

Newberries Car Park, Radlett

Statement of Community Involvement

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Document approval

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1. Introduction

- 1.1. This Statement of Community Involvement has been prepared on behalf of Hertsmere Borough Council in support of a detailed planning application for the redevelopment of Newberries car park, Watling Street, Radlett, WD7 7JH.
- 1.2. This report details the engagement of the applicant and development team, with the general public and relevant technical stakeholders. This exercise has informed the evolution of the final proposals. The consultation that has taken place has been carried out in accordance with national and local policies, as set out in the following sections of this report.
- 1.3. The key aims of the pre-application stage of consultation include:
 1. To inform local residents, businesses, councilors and other stakeholders about proposals for the site;
 2. To gain a full understanding of local views of the proposals, engaging with the local and wider community throughout the development stage; and
 3. To demonstrate how the client has responded to and addressed issues raised by stakeholders.

Requirements to consult

- 1.4. This Statement has been prepared in accordance with the legal requirements of the relevant planning Acts, provisions of the National Planning Policy Framework (NPPF), online Planning Practice Guidance (2016) and Hertsmere Borough Council's Statement of Community Involvement (2014).
- 1.5. Pre-application consultation has long been seen as a positive process and a key part of ensuring that local communities have a say in proposed developments. Many large-scale planning applications are the subject of extensive pre-application consultation as a matter of course. However, prior to the enactment of the Localism Act 2011, there was no legal requirement for applicants to undertake any pre-application consultation with communities nearby.
- 1.6. Whilst the Localism Act 2011 did introduce "a new requirement for developers to consult local communities before submitting planning applications for certain developments", the requirement as set out in Part 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, applied only to specific "development involving an installation for the harnessing of wind power for energy production".
- 1.7. In this regard, paragraph 9 of the Planning Practice Guidance states that: "*pre-application engagement with the community is encouraged where it will add value to the process and the outcome*". This reflects the requirements of the Framework that states at paragraph 188 "*that early engagement has significant*

potential to improve the efficiency and effectiveness of the planning application system for all parties.”
(NPPF, p. 45, 118).

- 1.8. The nature of public consultation is expanded upon within both the Framework and Guidance. Paragraph 1 of the PPG states that the approach to pre-application engagement needs to be tailored to the nature of the proposed development and the issues to be addressed. Paragraph 2 highlights that pre-application engagement is a collaborative process between the applicant and other parties. It again sets out that the level of engagement needs to be proportionate to the nature and scale of a proposed development and adds that each party has an important role to play in ensuring the efficiency and effectiveness of pre-application engagement.

Hertsmere Borough Council Statement of Community Involvement (2014)

- 1.9. The Hertsmere Borough Council Statement of Community Involvement (2014) sets out policy for involving the community in the preparation and revision of planning policy documents. Paragraphs 7.2 to 7.8 refer to the pre-application process. The Council encourages pre-application engagement with the Council and relevant statutory consultees, together with engagement with the local community. Paragraph 7.5 states:

We encourage developers to enter into early discussions with us [the Council]... we strongly urge developers to undertake early engagement with the local community in developments that are likely to have a significant effect of the local area.

Paragraph 7.6 continues:

In some cases, which have a wider public interest, and for major applications, prior to their formal submission, we will encourage the applicant to consult the community through area forums or public exhibitions with developers, council representatives and interested groups or members of the community.

The proposed development

- 1.10. The description of the proposed development is as follows:

Redevelopment of Newberries car park to provide a mixed use extension to Radlett District Centre, including the provision of: 1,100 sq.m A1 food retail unit; 80 bed C1 hotel; 281 decked car parking spaces; new public plaza; associated landscaping and infrastructure, including upgraded pedestrian connections to Watling Street.

- 1.11. The development will provide for the creation of a new public plaza, the erection of an 80 bed C1 hotel and a 1,100 sq.m food retail unit. Agreements to lease are in place with Marks & Spencer Simply Food and Travelodge. The development will retain public car-parking and provide an additional 65 spaces (totaling 281). The proposed development will provide X of these spaces above ground level on a mezzanine and first floor decked system. The proposal will also provide for significant enhancement to the connectivity of the proposed development with Watling Street for both vehicles and pedestrians.

- 1.12. Detailed consideration of the proposed development is set out within the supporting information, specifically the Planning Statement and Design & Access Statement.

