



Hertsmere Vision Documents

Radlett - Baseline Analysis

October 2026

Control Sheet

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1.0 Introduction

1.1 Study Background

Study Context

1.1.1. Hertsmere Borough Council (HBC) is currently progressing its revised Local Plan (LP), following previous stages of consultation. The LP seeks to meet housing and employment needs in full and position the Borough on a solid growth trajectory, while protecting and enhancing local assets. The LP is seeking to maximise brownfield development opportunities as well as sensitively release grey / green belt land in appropriately sustainable locations.

1.1.2. The emerging spatial direction for the LP includes a focus upon the most sustainable settlement locations within the Borough:

- Borehamwood;
- Potters Bar;
- Bushey; and
- Radlett.

1.1.3. HBC is looking to underpin the LP’s spatial directions with a clear focus upon regeneration and physical enhancement of these settlements to support the provision of new homes and jobs, appropriate to their context, as well as improving the urban environment of each.

Purpose and Scope of This Study

1.1.4. The Vision Documents (VDs) study focuses on place-shaping regeneration – combining physical, spatial, economic, social, and cultural considerations to support vibrant, sustainable communities. The aim of the VDs is to establish a clear vision and spatial strategy for each of the four settlements, which will support and feed into the Borough-wide spatial vision, and align with the LP’s objectives. The settlements’ visions and strategies must be place-based, relating to the individual character and context of each.

1.1.5. The VDs will become material considerations when:

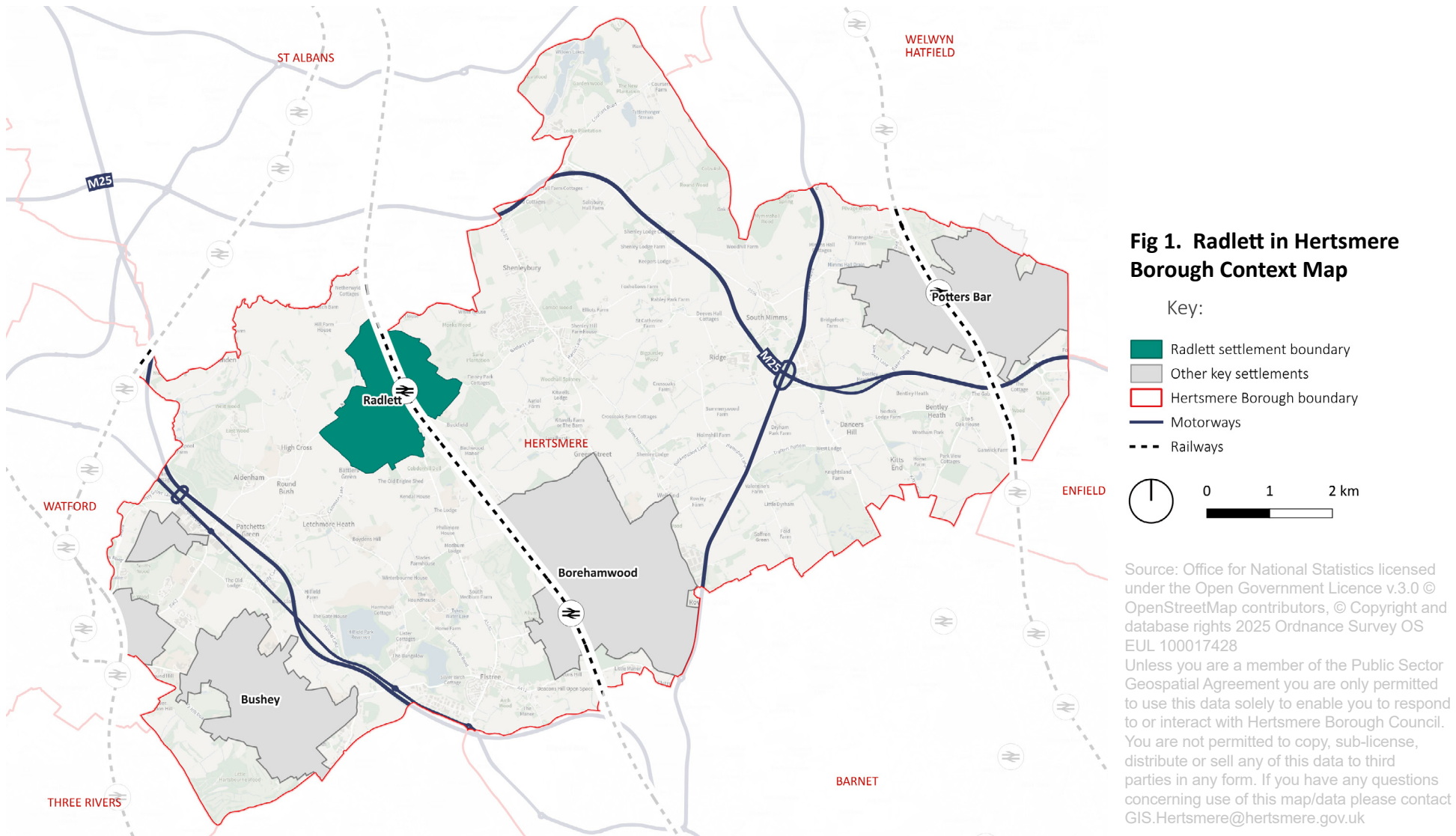
- the revised Local Plan reaches an advanced stage;
- any evidence in these documents addresses issues directly relevant in a planning application;
- potentially after Local Government Reorganisation and the replacement of HBC.

