 Given the general character of Radlett and the Council's vision for the settlement, the Council would support the provision of a number of smaller retail units at ground-floor level. Such units would be suitable for the type of independent retailer that helps to define the centre of Radlett and would help to maintain the

vitality of the centre. Survey work undertaken in support of the *Town Centres and Shopping* study (July 2008) demonstrates that the majority of retail units in Radlett have floorspace areas which are 46 square metres or under in size. In line with Hertsmere ~~SADM Local Plan (2003) policy T6~~ [Policies SADM43 Town and District Centres \(particularly Proposal TC2\) and SADM44 Primary Frontages](#) and ~~Revised Core Strategy (draft version) December 2010 p~~ [Policy CS27-CS28 \(Strengthening town centres\)](#), the mix of uses in such ground-floor units would have to contain an appropriate level of A1 shops.

- 6.13 Part of the ground-floor area of any such development might also be suitable for leisure or cultural purposes. This would fit well with the Council's vision for the area, though such a proposal would be required to comply with Hertsmere ~~SADM Local Plan (2003) policy L2~~ [Policy SADM33 Key Community Facilities](#), which sets out relevant environmental criteria.
- 6.14 The most recent use of the Former Radlett Fire Station site, as a fire station, was an important community function [providing a service to the local community](#). Hertfordshire County Council, which owns the site, has indicated that the site is no longer required for this purpose. However, Hertsmere ~~SADM Policy SADM33 Key Community Facilities Local Plan (2003) policy S1 (Social and Community Facilities – Existing) and Revised Core Strategy (draft version) December 2010~~ [and Core Strategy Policy CS18-CS19 \(Key community facilities\)](#), would require that any development proposal would need to retain accommodation for a social or community facility, on a significant part of the area currently occupied by the fire station, given the suitability of the site to accommodate such a use. In line with the requirements of the above policies, robust evidence would need to be provided to demonstrate that the site is surplus to the needs of the community and that there is no scope or need for alternative community uses to be provided before any other uses would be accepted.
- 6.15 The length of the location's frontage is in excess of 100 metres and any new development should encourage increased footfall along the part of Watling Street that is in the northern part of Radlett District centre. The *Town Centres and Shopping* study (July 2008) showed that fewer people frequent this part of the district centre and increasing the attractiveness of this area to shoppers would help to draw people towards the Oakway parade of shops, which adjoins the location to the north. The Council would resist uses that would cause a 'dead frontage' along this part of Watling Street and any residential or office floorspace should be accommodated on the upper floor(s).
- 6.16 Part of this location is within the Radlett (North) Conservation Area and so the Council would resist development which fails to [protect, conserve or where possible preserve or enhance the character and appearance](#) of the area and [its setting and](#) thus fail to satisfy Hertsmere ~~Local Plan (2003) policy E21~~ [SADM Policy SADM30 Heritage Assets](#). Given that the remainder of Location A immediately adjoins the Conservation Area, development which would not respect the special character of the ~~conservation~~ [Conservation area](#) ~~Area~~ would not be supported.

*Residential standards and affordable housing*

- 6.17 If a residential use were to be proposed on the subject location as part of a mixed-use development, any development would have to meet with a number of development standards. These are set out in Part D of the Council's Planning and Design Guide SPD (~~2006~~ [2013](#)). These cover areas specific to residential

development, such as privacy and private and shared amenity space. Development would be expected to exceed these standards.

- 6.18 The Council may also require the provision of affordable housing units if a residential use were proposed. This would, however, be dependent on whether the threshold for Affordable Housing of 40-5 or more residential units (gross) was reached. Further guidance on this issue can be found within the Council's Affordable Housing SPD (~~2008~~[2015](#)).

#### *Coverage*

- ~~6.19 As stated above, the rear portion of the location is within an area that has been identified as within Flood Zone 3b; smaller parts of the location, also towards its rear, have been identified as within Flood Zone 2. Whilst it is recognised that buildings exist on the rear part of the location, [Planning Practice Guidance Flood Risk and Coastal Change](#) indicates that the applicant may need to show that the Exception test is passed in respect of the proposed land uses and their specific location within the site. The developer will in particular need to show that the development will be safe and will not increase flood risk elsewhere. guidance set out in PPS25 states that any new development within Flood Zone 3b should:~~

~~Reduce the overall level of flood risk in the area through the layout and form of the development and the appropriate application of sustainable drainage techniques; and~~

~~Relocate existing development to land with a lower probability of flooding.~~

- ~~6.20 As such, any proposal should seek to locate new development towards the front of the location, outside of the area that is within Flood Zone 3b. The Environment Agency have confirmed that the rear of the location should be laid out so as to reduce flood risk. However, it should be noted that a FRA should support any planning application submitted for the development of this location. Such a study may demonstrate that the extent of Flood Zone 3b is smaller than shown by the Council's SFRA.~~

- ~~6.21 PPS25 [Planning Practice Guidance - Flood Risk and Coastal Change](#) defines uses that would be suitable for the District Centre – such as retail, leisure, office and residential uses – as suitable for new development in Flood Zone 2. Therefore the parts of the location that are within Flood Zone 2 could, most likely, be developed along with the front part of the location, provided that any development would lead to a reduction in the overall level of flood risk in the area.~~