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2. Consultation Methodology

2.1. In accordance with consultation best practice; the aims of the consultation process is to:

- Consult the Council's development management and planning policy service at an early stage in the design development process;
- Consult relevant technical stakeholders, including the Environment Agency and Hertfordshire County Council at an early stage in the design development process;
- Consult key local stakeholders, specifically Aldenham Parish Council;
- Conduct an accessible and visual exhibition for members of the public, in order that constructive comment may be taken forward;
- Analyse feedback received and respond to the feedback received where appropriate and practicable; and
- Establish a framework for communicating with local residents following the consultation exercise.

Pre-application discussions with Hertsmere Borough Council

- 2.2. As the local planning authority, on-going informative discussions have taken place with Hertsmere Borough Council's planning policy and development management teams to ensure that the application provides all the necessary information required to appropriately assess the proposals and to examine the extant and emerging development plans in detail.
- 2.3. These discussions have been undertaken through exchanges of correspondence and a single meeting with the Council's Development Team Manager on the 13th May 2016. Key considerations have included: the principle of a town centre use, an examination of the proposed consultation strategy and discussions regarding the flood classification of the site.
- 2.4. Through the discussions with the local planning authority, it has been confirmed that the consideration must be given to: the Site Allocations and Development Management (SADM) Policies Plan (2015), the Elstree Way Corridor Area Action Plan (2015), Hertsmere Borough Council Core Strategy (2013), Hertsmere Local Plan (2003) saved policies and the National Planning Policy Framework (NPPF).
- 2.5. The scope of the application has been agreed with the Council's planning officers, in accordance with the requirements of local and national planning policy. Specifically assessment methodologies have been confirmed with respect to the technical analysis of the sites flood classification and the appropriateness of the proposed development.

Pre-application discussion with Councillors

- 2.6. In addition to consultation with the local planning authority, pre-application discussions have included discussions with local Councillors.
- 2.7. The development team has been active in reaching out to local ward councillors. Prior to the public exhibition on Monday 10th October, Councillors were invited to a pre-meet at 13:00. This presented the Councillors with an opportunity to view the display boards, liaise with the development team and discuss the proposed development in detail.
- 2.8. Further to this, members of the development team and Councillor John Graham featured on a short video documenting the event and discussing the positive impact that the proposal will have upon the local area. This video was posted on Hertsmere Borough Council's website, in addition to the Council's social media pages.

Public exhibition

- 2.9. A public exhibition was held on Monday 10th October and Thursday 13th October 2016 at the Radlett Centre, 1 Aldenham Avenue, Radlett, WD7 8HL. The location for the exhibition was chosen on the basis of proximity to the site and as a convenient central location for most invitees. In advance of this, stakeholders were contacted and invited, including:
- 5,000 leaflets circulated to local residents; and
 - Information regarding the event was published on Hertsmere Borough Council's website through press releases (see Appendix A).
- 2.10. An example leaflet is provided at Appendix B and the extent of circulation is provided at Appendix C. The objective of the leaflet was to invite the local community to the public exhibition, communicate information about the scheme and seek feedback from those who were unable to attend.
- 2.11. The exhibition was also publicised through local traditional media including leaflet distribution. Hertsmere Borough Council also regularly highlighted the event through their social media channels.
- 2.12. The public exhibition was held at The Radlett Centre between 15:00 – 20:00 on both days. Boards were presented to introduce the proposals and included drawings of the proposed development and computer generated imagery to demonstrate its design, scale and massing. The boards are attached at Appendix D.
- 2.13. In order to ensure that the exhibition was as accessible as possible, the presentation boards, which were displayed on easels around the room (See Appendix D). Extensive signage was provided to ensure that the exhibition was easy to locate, team members were also on hand to assist people where necessary. A sign-in sheet was made available alongside feedback forms an anonymous posting box and pens provided. Attendees were also made aware that comments could be made following the event, with an email address provided to cater for any online responses.

Statement of Community Involvement / Newberries Car Park, Radlett

- 2.14. At least four team members, including architects and planners, and two applicant representatives were on hand to answer questions during each event.
- 2.15. Feedback forms were provided and comments invited at the event. An example form is included in Appendix E.