1.1.6. The study builds on and relates to existing and ongoing work. This includes engagement work and studies undertaken as part of the previous rounds of LP drafting, and other current / planned technical studies commissioned by HBC to support the LP development.

1.1.7. The focus of the VDs study is on the built up area of each settlement.

1.1.8. The project objectives for the VDs are to:

- Align with the LP’s objectives;
- Develop a proactive approach to brownfield physical transformation and place-shaping regeneration within the four settlements;



- Provide clear and coordinated visions and area-wide spatial frameworks for the four settlements, which support the emerging borough-wide spatial vision and LP’s objectives;
- Be sensitive to the individual character and context of each settlement;
- Be shaped by local engagement with communities and stakeholders;
- Apply a brownfield-first approach to site identification for development;
- Provide spatial frameworks and area-wide design codes expressing the visions, with supporting delivery strategies for development opportunities;
- Develop place branding strategies for each settlement, linked to the spatial strategies;
- Inform the Regulation 18 and Regulation 19 drafts of the revised LP.

1.1.9. The outputs of the VDs will include the following for each settlement:

- A **Spatial Strategy / Framework**, which provide a settlement specific visions, with supporting illustrative masterplans and visuals;
- A **Design Code** setting out principles to guide future development;
- A **Delivery Strategy** that outlines high level phasing and delivery mechanisms and which can be used to secure investment and funding.
- A **Place Branding Strategy** to be used to support the above.

1.1.10. The study timetable is aligned with the production of the revised LP, with deliverables scheduled to be produced by Q1 2026.

This Report

1.1.11. This report is the working draft output of Stage 2, Baseline and Contextual Analysis of the VDs study. It is intended to be read as a work-in-progress document, to be updated following receipt of additional data and information.