#### *Design*

- 6.22 A two-storey parade of shops adjoins the location to the north, and opposite, to the west of the location, two-storey dwelling houses, some of which have been converted to offices, exist. Notwithstanding this, it is noted that ground levels to the east of Watling Street descend sharply towards the railway line and that, for example, the adjoining two-storey parade of shops is three-storey at its rear and also features a tall, steeply pitched roof. Any new development would have to respect the scale, massing, [form](#), layout, bulk and height of existing development in the streetscene, in accordance with ~~Hertsmere Local Plan (2003) policy D24~~[Policy SADM31 Design Principles](#). Although the Former Radlett Fire Station site has a tall tower, which is significantly greater in height than any of the buildings that surround it, this structure should not be taken as a cue for the

height of any replacement building. The height of any new development and associated number of storeys should reflect that of the immediate surrounding area. A two-storey building, possibly with accommodation within its roof void, would be acceptable, though there may be some scope for the building to be taller when viewed from the rear, in line with other properties on the east side of Watling Street. Given the size of the site, however, any building should be well articulated so that its bulk does not appear out of character or scale with surrounding development.



Photograph 4: Looking to the north of Location A



Photograph 5: Looking to the south of Location A

- 6.23 Some of the buildings opposite the location are residential properties and the Council would expect any proposal to maintain the environment enjoyed by

neighbouring residents. Part D of the Council's Planning and Design Guide SPD (~~2006~~[2013](#)) sets out the minimum separation distances that will be sought between new development and existing dwellings. In order that any new development would have an acceptable relationship with surrounding residential buildings, some parts of the location may have to be developed at lower heights than others.

- 6.24 The architectural style of any proposal should be appropriate and architectural cues should be taken from surrounding development. All materials used should be of a high quality and the use of articulation, building heights, roof forms and layouts should be aimed at creating an interesting and attractive streetscene. The location is in a prominent position and, as already stated, the Council considers that an opportunity exists to build a distinctive development. Any development should exploit this opportunity.
- 6.25 The Burrells & Co site is within the Radlett (North) Conservation Area and the remainder of the location is bounded to its north, south and west sides by this same Conservation Area. [Policy SADM30 Heritage Assets stipulates that a](#) Any development would have to either ~~protect, conserve or where possible preserve~~ or enhance its ~~the significance,~~ character and appearance ~~of the area and its setting~~; indeed, ~~Hertsmere Local Plan (2003) policy E27 stipulates that any development adjacent to a Conservation Area preserve its special character and appearance, as well as its setting.~~ Therefore, despite part of the location not being in the Radlett (North) Conservation area, any development that would fail to have a positive impact would be strongly resisted, and emphasis would be placed on securing a high quality of design across Location A.
- 6.26 In order to comply with [Policy SADM30 Heritage Assets](#)~~Hertsmere Local Plan (2003) policy E18,~~ any proposal would also have to respect the appearance and character of Oak Chambers (34 Watling Street) and The Oakway (137-197 Watling Street), respectively entry numbers 99 and 105 on the List of Locally Important Buildings in Hertsmere (2008). Oak Chambers is opposite the location and The Oakway adjoins the location to its north.

#### *Trees and landscaping*

- 6.27 There are no Tree Preservation Orders on the site but two trees exist to the front of the Former Radlett Fire Station site. There are also trees along the location's southern boundary; these are within the adjoining public park. To comply with [Policy SADM13 Trees Landscaping and Development](#)~~Hertsmere Local Plan (2003) policy E7~~ any proposed development would have to be carried out in a way that protects existing trees. If it is found that it is acceptable for trees to be removed then the Council would expect at least two replacement trees for every one tree lost.
- 6.28 Any soft and hard landscaping proposed should be well integrated with the overall design of the development and should seek to create variety, colour and texture. If any communal amenity space were provided arrangements would have to be made for its maintenance.
- 6.29 Public art should also be considered as part of any redevelopment of the location and the Council may seek a financial contribution towards such a piece of public art as part of ongoing improvements to Radlett's District Centre. Advice on the Council's approach to securing financial contributions can be found in ~~Part B~~ of

~~the Council's Planning Obligations SPD (2010).~~ [the Council's Developer Contributions Framework.](#)

#### *Parking and access*

- 6.30 The location is close to Radlett Rail Station and is in residential and non-residential accessibility zones 3, as defined in the Council's Parking Standards SPD (revised ~~2010~~[2014](#)). As such, it will be expected that any new development promote the use of public transport, in addition to cycling and walking. Specifically, in accessibility zone 3, for non-residential uses, it would be acceptable for car parking to be provided at a level that is at 50-75% of the maximum with the upper end of the range being the starting point for considering off-street parking levels. The starting point for residential off-street parking is that the maximum normally required should be provided. However, a reduced level of on-site car parking for residential development may be considered where this can be robustly justified by the developer having regard to the criteria set out in the SPD. There should be no reduction in the levels of disabled car parking and cycle parking proposed.
- ~~6.31 Currently some of the car parking on-site at Radlett Service Station/Regency House is located at basement level, towards the rear of the site. Due to the rear part of the location being within Flood Zone 3b, as discussed above, it may not be possible to provide similar parking arrangements if the location were redeveloped. The Environment Agency have advised that it may not be appropriate to develop on stilts above the section of the site that is within the Flood Zone 3b.~~
- 6.32 As already stated, a Flood Risk Assessment should be submitted in support of any planning applications for the redevelopment of this location. ~~Such a study may demonstrate that a lower proportion of the location is within Flood Zone 3b, and, therefore, that more space would be available at its rear for the provision of car parking.~~ The Council would support basement level car parking if it could be demonstrated that such an arrangement would not result in an undue level of flood risk.
- 6.33 In line with ~~Hertsmere Local Plan (2003) policy M2~~[Policy SADM41 Highway and Access Criteria for New Development](#), any new vehicle access points would have to be designed so that they would not cause either road congestion or safety problems for other road users and pedestrians.