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3. Exhibition analysis

- 3.1. Following the delivery of the consultation leaflets to 5,000 households, and the advertisement of the event in local traditional and social media, a total of 412 people attended the public exhibition over the two days. Of these, 177 people signed in and 217 left feedback forms for consideration.
- 3.2. Assuming one form is left per attendee, this equates to 52% commenting on the proposals and 47% not leaving a form for consideration.
- 3.3. As described above, the feedback forms were 'open' and did not set out specific questions. Of the feedback forms received, a total of 30 forms set out an explicit objection. This equates to 13.8% of forms received and 7.2% of those who attended.
- 3.4. Similarly, a total of 21 forms were received which stated specific support for the proposals. This is 9.6% of all the forms received and 5.0% of those attending.
- 3.5. The remaining 166 forms, 76.49% of forms received or 40.2% of attendees did not explicitly object nor support the proposals, but many did raise concerns. This is examined further below.
- 3.6. It is significant to highlight that with a population of approximately 8,163 people (2011 census data), feedback relating to the proposed development was obtained by approximately 2.7% of Radlett's population.
- 3.7. Detailed analysis of all comments received is attached at Appendix F.
- 3.8. It was clear that the comments could be grouped in to five key 'topic' areas, including: highways, the principle of use/ occupiers, environmental considerations, design and other miscellaneous issues.
- 3.9. A breakdown of the responses received is shown in Figure 1, below.



- Feedback from responses relating to highways [221]
- Feedback from responses relating to uses [200]
- Feedback from responses relating to the environment [25]
- Feedback from responses relating to design [93]
- Miscellaneous [63]

Figure 1 – Summary of consultation responses received.

3.10. Within the key topic areas, several further sub issues were identifiable. For example, with the overall highway responses, comments were received on traffic congestion, further clarity being required on the Watling Street junction, impact upon the parking provision, highway safety, access to the site and construction disruption.