1.1.12. Following this introduction section the report is structured as follows:

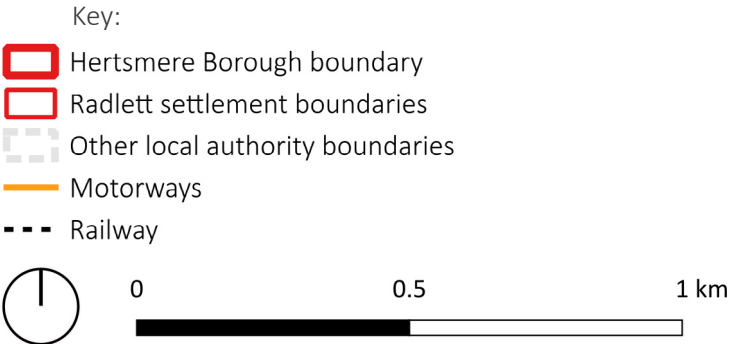
- **Chapter 1** sets the scene for the analysis, with a brief overview of the settlement and geographical coverage of the study.
- **Chapter 2** explains the process and findings of consultation and engagement activities undertaken for this study.
- **Chapter 3** provides the planning context for the study, extant and emerging policies at strategic and local levels.
- **Chapter 4** details the baseline analysis work by key topics, including: the settlement’s past, socio-economics, community and culture, movement, townscape, heritage, environment and sustainability, land ownership, housing market, and land uses.
- **Chapter 5** concludes the analysis with a summary of strengths, weaknesses, opportunities and threats (SWOT) identified.

1.2 Setting the Scene

Radlett in the Wider Context

- 1.2.1. Situated in the northern part of the Hertsmere borough in Hertfordshire, Radlett is a predominantly residential village that functions as a commuter town, located approximately 14 miles northwest of Central London.
- 1.2.2. Set within the Green Belt, it is well-served by strong rail and road connections to both central London and St Albans. Although small, its vibrant district centre around the railway station attracts both local residents and a growing number of visitors from further afield. The railway divides the village into eastern and western areas, connected by three railway bridges.
- 1.2.3. The settlement has little industry; however, there is a golf course at the edges of East Radlett, and a farm shop Bettlers Green at the southwestern tip of the village.