#### *Noise*

- 6.34 The location abuts the Thameslink rail line to its rear. It is recognised that rail lines generate high levels of noise. In line with ~~Hertsmere Local Plan (2003) policy D13 and Planning Policy Guidance 24: Planning and Noise~~[SADM21 Environmental Pollution and Development](#), noise sensitive uses, such as residential uses, would only be acceptable if it could be demonstrated that no undue harm would arise on account of noise generated by the rail line or any other activities within a mixed use development. It may be acceptable for mitigation measures to be put in place in order to ensure that the level of noise generated would not unacceptably affect any uses proposed on the subject location.

#### *Potential contamination*



- 6.35 Due to the presence of a petrol filling station, a contaminated land assessment and, if necessary, associated site investigation, and remedial strategy should be provided if the location were to be redeveloped in its entirety or in part. The Environment Agency has advised that, as a minimum requirement, a Preliminary Risk Assessment (PRA) should be submitted with any planning application concerning a site with a previous use that may have given rise to contamination. Given that the location is within a groundwater source protection zone, as defined by the Environment Agency, and because a petrol filling station could potentially contaminate groundwater, this particular issue should be addressed in order to satisfy [SADM21 Environmental Pollution and Development](#) ~~Hertsmere Local Plan (2003) policy D4.~~
- 6.36 It should also be noted that the Council would expect the petrol filling station to be decommissioned in line with guidance published by the ~~Associated~~ [Association](#) for Petroleum and Explosives Administration.

*Summary*

- 6.37 At location A, the Council would support:
- A comprehensive redevelopment, which could include all three constituent sites;
  - A mixed-use development, incorporating a community or social facility and small retail units at ground-floor level; and
  - A distinctive development that would take architectural cues from nearby buildings and preserve or enhance the character and appearance of the Radlett (North) Conservation Area.

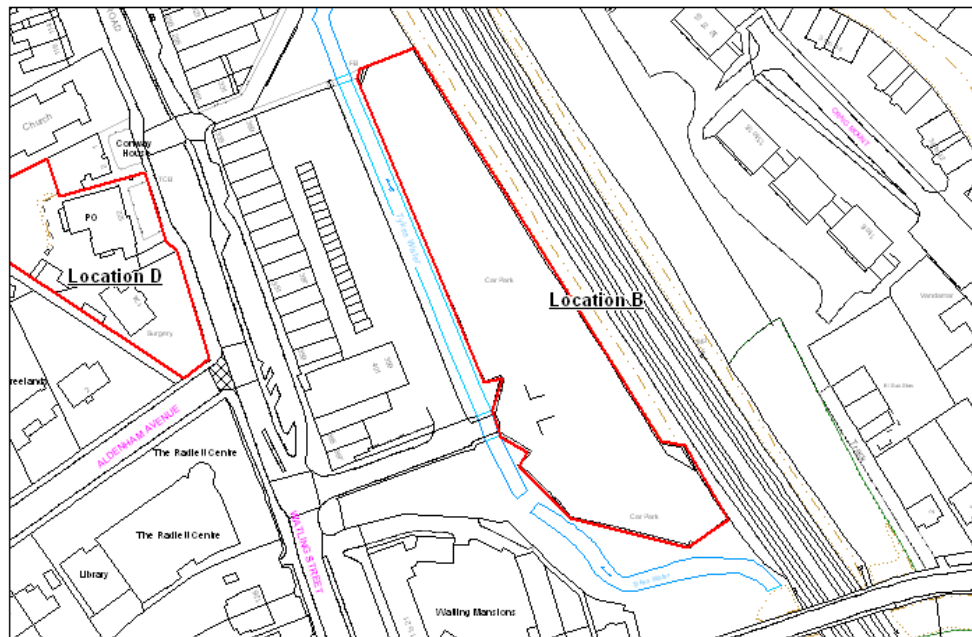
## 7.0 Location B – Newberries Car Park



Photograph 6: Newberries car park viewed from the north

### *Context*

- 7.1 The site is located to the rear of a three-storey parade of shops with flats above, between Tykes Water (a tributary of the River Colne) and the Thameslink rail line. It is currently a large Council-owned car park, which has vehicular access to Watling Street at its southern end and an elevated pedestrian access at its northern end.



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Figure 2: Location B site plan

- 7.2 The car park is [reasonably](#) -well used, providing free car parking for those visiting Radlett District Centre for up to one hour – parking for a longer period incurs a fee. There is also a recycling point on the site and beneath the site is a surface water storage tank.