3.11. A breakdown of the identified sub issues are set out below.

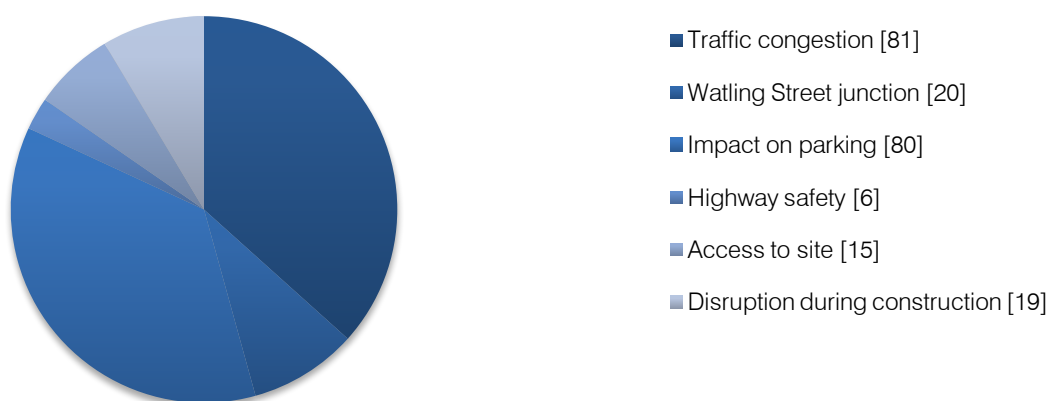


Figure 2 – Highway related comments

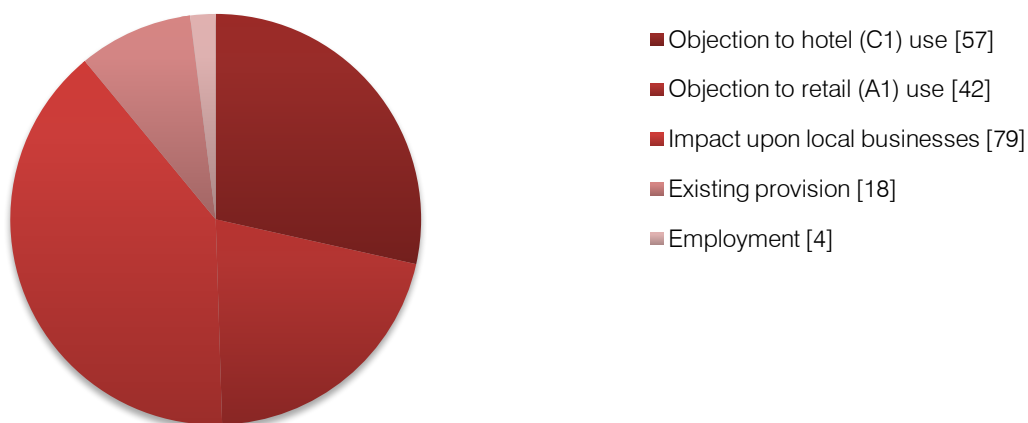


Figure 3 – Use related comments

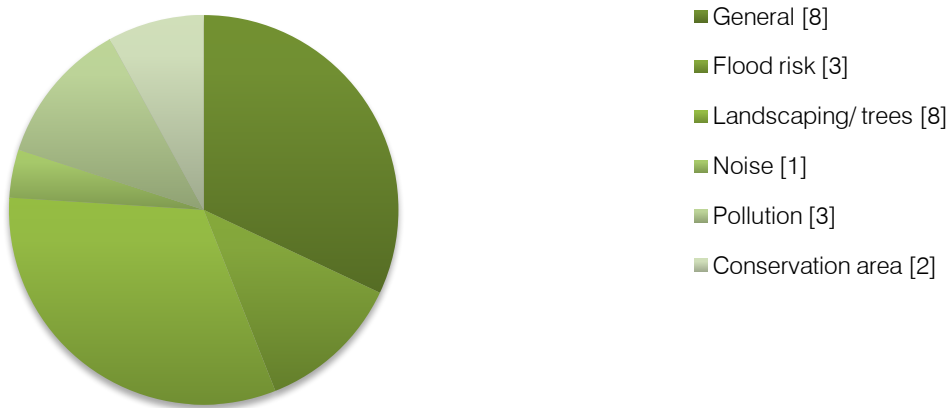


Figure 4 – Environmental comments

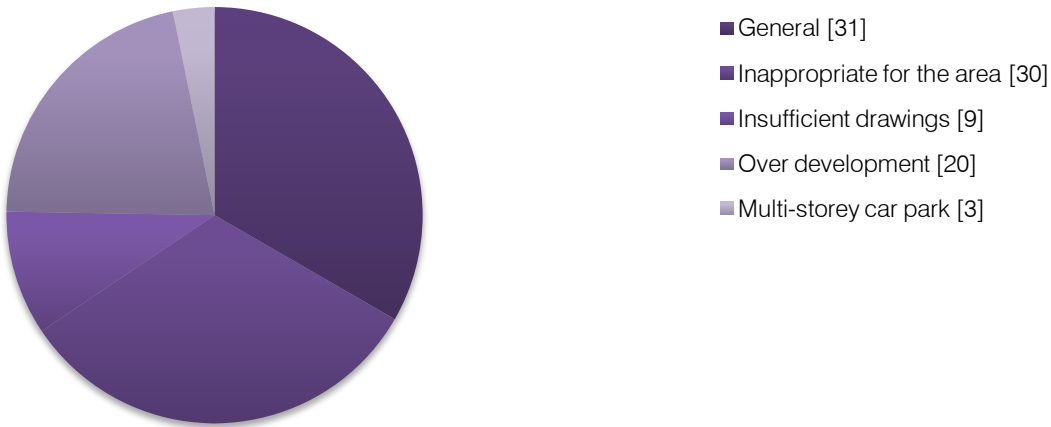


Figure 5 – Design related comments

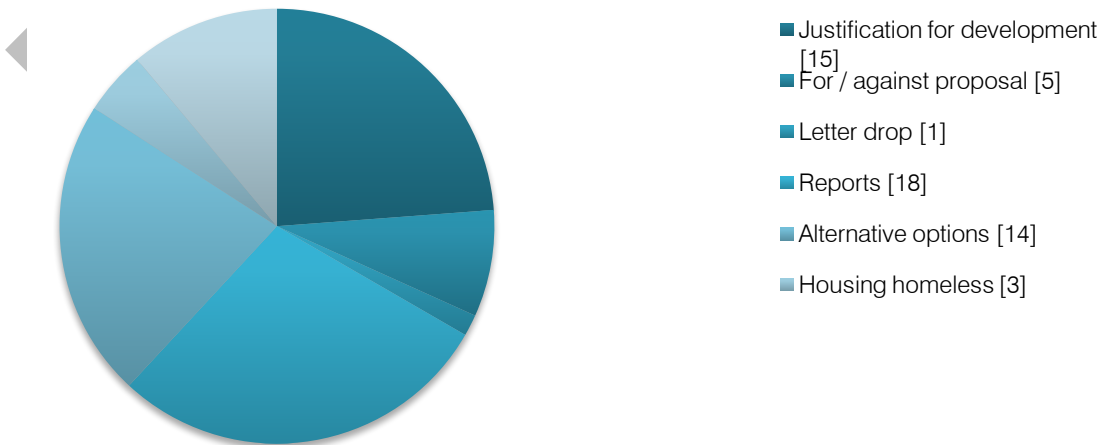


Figure 6 – Miscellaneous

Analysis of concerns received

- 3.12. A variety of themes were highlighted through the consultation process. The table below demonstrates the most frequented themes.