Fig 2. Aerial image



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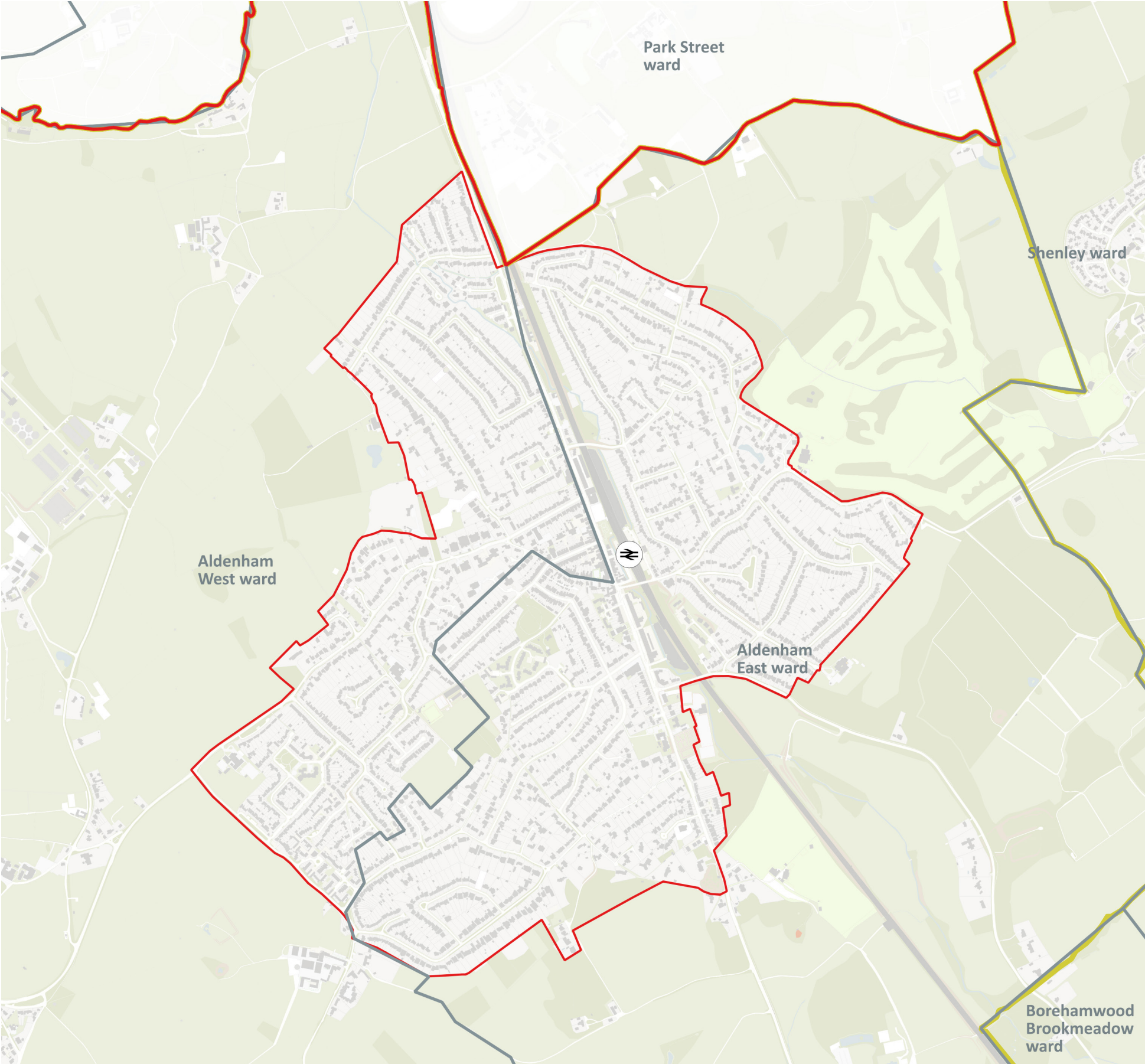
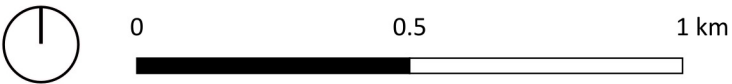
1.3 Geographical Coverage

Study Area

1.3.1. The study area, as seen in the plan on the right, corresponds to the built up area of Radlett.

Fig 3. Statutory boundaries map

- Key:
- Hertsmere Borough boundary
 - Radlett settlement boundary
 - Wards
 - Parish



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2.0 Consultation Process

2.1 Engagement Overview

Introduction

2.1.1. The approach to engagement centres community voices in the process of developing a place vision and place principles for Radlett. A phased approach will:

- ensure consistent and multiple opportunities for local people to shape priorities for change.
- ensure the design guidance is truly reflective of local needs and
- allow Radlett to continue to be a great place to live and work with a creative and distinct local town centre.

2.1.2. The process will layer engagement activities to refine ideas, beginning with targeted stakeholder activity and broadening to full public consultation. This will allow both depth and breadth to community input:

2.1.3. Baseline research has focused on building a strong foundation for future engagement, through analysis of existing neighbourhood dynamics and exploration of local priorities.

2.1.4. It has focused on getting to know local groups through comprehensive stakeholder mapping, analysis of previous response to Local Plan consultations and initial conversations with stakeholders.

Stakeholder Mapping

2.1.5. A community stakeholder map allows deeper understanding of existing community leaders and local networks to involve in all subsequent engagement activities. Mapping considers community and resident groups, special interest groups such as green space and wildlife preservation groups, places of worship, places of education, youth groups, sport and leisure, arts and learning.

2.1.6. Please note, local business and industrial use does not form part of the engagement strategy.

Stakeholder 121s

2.1.7. 121 conversations with previously involved stakeholders allow an opportunity to introduce the project team and scope of work. They provides an opportunity to learn from previous rounds of engagement and understand local priorities. These conversations are used to help support the development of the workshops, ensuring productive conversations and widening participation.