*Planning designations and constraints*

- 7.3 The site is within the Radlett District Centre, [as set out in the emerging SADM Policies Plan](#).
- 7.4 Almost all of the site is within an area that is [was](#) identified as within Flood Zone 3b by the SFRA (2008). [As stated previously, the designation of Flood Zone 3b in the SFRA is based on an arbitrary 20m buffer either side of main rivers and not based on any modelling or statistical data. A more detailed analysis undertaken by the Council's project engineer indicates that the site does not justify this arbitrary designation as the minor and infrequent flood events in the pass have ceased to continue following construction of the Radlett Flood Storage Area just upstream. Nevertheless the area is still subjected to considerable flood risk as it is entirely located within Flood Zone 3a \(according to the Environment Agency's latest Flood Map which is updated quarterly\). Such areas are defined within PPS25 as functional floodplains. The Council's Engineering Services Team last recorded flooding on the site on 10 February 2009.](#)

*Scope for potential redevelopment*

- 7.5 [Any development proposed for the site would need to meet the Sequential and Exception tests for flood risk in accordance with the NPPF and associated guidance. Early discussions with the Environment Agency to establish the acceptability of development and the nature of any required mitigation works will be essential.](#) The principle that all new development should be steered to

locations that have a low level of flood risk is outlined within [the NPPF and the relevant Planning Practice Guidance](#). Given that the vast majority of the subject site is within an area that has been identified as within Flood Zone 3b and that PPS25 states that such land should only be considered for new water compatible development, the Council would not support new development on the site. The uses specified as suitable for centres in PPS4, in addition to housing, which could form part of a mixed-use development, are not outlined as water compatible in PPS25. [Town centre uses, including retail, office and residential would be acceptable in land use terms, subject to any required environmental improvements and the agreement of the Environment Agency and to compliance with other relevant local plan policies. Any proposal for development would need to be accompanied by a Flood Risk Assessment for the site.](#) Although a FRA for the site may show that less of the site is within Flood Zone 3b, given the immediate proximity of the site to a watercourse, this scenario is thought to be unlikely.

- 7.6 It is also noted that the existing car park is important in terms of supporting the nearby centre uses. Research carried out by the Council’s Parking Services Team suggests that, on average, 608 cars park on the site on a weekday and that 850 cars park on a Saturday. On this basis, a significant net loss of public car parking spaces would be difficult to justify, given the importance of the car park to the local community.

*Potential temporary uses*

- 7.7 Certain temporary uses are permitted by virtue of Class B, Part 4, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (GDPO). Such uses would be permissible despite the constraints posed by the site being located within Flood Zone 3b, as it would not be necessary for planning permission to be obtained.
- 7.8 It may, therefore, be possible for a local farmers’ market or similar to be located on the site for up to 14 days a year, subject to the restrictions of the GDPO.
- 7.9 It should be noted, however, that planning permission reference number TP/92/0938 for the Radlett Centre (1-3 Aldenham Avenue) was granted subject to a Section 106 Agreement that specified that 100 car parking spaces in Newberries Car Park be delineated and thereafter maintained and made available for the priority use of users of the centre. These spaces are currently outlined in red and would have to be made available during any temporary use of the site.

*Summary*

- 7.10 At location B, the Council would support:
- [Development comprising town centre uses, subject to the outcome of discussions with the Environment Agency in relation to flood risk and mitigation;](#)
  - The retention of the existing car parking provision, which serves Radlett District Centre; and
  - A temporary use, such as a local farmers’ market, for a limited number of days throughout the year.

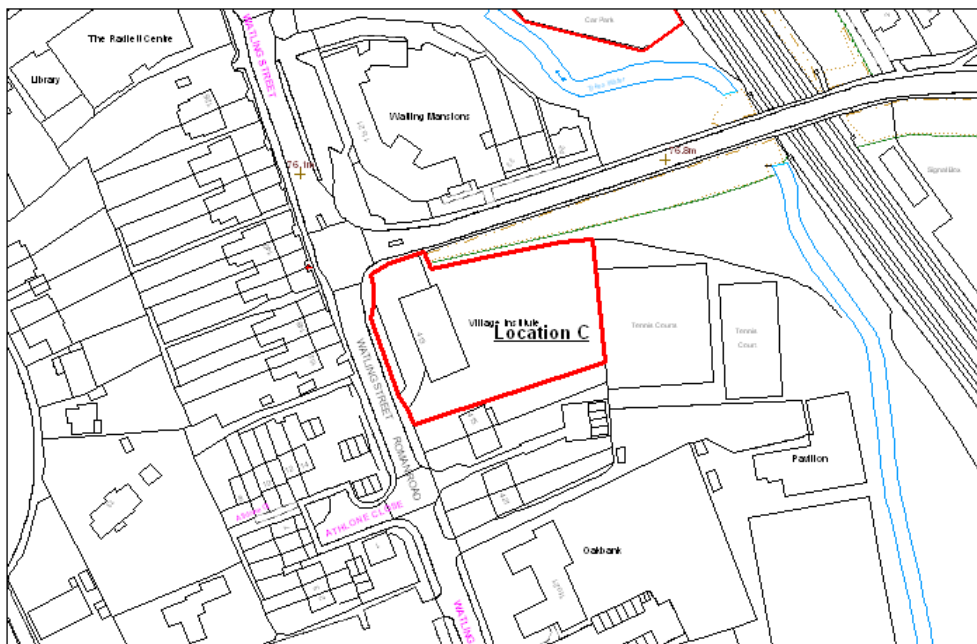
## 8.0 Location C – Radlett Village Institute



Photograph 7: The Radlett Village Institute viewed from the north

### *Context*

- 8.1 The site is located at the junction of Watling Street and Theobald Street, adjoining the southern boundary of Radlett District Centre. A two-storey building is situated towards the front of the site with a large garden to its rear.