Theme	Comment	Response
Highways		
Traffic congestion	"I do not think that this village can cope with the increased traffic flow that the development would create."	A detailed assessment of the traffic impact accompanies the planning application. The document concludes that the highway will continue to operate satisfactorily following development.
Watling Street junction	"The roundabout is constantly congested. Access to and from the site will be worsened".	The layout of the Watling Street roundabout will be optimised through the proposed development. The application assesses the impact of the changes to the roundabout and concludes that the highway will continue to operate satisfactorily following development.
Impact on parking	"My main concern is that the parking provision, although supposedly increased, with hotel residents, staff and shoppers is still inadequate."	The proposals increase the level of parking by some 40%. The car park will continue to operate on a public basis and there will be no allocated parking for employees working within the proposed development. The proposed parking levels accord with national and local planning policy. It has further been demonstrated that there will not be an overspill in parking as a result of the proposed development.
Highway safety	"Watling Street will become even more dangerous with an increase in cars".	As discussed above, a detailed assessment accompanies the application. It concludes that there will not be a detrimental impact to highway safety.
Access to site	"The existing access road is not wide enough".	
Disruption during construction	"Construction vehicles will block up our roads even more".	There will inevitably be an impact as a result of construction vehicles accessing and egressing the site. The proposed has been designed in a manner that this impact can be minimised to an acceptable level. Please refer the to Design and Access Statement for further details of the construction phasing.
Principle of Development		
Principle of a hotel use	"What will happen to the Red Lion?"	Hotel uses are acceptable in designated district centres. Travelodge has confirmed that it intends to take a long lease in the proposed development. It is considered that the proposed development will be

		complementary to the existing hotel facilities in Watling.
Principle of a retail use	"Radlett does not need yet another M&S, our local food shops are more than adequate".	Again, the site is within a designated district centre. In accordance with national and local planning policy, such uses are acceptable in planning terms.
Impact upon local businesses	"It will push local independent retailers out the village".	Although not required by policy, a detailed assessment has been undertaken. The proposal is not considered to have any harmful implications upon local convenience shopping in Radlett Watling Street district centre and is situated in the most suitable location in accordance with policy.
Existing provision of food retail	"We already have two supermarkets and a hotel. We do not need any more".	It is concluded that the development will meet an identified need whilst encouraging healthy competition and generating a thriving local economy.
Employment	"I have seen no evidence that the scheme will benefit employment".	The proposed development is expected to generate up to 80 jobs. Please refer to the Planning Statement for further information.
Inappropriate development/ overdevelopment of the site.	"The development is not in keeping with the rest of the village and a 5 storey hotel and basement is total overdevelopment of the site." "The development looks like a complete overdevelopment of the area. The hotel will stand out cutting out light for the flats."	The development has been designed in a sympathetic manner, considering relative building heights, building materials and local surroundings. The NPPF requires the efficient use of previously developed land in order to maximize the benefits of a finite land supply. Dwellings situated to the southwest of the site are a total of 4 storeys in height.
Environmental considerations		
Flood risk	"Has a flood risk report been undertaken?"	A detailed Flood Risk Assessment supports the planning application. Furthermore, detailed Sequential and Exception testing has been completed in accordance with national planning policy. It is concluded that the development is safe, will not increase flood risk elsewhere and is wholly sustainable in this regard.
Landscaping	"I have concern about the proposal to possibly remove trees to provide the additional pedestrian access."	Whilst it is acknowledged that it is necessary to remove some trees as a result of the proposed development, the number of specimens being removed has been kept to an absolute minimum. A detailed arboricultural survey and arboricultural impact assessment accompanies the application.
Noise	"Noise during construction".	Should planning permission be granted there will be tight controls on the times within which noisy activities