2.1.8. Conversations centre on community priorities and needs, introduce the concept and process of developing a place vision and identify most appropriate channels of communication and engagement methods to reach each community organisation’s network.

Preparation stage (October-November 2025)	Engagement Window 1 (December 2025)	Engagement Window 2 (February 2026)
Aim: introduce project and team and organise the engagement activities Format: • Comprehensive stakeholder mapping • Cabinet briefing • Stakeholder 121s • Workshops Preparation	Aim: Defining a Place Vision and Principles Format: • Stakeholders Workshop How design is informed by the engagement: • Drafting the Vision • Community influence: • Local ambitions identified to inform vision • Priorities for each principle	Aim: Refine the Spatial Framework Format: • Comprehensive communications campaign using council channels and in person sites promoting engagement window • Young people design workshop • Public Exhibition and survey • Online Exhibition and survey How design is informed by the engagement: • Finalised Spatial Framework and project sites identified • Community influence: • Detailed framework principles • Local priorities for short/ medium/ long term projects

Stakeholder 121s	Meeting
Save Hertsmere	30th October
Elstree and Borehamwood Green Belt Society	6th November
Radlett Society and Green Belt Association	14th November
Potters Bar Society	14th November
Little Bushey Community	17th November

Stakeholders Workshop

2.1.9. An interactive workshop will allow community stakeholders to identify their priorities for Radlett and contribute to the place vision. This will be a tightly facilitated session, with a series of ‘place exploration’ activities that respond to the themes of:

- Place and Identity;
- Quality of life;
- Prosperity and Growth;
- Green space and Climate Resilience.

Local Plan Response:

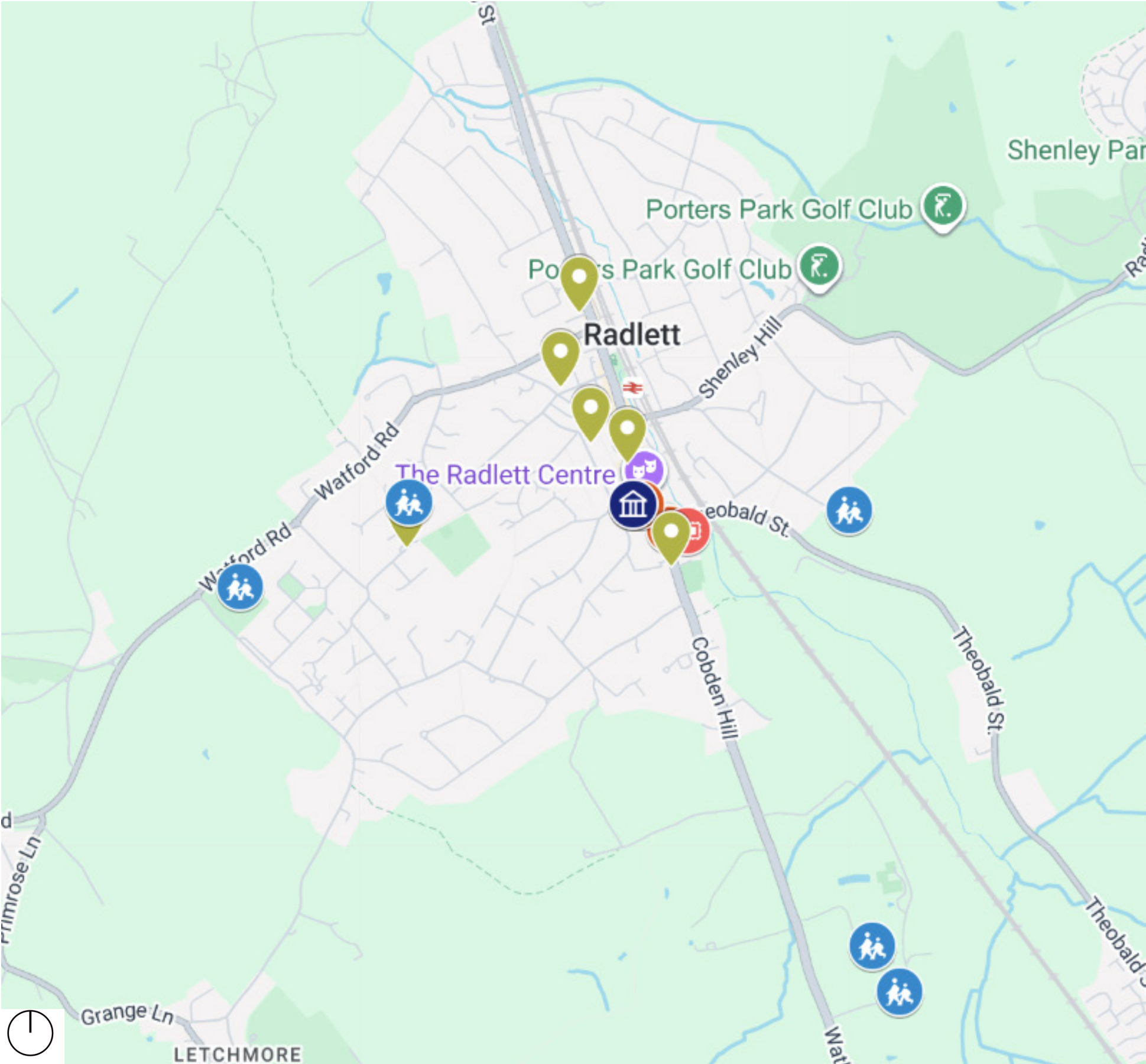
2.1.10. Key findings from previous activities carried out in preparation for the Local Plan:

- The greatest proportion of those considering new homes to not be important was within Bushey and Radlett;
- Responses from Radlett strongly disagree with the need to open up access to green space;
- 92% of responses considered maintaining look and feel to be important;
- Concerns over ‘disproportionate’ scale of housing allocation to Radlett’s size;
- Emphasis on Radlett maintaining its distinct character.

Fig 4. Stakeholder Map

Key:

-  Community
-  Heritage and Culture
-  Faith
-  Primary Schools
-  Council



Source: Map data @2025 Google



3.0 Planning Context

3.1 Hertsmere Local Plan

3.1.1. This chapter provides an overview of the baseline planning position for Hertsmere Borough Council ('HBC') in support of the emerging Hertsmere Local Plan. It is intended to inform stakeholders, developers, and decision-makers of the current planning framework, policy context, and evidence base that underpin future development proposals within the borough.

3.1.2. The report is structured to cover the following key areas:

- **Local Governance:** An outline of Hertsmere's two-tier governance structure and the implications of the 2024 English Devolution White Paper, including potential reorganisation into unitary authorities.
- **Adopted Planning Policy:** A summary of the current statutory development plan, supplementary planning documents (SPDs), and other relevant guidance documents that shape planning decisions in Hertsmere.
- **Emerging Planning Policy:** Details of the Local Plan preparation process, including Regulation 18 consultations, key themes in the Regulation 18 document, the Local Development Scheme (LDS) timeline, and recent calls for sites.
- **Evidence Base Summary:** A summary of technical studies and assessments that support the emerging Local Plan, including housing needs, sustainability appraisals, Green Belt assessments, and infrastructure planning.
- **National Housing Targets and Policy Context:** An explanation of the National Planning Policy Framework requirements, the Housing Delivery Test, and the implications of the presumption in favour of sustainable development.
- **Housing Delivery Position:** Analysis of both current and projected housing delivery figures, including potential yields from HELAA sites and the impact of policy changes on land availability.
- **Brownfield Development:** A summary of recent government policy prioritising development on brownfield sites.
- **Greybelt Legislation:** A summary of recent national guidance on Grey Belt land, its definition, and its relevance to site selection in the Local Plan process.
- **Recent Major Planning Applications:** A review of significant planning decisions within the borough over the past five years, highlighting key issues and outcomes relevant to future development.
- **Issues and Opportunities**

3.2 Local Governance

Two Tier System

3.2.1. Hertfordshire County Council is the Ceremonial County Council, responsible for education, highways and social services.