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Figure 3: Location C site plan

- 8.2 This building is currently operated by a registered charity and used as a community facility. It is home to the Radlett Men's Club, which is open daily between the hours of 6pm and 11 pm, and is also available for bookings and hire. This hall has been used as a venue by the Workers' Educational Association and the building has also accommodated a baby clinic as well as local keep fit, yoga, bridge club and art classes.

*Planning designations and constraints*

- 8.3 The Village Institute building is entry number 113 on the List of Locally Important Buildings in Hertsmere (2008) and can be described as a key community facility as covered by Policy ~~CS18~~ [CS19](#) (Key community facilities) of the ~~Revised adopted~~ Core Strategy (~~draft version~~) ~~December 2010~~ [2013](#)
- 8.4 The site is adjacent to the boundary of the Radlett (South) Conservation Area.
- 8.5 Small parts of the rear north east corner of the site are identified as within areas that have been identified as either Flood Zone 2 or Flood Zone 3b by the SFRA. However, this is not a major constraint as only a very small portion of the site is affected.

*Scope for development*

- 8.6 The Village Institute building is identified, in the List of Locally Important Buildings in Hertsmere (2008), as making a significant contribution to the local area, due to its size and prominent corner position. It is also noted that it retains most of its original Arts and Crafts design features and has strong community significance, having been built in the 1920s as a community hall. On this basis, in line with [Policy SADM33 Heritage Assets](#) ~~Hertsmere Local Plan (2003) policy E18~~, there would be a presumption against any redevelopment of the site.
- 8.7 Furthermore, due to the significance of the Village Institute in the streetscene, its loss would have a negative impact on the character and appearance of the Radlett (South) Conservation Area, which the site adjoins. This would [also](#) be contrary to [Policy SADM33 Heritage Assets](#) ~~Hertsmere Local Plan (2003) policy E27~~.
- 8.8 An extension to the Village Institute would be acceptable, provided that the design of any extension respects and preserves the original building, its setting and the adjacent Conservation Area, and preserves the amenities of neighbouring residents. Space exists to the rear of the site for a potential extension, however no development should take place within the area identified as within Flood Zone 3b. Also, the size of any extension would be constrained by the amount of space available on site for car parking, as any development would have to comply with the Council's Parking Standards SPD (revised 2010 [July 2014](#)).

*Potential use*

- 8.9 The current use of the site is as a community centre. Any change of its use away from a social or community facility would be opposed, in line with ~~Hertsmere Local Plan (2003) Policy S1 and Revised Core Strategy (draft version) December 2010~~ Policy ~~CS18~~ [CS19](#) (Key community facilities).

8.10 Moreover, the site is not located within the part of Radlett that is designated as its District Centre. In line with the sequential approach for selecting sites for uses that are identified as appropriate for centres, which is outlined in [PPS4](#) [the NPPE](#), other possible uses, such as retail, office or other leisure, would be better placed in locations that are within the Radlett District Centre.

8.11 The continued use of the site as a community centre, or other similar social or community facility is, therefore, strongly supported and the Council would welcome appropriate proposals which facilitate the continued or expanded community use of the site.

*Summary*

- 8.12 At location C, the Council would support:
- An extension to the existing building that would respect its appearance; and
  - The continued use of the site as a social or community facility.

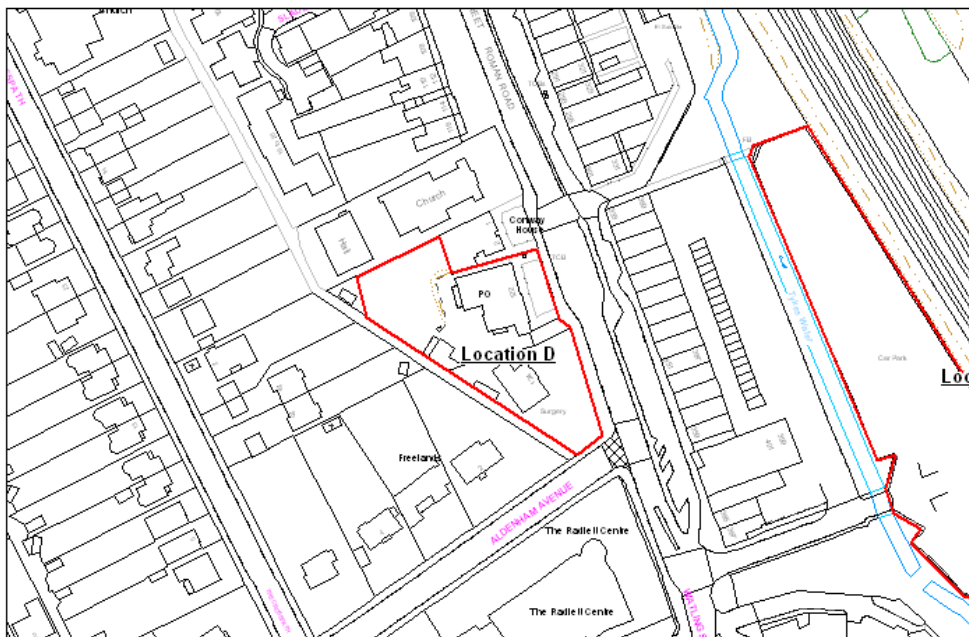
## 9.0 Location D – Red House Surgery and Post Office



Photograph 8: The Red House Surgery and Post Office viewed from the east

### *Context*

- 9.1 The location is at the junction of Watling Street with Aldenham Avenue and is split into two separate sites. Both of these are currently in use: the Red House Surgery is a doctors' practice and the Post Office is also a sorting office [although the retail part of the premises has been vacated](#).