		can be undertaken. This is expected to be controlled by a planning condition.
Pollution	"Have appropriate studies been undertaken to address increased pollution?"	An extensive air quality assessment has been undertaken. It concludes that there is no significant impact as a result of the proposed development.
Conservation Area	"Conservation area has not been taken into consideration."	The site does not fall within a designated conservation area.
Design consideration		
General	"Architecturally... yet another bland block."	The design process requires number of considerations to be balanced. This includes the operation requirements of the building and the function that it will provide, the cost of construction and the characteristics of the local area. Extensive thought has been put in to the proposed design and it is considered to provide the most appropriate balance of all the issues.
Inappropriate development	"Hotel design is out of place in our village".	
Drawings	"Drawings presented are very misleading".	A full package of detailed drawings is provided as part of the planning application.
Height of the development	"Too high at 5 storeys".	The proposed development is not significantly taller than the development which surrounds it. Indeed, the sites topography enables parking levels to fall below that of Watling Street. The application package allows for a detailed examination of the building heights and resulting impact.
Multi-storey car park	"Why do we need a multi-storey car park when we have an existing working car park?"	The application reflects the regular request to increase car parking within the district centre. Given the constraints of the site, this requires a decked solution.
Public exhibition feedback		
Council representation	"There were no Hertsmere staff here from planning so could not discuss planning issues."	There were two members of staff from Hertsmere Council present on both days of the public exhibition. Two planning consultants from the development team were also on hand to answer any concerns in relation to planning.

4. Responses

- 4.1. The design of the proposed development has evolved as pre-application discussions with the Council have been undertaken and engagement has taken place with the community. The evolution of the design is set out in detail in the accompanying Design and Access Statement.
- 4.2. Through the consultation exercise, three key concerns were regularly highlighted. These three concerns were:
- the impact that the development will have upon traffic congestion, at Watling Street and in the local area;
 - the impact that the development will have upon parking provision within Radlett; and
 - the impact that the development will have upon the existing retail outlets and the high-street more generally.

Traffic congestion

- 4.3. The planning application is accompanied by a full range of technical evidence and assessment which allows the local planning authority to objectively review the impacts which may arise as a result of the proposed development. These impacts must be weighed against the benefits of the proposed development through the determination process.
- 4.4. One key piece of technical evidence is set out within the Transport Assessment which analyses the impact of the proposal upon the local road network.
- 4.5. The document outlined the findings of a detailed highway capacity analysis using modelling and data agreed with the local highway authority, Hertfordshire County Council. Through discussions with HCC and surveys undertaken at the site it is evident that the car park can currently be expected to attract in the region of 107 and 185 two-way traffic movements during typical peak hours.
- 4.6. The assessment concludes that proposed development is forecasted to attract a maximum additional 96 two-way traffic movements. The assessment undertaken also considers the high likelihood of persons undertaking 'linked-trips' where users of the new development visit multiple destinations within the district centre. In addition, it is considered that many trips associated with new food retail development are highly likely to already be on the highway network. Rather than attract wholly new trips, a new foodstore development will result in a draw of trade from alternative stores, often located in a less convenient location. Ultimately it is envisaged that provision of a new foodstore in Radlett is likely to claw back shopping trips from elsewhere, with the effect of significantly reducing overall vehicle miles travelled for main food shopping.

- 4.7. Notwithstanding the conclusions of the assessment, following the consultation, the access to the site has been revised. With the inclusion of a significantly improved access to the site, and an optimized roundabout layout at the Watling Street junction, the assessment concludes that the highway will continue to operate satisfactorily post development.
- 4.8. In addition, should the proposed development be granted consent, prior to the operation of the development a Travel Plan document will be prepared and agreed with the operators. This document will promote sustainable access to the site and establish a monitoring framework to assess the success of the sustainability objectives. This will assist in reducing the impact of the development on the local road network.
- 4.9. Key to the travel plan is ensuring the accessibility to the site for both pedestrians and cyclists. The accessibility of Radlett is high quality and additional pedestrian link improvements will ensure that the high levels of connectivity knit in to the site.
- 4.10. Finally, a detailed assessment of the proposal has been undertaken to ensure that delivery and servicing vehicles can access the site safely, without increasing risk to the public.
- 4.11. In summary, the document outlines that the proposed development fully complies with local and national policy by encouraging public transport and the use of cycle and walk modes, thereby minimising development related private car journeys.

Parking

- 4.12. The existing car park provides for 216 spaces and is owned and run by HBC. A detailed survey of existing use has been undertaken. It is known that the existing car park is used primarily by commuters, town centre shoppers and visitors to the nearby Radlett Centre.
- 4.13. The Transport Assessment includes detailed analysis of the levels of occupancy and it is shown that the car park operates within capacity during peak periods. During the survey period, the maximum occupancy reported was 77% (162 vehicles) on a Saturday morning. There were 54 vacant parking spaces were available during this peak period.
- 4.14. The weekday average between 07:00 and 19:00 was 63% occupancy, with the average Saturday occupancy between 09:00 and 19:00 being 52% occupancy. On this basis, the assessment concludes that the car park does not currently experience issues with capacity during typical traffic conditions with at least 28% / 54 spaces reserve capacity available.
- 4.15. The proposed development provides for up to 285 parking spaces. Of these 34, on the upper level, are allocated to the food store. All other spaces are for public use and there will be no dedicated parking is proposed for the hotel. Overall this results in 249 public parking spaces an increase in 33 parking spaces.