3.2.2. Hertsmere Borough Council ('HBC') is the Local Planning Authority ('LPA'), which functions as a non-metropolitan district council.

2024 English Devolution White Paper

3.2.3. There are plans under consideration that could significantly affect Hertsmere Borough Council as part of the UK government's broader initiative to simplify local governance through the creation of unitary authorities as proposed by the December 2024 English Devolution White Paper.

3.2.4. Hertsmere Borough Council, along with the other 10 district and borough councils and Hertfordshire County Council, submitted a joint interim plan in March 2025. The councils ruled out the option of a single countywide unitary authority, citing concerns about remoteness from local communities and loss of local accountability. Instead, they are exploring multiple unitary authority options, potentially two, three, or four authorities within Hertfordshire.

3.2.5. Full Local Government Reorganisation proposals are due by 28th November 2025 and the official start date for new unitary councils is April 2028. The final decision will rest with central government if local consensus isn't reached.

3.3 Adopted Planning Policy

Development Plan Documents

3.3.1. The adopted development plan for HBC is Hertsmere Local Plan (2012-2027), which is made up of four parts:

- Core Strategy (January 2013)
- Site Allocations and Development Management (SADM) Policies Plan (November 2016)
- Local Plan 2012-2027 Policies Map

Supplementary Planning Documents

3.3.2. HBC have adopted the following Supplementary Planning Documents ('SPD'):

- Affordable Housing SPD (October 2015)
- Bhaktivedanta Manor Planning Brief SPD (December 2012)
- Biodiversity and Trees SPD (December 2010)
- Biodiversity Net Gain SPD (January 2024)
- Parking Standards SPD (July 2014)
- Planning and Design SPD (November 2006)
- Developer Contributions Framework (Various)
- Radlett District Centre Key Locations Planning Brief SPD (September 2016)

3.3.3. Two draft SPDs were approved as interim guidance in the determination of planning applications on or after 15 September 2022:

- Draft Carbon Offsetting SPD (September 2022)
- Sustainable Transport and Parking Standards SPD Draft (September 2022)

Other Guidance Documents

3.3.4. The following documents also represent material considerations for development in the Borough:

- Interim Planning Policy Statement (November 2020)
- Waste Storage Provision Requirements (no date)
- Joseph Rowntree Foundation Lifetime Home Standards (no date)
- Warren Estate (Busy Heath) Design Guide (September 2003)
- Watling Chase Community Forest (no date)
- Streetscape Manual (July 2012)
- Hertsmere Standard Conditions (January 2010)

Neighbourhood Plans

3.3.5. The following neighbourhood plans are adopted or in preparation within the Hertsmere local authority area:

- Radlett Neighbourhood Plan (Adopted 6 May 2021)
- Shenley Neighbourhood Plan (Adopted May 2021)
- Elstree and Borehamwood Neighbourhood Plan (Designated Neighbourhood Area- Plan in preparation)

3.3.6. The following documents are likely to be most relevant to the emerging masterplan work:

Radlett District Centre Key Locations Planning Brief SPD (September 2016)

3.3.7. The SPD sets out the known constraints and adopted planning policy contexts for four key locations in the centre of Radlett.

- Location A Radlett Service Station and adjacent properties: Supports a comprehensive mixed use redevelopment. Design must respect the adjacent Radlett North Conservation Area and locally listed buildings. Given the general character of Radlett and the Council's vision for the settlement,

the Council would support mixed use development with the provision of a number of smaller retail units at ground-floor level.