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Figure 4: Location D site plan



- 9.2 There are two buildings, both of which are two-storey. The Red House Surgery site has room for car parking at its front and the Post Office site has room for the parking of operational vehicles, which serve the sorting office, to its rear.

*Planning designations and constraints*

- 9.3 The location is within the Radlett District Centre.
- 9.4 The location adjoins the boundary of the Radlett (North) Conservation Area, and is close to the Radlett (South) Conservation Area.
- 9.5 The Post Office building is entry number 113 on the List of Locally Important Buildings in Hertsmere (2008). The location also adjoins entry number 109 on the List of Locally Important Buildings in Hertsmere (2008).
- 9.6 The location is within residential accessibility zone 3 and non-residential accessibility zone 3, as defined in the Council's Parking Standards SPD (revised ~~2010~~[2014](#)).

*Scope for development*

- 9.7 The List of Locally Important Buildings in Hertsmere (2008) identifies the Post Office building as of local historic interest, and also of architectural significance, because of its strong design and because most of its original features have been retained. Due to this, in accordance with [Policy SADM33 Heritage Assets](#)~~Hertsmere Local Plan (2003) policy E18~~, any comprehensive redevelopment of the location that would lead to the loss of this building would not be appropriate.
- 9.8 Moreover, given the prominence of the Post Office building in the streetscene, its loss would fail to preserve the character and appearance of the Radlett (North) Conservation Area and the setting of the Radlett & Bushey Reform Synagogue, which is entry number 109 on the List of Locally Important Buildings in Hertsmere (2008). This would [also](#) be contrary to [Policy SADM33 Heritage Assets](#)~~Hertsmere Local Plan (2003) policies E18 and E27~~.
- 9.9 As with the Village Institute, an appropriately designed extension to the Post Office building may be acceptable in design terms, as would certain alterations or development on the Red House Surgery site portion of the location.

*Potential use*

- 9.10 The current use of the location is mixed and part is used as a doctors' surgery, whilst the other part is used as a post office, which includes a sorting office. The Council considers the use of the Red House Surgery site to be a key social or community function and it is the main doctors' surgery within Radlett. The use of the post office is also considered a social or community function, though the sorting office on this same site would not be considered as a social or community function. Any change of the use of this location away from social or community functions would therefore be opposed, in line with ~~Hertsmere Local Plan (2003) Policy S1 and Revised Core Strategy (draft version) December 2010 Policy CS18~~ [CS19](#) (Key community facilities).

- 9.11 On this basis the Council would support the continued use of the location for social and community functions. However, it is understood that the Red House Surgery is looking for improved premises. Were a suitable and appropriately located site be found elsewhere within Radlett, the change of use of the existing Red House site could, in principle, be acceptable. If the Red House Surgery were to move location, prior to the Council considering any change of use of its current site away from a community facility, it would have to be demonstrated that any replacement accommodation elsewhere is satisfactory for all of its users.

#### *Design*

- 9.12 As stated already, if the Post Office building were to be extended, then any extension would be required to respect and preserve the original building, its setting and the adjoining Conservation Area. The amenities of neighbouring residents at adjoining properties on Aldenham Road and the Crosspath, and in residential flats opposite, should also be protected, as any development would have to comply with the Council's Parking Standards SPD (revised 2010 [2014](#)).
- 9.13 Any redevelopment of the Red House Surgery site, or an extension to the building on this site, would also have to respect the context of surrounding development, as well as protect the amenity of neighbouring residents. The buildings that adjoin the site are a maximum of two-storeys in height, though opposite a three-storey parade of shops with flats above exists. The Council would resist any proposed development that would be substantially higher than existing surrounding development at its highest point, and it is likely that any building higher than the existing two-storey building would be opposed. Any development would also have to have an appropriate relationship with number 2 Aldenham Avenue, a residential property, which adjoins the Red House Surgery site to the rear.
- 9.14 Design cues should be taken from nearby existing buildings, which are traditional in style, and any proposal involving the redevelopment of Red House Surgery site should take into account its prominent corner location. In order to comply with [Policy SADM33 Heritage Assets](#) ~~Hertsmere Local Plan (2003) Policy E18~~, any proposal for the redevelopment of the Red House Surgery site should also respect the appearance and character of the Post Office building and the Radlett & Bushey Reform Synagogue, which are, respectively, entry numbers 113 and 109 on the List of Locally Important Buildings in Hertsmere (2008). Moreover, as the location adjoins the Radlett (North) Conservation Area and is nearby to the Radlett (South) Conservation Area, any development would have to preserve the special character and appearance, as well as the settings, of these Conservation Areas, as stipulated by [Policy SADM33 Heritage Assets](#) ~~Hertsmere Local Plan (2003) policy E27~~.