Impact on the High Street

- 4.16. Through the consultation exercises, the development team has been regularly asked to assess the impact of the proposed development upon the high street. Although the site is located within a designated district centre, and is therefore an appropriate location for the proposed uses in planning policy terms (set by the National Planning Policy Framework and the Hertsmere's Core Strategy (2013) & Site Allocations and Development Management Policies (2016)), a retail statement has been submitted as part of the application.
- 4.17. The retail statement sets out that an agreement has been made with Marks & Spencer ('M&S') to occupy the proposed retail unit. It continues by stating that the premise of the M&S business model is to offer fewer, higher quality goods than competitors. M&S therefore distinguishes itself from other convenience goods operations and places itself in a different market from most independent retailers and conventional supermarkets.
- 4.18. A town centre "health check" has assessed the existing retail provision within the defined district centre. The results highlight the vitality and viability of the centre. Furthermore, indications are that the centre could positively benefit from the introduction of a new foodstore. Shoppers are currently having to travel by car to M&S stores elsewhere, particularly Borehamwood. The introduction of an M&S store has the potential to retain more expenditure locally, increase the propensity for linked trips with the existing shops and services in offer in Radlett and foster competition and choice, which are the fundamentals of national retail planning guidance.
- 4.19. On this basis, it is concluded within the statement that planning policy has been complied with, that the development will meet an identified need in Radlett and will encourage healthy competition assisting in generating a thriving local economy. In this regard, the proposal is not considered to have any harmful implications upon local convenience shopping in Radlett.

5. Summary

- 5.1. This Statement of Community Involvement has been prepared on behalf of Hertsmere Borough Council and is submitted in support of a detailed planning application for the development of Newberries car park. It is proposed to construct a mixed-use A1 / C1 development increasing parking provision and providing a new public plaza to extend the existing high-street.
- 5.2. As part of the applicant's commitment to engage with stakeholders and the local community, this report provides details of the consultation undertaken and summarises the outcomes. It also assesses the statutory requirements for consultation and concludes that there is no statutory obligation for the applicant to consult on the proposed development in planning terms.
- 5.3. Regardless of this, the applicant is keen to respond to local considerations and has undertaken a comprehensive programme of consultation. The key events which have taken place include: meetings with Aldenham Parish Council, meetings with the local planning and highway authorities and a two-day public exhibition for the general public to attend.
- 5.4. From the public exhibition, a total of 217 feedback forms or feedback emails have been received.
- 5.5. Of the feedback received, there were 30 explicit objections towards the proposed development. A total of 21 feedback forms were in support of the proposed development, and 166 set out comments, concerns and detailed questions in relation to the proposal.
- 5.6. Through the information provided with the application and amendments to the development proposals, the applicant has responded to the feedback received. In this regard:
- Following meeting with Aldenham Parish Council the number of car parking spaces has been increased from 240 to 285;
 - A detailed Retail Statement has been commissioned to assess the impact of the proposals upon Watling Street;
 - Extensive consideration has been given to a comprehensive development option and future development proposals;
 - Comments in relation to transport impact have been considered and revisions made to the proposed access arrangements.
 - A detailed Transport Assessment is submitted as part of the planning application.

6. Appendices

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Appendix A Press releases

Find out more about Newberries proposals



Last Modified September 28, 2016

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Two public exhibition events are being held to explain more about the council's proposals to develop Radlett's Newberries Car Park.

The plans for the car park, which the council owns, are among a number of entrepreneurial projects across the borough being pursued in order to increase income from our assets, following a significant reduction in Central Government funding.

The Newberries Car Park scheme will maintain and improve the existing car park provision and develop a premium food retail store and a hotel above the car park.

Both Marks and Spencer and Travelodge have confirmed that they wish to enter into leases and operate from the development.

The proposals are now sufficiently developed to start public consultation, so two exhibitions will be staged at The Radlett Centre in Aldenham Avenue on Monday 10 October and Thursday 13 October between 3pm and 8pm.