#### *Trees and landscaping*

- 9.15 There are a number of trees at the location. Any proposed development would have to be carried out in a way that protects existing trees, in line with [Policy SADM13 Trees Landscaping and Development](#) ~~Hertsmere Local Plan (2003) policy E7~~. If it were acceptable for trees to be removed then the Council would expect at least two replacement trees for every one tree lost.
- 9.16 Soft and hard landscaping proposals should be well integrated with the design of any development

#### *Parking and access*

- 9.17 The location is in residential and non-residential accessibility zones 3, as defined in the Council's Parking Standards SPD (revised 2010), and, thus, any new development should promote the use of public transport, in addition to cycling and walking. If either of the buildings on site were to be extended, or the Red House Surgery site converted or redeveloped, for non-residential uses, it would be acceptable for car parking to be provided at 50-75% of the maximum, with the upper end of the range being the starting point for considering off-street parking levels. The starting point for residential off-street parking is that the maximum normally required should be provided. However, a reduced level of on-site car parking for residential development may be considered where this can be robustly justified by the developer having regard to the criteria set out in the SPD. There should be no reduction in the levels of disabled car parking and cycle parking proposed.
- 9.18 Given the small size of Location D, it is considered that there is limited scope for new vehicle access points. However, if new vehicle access arrangements were proposed, then these would have to be in accordance with ~~Hertsmere Local Plan (2003) policy M2~~ [Policy SADM41 Highway and Access Criteria for New Development](#) – and should not cause either road congestion or safety problems for other road users and pedestrians.

*Summary*

- 9.19 In location D, the Council would support:
- The retention of the existing use of the Post Office site;
  - The relocation of the Red House Surgery to a more suitable site, so as to provide an improved facility serving Radlett; and
  - Development that would enhance the character and appearance of the Radlett (North) and Radlett (South) Conservation Areas and respect the appearance of the existing Post Office building.

## 10.0 Contact details

- 10.1 To discuss this Brief further please contact ~~Philip Bentley~~ [the Planning Policy team](#) on 020 8207 2277 (Ext. 5800) or email ~~philip.bentley@hertsmere.gov.uk~~ [local.plan@hertsmere.gov.uk](mailto:local.plan@hertsmere.gov.uk)

## 11.0 Further information

- 11.1 For information regarding the Council's planning policies and other relevant documents produced by the Council, including the Radlett (North) Conservation Area Appraisal (October 2010), and to download this information, please visit: <http://www.hertsmere.gov.uk/planning/>

- ~~11.2 The East of England Plan can be downloaded from:  
[http://www.gos.gov.uk/gos/docs/Planning/Regional/Planning/Regional\\_Spatial\\_Strategy/EE\\_Plan1.pdf](http://www.gos.gov.uk/gos/docs/Planning/Regional/Planning/Regional_Spatial_Strategy/EE_Plan1.pdf)~~

- ~~11.2~~ [11.2](#) For national planning policy, please visit:  
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>  
~~<http://www.planningportal.gov.uk/england/professionals/policy/policydocuments/englandppgpps/>~~

- 11.4 With regard to sewerage and waste water infrastructure, further information can be found on Thames Water's website at: <http://www.thameswater.co.uk/>  
Or contact can be made with Thames Water Developer Services  
By post at: Thames Water Developer Services, Reading Mailroom, Rose Kiln Court, Rose Kiln Lane, Reading RG2 0BY  
By telephone on: 0845 850 2777  
By email at: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)

- 11.5 With regard to flood risk and potentially contaminated land, developers should check with the Environment Agency as to whether they would be required to submit a FRA or PRA in relation to any specific proposed planning application. Further information can be found on the Environment Agency's website at: <http://www.environment-agency.gov.uk/>  
Or contact can be made with the North East Thames Area Office  
By post at Environment Agency, North East Thames Area, Apollo Court, 2 Bishops Square Business Park, St. Albans Road West, Hatfield, Hertfordshire AL10 9EX  
By telephone on: 01707 632491  
By email at: ~~colneplanning~~ [SPHatfield@environment-agency.gov.uk](mailto:SPHatfield@environment-agency.gov.uk)

## Appendix A – relevant planning policies

### National

#### [National Planning Policy Framework](#)

#### [Planning Practice Guidance – Flood Risk and Coastal Change](#)

<b>Policy document</b>	<b>Date Published</b>	<b>Name</b>
Planning Policy Statement 1 (PPS1)	2005	Delivering Sustainable Development
	2009	Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1
Planning Policy Statement 3 (PPS3)	2006	Housing
Planning Policy Statement 4 (PPS4)	2009	Planning for Sustainable Economic Growth
	2009	Planning for Town Centres: Practice guidance on need, impact and the sequential approach
Planning Policy Statement 5 (PPS5)	2010	Planning for the Historic Environment
Planning Policy Guidance 13 (PPG13)	2001	Transport
Planning Policy Guidance 24 (PPG24)	1994	Planning and Noise
Planning Policy Statement 25 (PPS25)	2010	Development and Flood Risk
	2009	Planning Policy Statement 25: Development and Flood Risk – Practice Guide

### Regional:

*East of England Plan: The Revision to the Regional Spatial Strategy for the East of England (May 2008)*

<b>Policy</b>	<b>Name</b>
SS1	Achieving Sustainable Development
SS4	Towns other than Key Centres and Rural Areas
SS6	City and Town Centres
ENV6	The Historic Environment
ENV7	Quality in the Built Environment
WAT4	Flood Risk Management
LA1	London Arc

### Local

~~Revised Core Strategy (draft version) December 2010~~ [Hertsmere Adopted Core Strategy \(2013\)](#)

<b>Policy</b>	<b>Name</b>
SP1	Creating sustainable development
CS1	The supply of new homes
CS2	The location of new homes
CS4	Affordable Housing
CS7	Housing mix
CS12	<del>Protection</del> <a href="#">and The</a> enhancement of the natural environment
<del>CS13</del> <a href="#">CS14</a>	Protection <del>and</del> <a href="#">or</a> enhancement of historic <a href="#">heritage</a> assets
<del>CS15</del> <a href="#">CS16</a>	Environmental impact of <a href="#">new</a> development
<del>CS17</del> <a href="#">6</a>	Energy and CO <sub>2</sub> reductions
<del>CS18</del> <a href="#">7</a>	Access to services
<del>CS19</del> <a href="#">8</a>	Key community facilities
<del>CS20</del> <a href="#">19</a>	Securing mixed use development
<del>CS20</del>	<del>Standard charges and other planning obligations</del>
<del>CS22</del> <a href="#">4</a>	Securing a high quality and accessible environment
<del>CS24</del> <a href="#">3</a>	Development and accessibility to services and employment
<del>CS25</del> <a href="#">4</a>	Accessibility and parking
<del>CS26</del> <a href="#">5</a>	Promoting alternatives to the car
<del>CS27</del> <a href="#">6</a>	Town centre strategy
<del>CS28</del> <a href="#">7</a>	Strengthening town centres
<del>CS30</del> <a href="#">29</a>	Safe and attractive evening economy

*Hertsmere Local Plan (2003)*

<b>Policy</b>	<b>Name</b>
K1	Sustainable Development
<del>K2</del>	<del>Development Strategy</del>
H8	Residential Development Standards
H14	New Residential Development in Town and District Centre Locations
H15	Accessible Housing and the Ability to Adapt
H16	Affordable Housing Provision
B6	Class B1(a) Development
T3	Town and District Centres – Retail and Commercial Development
T6	Non-retail Uses – Locational Criteria
T7	Non-retail uses – other criteria
T8	Development in Shopping Centres – Environmental Considerations
L1	Leisure and Recreation Developments – General Principles
L2	Leisure and Recreation Developments – Environmental Criteria
S1	Social & Community Facilities – Existing
S2	Surgeries
S7	Community Centres and Religious Buildings
M2	Development and Movement
M5	Pedestrian Needs
M6	Cyclists
M12	Highway Standards
M13	Car Parking Standards

E7	Trees and Hedgerows – Protection and Retention
E8	Trees, Hedgerows and Development
E18	Buildings of Local Interest
E20	Conservation Areas – Redevelopment
E21	Conservation Areas – Retention of Character
E22	Conservation Areas – Preservation and Enhancement
E23	Conservation Areas – Design of Development
E25	Conservation Areas – Detailing and Materials
E26	Conservation Areas – Submission of Detailed Applications
E27	Conservation Areas – Adjacent Development
E29	Conservation Areas – Streetscape
E30	Conservation Areas – Shopfronts
D3	Control of Development Drainage and Runoff Considerations
D4	Groundwater Protection
D9	Shopfronts
D13	Noise sensitive Development
D15	Energy Efficiency – Design and Layout of Development
D20	Supplementary Guidance
D21	Design and Setting of Development
D23	Access for People with Disabilities

[\*Site Allocations and Development Management Policies Plan for Submission to Secretary of State published 31 July 2015\*](#)

**[Site Allocation and Development Management Policy](#)**

[SADM3 Residential Developments](#)

[SADM11 Biodiversity and Habitats](#)

[SADM13 Trees, Landscaping and Development](#)

[SADM14 The Water Environment](#)

[SADM15 Flood Risk](#)

[SADM16 Sustainable Drainage Systems](#)

[SADM17 Watercourses](#)

[SADM18 Water Supply and Waste Water](#)

[SADM20 Waste Storage in New Development](#)

[SADM21 Environmental Pollution and Development](#)

[SADM30 Heritage Assets](#)

[SADM31 Design Principles](#)

[SADM33 Key Community Facilities](#)

[SADM39 The Road Hierarchy](#)

[SADM41 Highway and Access Criteria for New Development](#)

[SADM43 Town and District Centres](#)

[SADM44 Primary Frontages](#)

[SADM45 Secondary Frontages](#)

[SADM48 Controlling Non-Retail Uses](#)

[SADM49 Night-time and Evening Uses](#)

[SADM50 Opportunities for Residential Use](#)

[SADM51 Shop Fronts](#)

*Supplementary Planning Guidance/Documents (SPG/Ds)*

<b>Policy document</b>	<b>Date Published</b>
Parking Standards SPD	Revised <del>2010</del> <a href="#">2014</a>
Affordable Housing SPD	<del>2008</del> <a href="#">2015</a>
Planning and Design Guide SPD – Part C: Site Appraisal: Design and Access Statements	2006
Planning and Design Guide SPD – Part D: Guidelines for Development	<del>2006</del> <a href="#">2013</a>
<del>Planning Obligations SPD – Part A: General Principles</del>	<del>2010</del>
<del>Planning Obligations SPD – Part B: Calculating Developer Contributions</del>	<del>2010</del>

[Developer Contributions Framework](#)

<https://www.hertsmere.gov.uk/Planning--Building-Control/Planning-Policy/Developer-Contributions-Framework/000-Developer-Contributions-Framework.aspx>

*Secured By Design*

Guides can be downloaded from: <http://www.securedbydesign.com/professionals/guides.aspx>

**Please note that is this not a comprehensive list of all Policies. You are advised to refer to Council’s website and the other websites referred to in section 11 of the main report for further information.**