Architects and project managers will be on hand to show the plans, answer questions and record any suggestions.

Councillor John Graham, Portfolio Holder for Finance and Property, said: "We're looking forward to providing an opportunity to show how this scheme will reinvigorate the south end of Radlett and enable landscaping and access improvements to be made.

"The exhibitions will also show how we'll be able to increase car parking capacity and offer more choice to those who shop locally. Overall, we consider that the scheme will give the village's retail scene and local economy a boost and bring employment opportunities to the area. It's great news that both Marks and Spencer and Travelodge have confirmed that they wish to operate from the development.

"The increased income that the scheme will generate for the council will help us to protect the key services that we work hard to deliver to residents across the borough."

We will keep our [Newberries](#) page updated.

You can [email](#) any questions or views to us. There will also be feedback forms at the public exhibition that you can complete.

A planning application will be submitted after the public consultation, giving a further opportunity for you to comment on the proposals.

Posted on Wednesday 28th September 2016

High turn-out for Newberries exhibitions



Last Modified October 14, 2016

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More than 400 people visited two public exhibition events this week to learn more about proposals to develop Radlett's Newberries car park.

Comments and feedback made during the two events at the Radlett Centre yesterday and Monday are currently being processed and will be used to inform the scheme, which aims to improve existing car park provision on the site, which we own, and develop a premium food retail store and a hotel above the car park.

Fresh designs were on display at the exhibitions, while members from our project team and representatives from the architects Scott Brownrigg were on hand to answer questions.

Both Marks and Spencer and Travelodge have confirmed that they wish to enter into leases and operate from the development.

Councillor John Graham, Portfolio Holder for Finance and Property, said: "Thank you to everyone who took the time out to come and see the designs and speak to members of the team.

"The turn-out on both days of the event exceeded our expectations and we're delighted that such a high number of people were able to make it.

"This is an important scheme for Radlett and the first major development of its kind in the town centre for more than 50 years.

"It will reinvigorate the south end of the village, increase car parking spaces on the site by 40 per cent, and enable landscaping improvements to Tykes Water to be made. It will also be a real boost to the local economy by creating jobs and attracting more people to visit the high street.

"We will be taking your views into account and trying to address any issues as best we can in the subsequent planning application.

"If you weren't able to come along to the exhibition, the plans are available to view on our website and members of the public will get another chance to have their say during the planning process."

The scheme is among a number of entrepreneurial projects we are pursuing in order to protect key services, following a significant reduction in Central Government funding.

A [short film](#) about the exhibition is available to view. We will keep our [Newberries](#) page updated. You can continue to email any questions or views to newberries@hertsmere.gov.uk

Posted on Friday 14th October 2016

Green light for Radlett scheme



Last Modified December 01, 2016

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An 'in principle' decision has been made by the council to go ahead with plans to develop an 80-bedroom hotel and retail store on the site of a Radlett car park, whilst retaining the current level of parking spaces.

The Newberries Car Park scheme, which was agreed at a full council meeting last week (Wednesday, 20 January), approved moving from the outline design to planning application stage. If planning permission is obtained, the council has agreed to progress to tender and award stage, subject to an 'agreement to lease' being in place with proposed operators.

The proposed development will promote economic regeneration through the creation of jobs within the borough and boost the local economy in Radlett. The proposed hotel will not have catering facilities, so hotel guests will be using the local shops, bars, restaurants and other facilities. The investment will also provide income to the council and allow it to protect valued services, ensuring all residents of the borough will benefit.

Councillor John Graham, Portfolio Holder for Finance and Property, said: "This is good news for Radlett and the borough as a whole. The Government's proposals to remove grant funding over the next four years mean the council needs to review all its assets in a commercial and entrepreneurial manner to provide future revenue.

"There have been a number of proposals for the development of Newberries Car Park over the years and a previously commissioned report by Price Waterhouse Cooper identified the site's potential for income generation and efficiency gains."

The final scheme will aim to retain the current level of parking, or even increase it if possible within the design and budget. The development will be phased where feasible to minimise disruption to parking and traffic during the construction phase. A review of the parking strategy for the area will be carried out to see if the current position can be improved for residents and businesses.

By developing the site itself rather than leasing it to an investment company or developer, the council will be able to retain control over the development, the operators selected and maximise the return for the council and its residents.

Posted on Wednesday 27th January 2016

Appendix B Exhibition leaflet

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Appendix C Leaflet distribution

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Appendix D Exhibition boards

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Appendix E Example feedback form

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Appendix F Comments analysis

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