- Location B Newberries Car Park: A large Council-owned site within Flood Zone 3a. While town centre uses such as retail, office, and residential are acceptable in principle, flood risk mitigation and Environment Agency approval are essential. The site's role in supporting local parking is critical, and any development must retain sufficient public parking.
- Location C Radlett Village Institute: A locally listed building with strong community significance. The Council opposes its redevelopment due to its architectural and social value. However, extensions may be permitted if they preserve the building's character and comply with conservation and parking policies.
- Location D Red House Surgery and Post Office: Supports retaining these buildings and their community functions. Redevelopment of the Red House Surgery site may be considered if the surgery relocates to a suitable alternative within Radlett.

Radlett Neighbourhood Plan (Adopted 6 May 2021)

3.3.8. The adopted plan sets out a comprehensive framework for guiding future development within Radlett. A key theme throughout the plan is the protection of Radlett's character, with policies aimed at maintaining generous plot sizes, mature trees, green verges, and low-density development.

3.3.9. The plan includes a Radlett Design Code, which outlines expectations for ridge heights, plot coverage, materials, and landscaping, ensuring new development respects the village's established townscape and landscape patterns.

3.3.10. The plan identifies a pressing need for smaller, more affordable homes, particularly for older residents wishing to downsize and younger people seeking starter homes. To address this, Policy HD1 requires developments of more than ten dwellings to include smaller units, and Policy HD2 supports mixed-tenure development at the safeguarded Starveacres site, the only area removed from the Green Belt and earmarked for future housing.

3.3.11. Four key sites are identified in the village centre, reflecting the Radlett District Centre Key Locations Planning Brief SPD set out above.

Transport Policy

3.3.12. The transport policies for Hertfordshire and Hertsmere highlight a strong and consistent emphasis on sustainable development, accessibility, and the integration of transport and land use planning across local policy documents. Key themes include the prioritisation of active and sustainable travel modes, such as walking, cycling, and public transport, over private car use.

3.3.13. This review identifies ongoing challenges around congestion, capacity constraints on rail and bus networks, and gaps in east-west connectivity. Policy responses focus on infrastructure investment, behaviour change initiatives, and the delivery of high-quality environments that support economic growth, health, and inclusivity.

3.3.14. Overall, the policy landscape is evolving to address the needs of a growing population while seeking to reduce car dependency and promote more sustainable, accessible, and healthy travel choices. A summary of the policy documents and relevant policies and themes are provided below.

Parking Standards SPD (July 2014) and Sustainable Transport and Parking Standards SPD Draft (September 2022)

3.3.15. See also a table provided below. The adopted Parking Standards SPD sets out levels of car parking, cycle parking, motorcycle parking, electric car parking and disabled parking that should be provided at new developments. For residential developments these are based on a parking space per room basis.

C3 - Residential Units*				
	Car parking spaces		Cycle Storage Spaces	Charging Plug in Points
General Needs Housing (Including flats and bungalows)	Curtilage	Communal		
Studio	0.5 Per Unit		1 per bedroom long term	1 socket/charging point per house with private parking
1 Bedroom	0.75 Per Unit			
2 Bedroom	1 per unit	1.5 per unit		communal parking- 1 active charging point per dwelling unit
3 Bedroom (Flat)	1.5 Per Unit			
3 Bedroom (House)	2 per unit	1.5 per unit		
4 Bedroom	2 per unit			
5 Bedroom	To be determined on a case by case basis			Remaining spaces passive provision over and above 1 space per unit and above 10 units
6 + Bedroom				

Table 1. Residential Parking Standards

3.3.16. The September 2022 draft Sustainable Transport and Parking Standards SPD seeks to achieve a balance between the potentially conflicting demands created by the demand for sufficient parking space within settlements. This includes reduced standards in Tab below, which are based on a parking space per room ratio, but allow less parking than the 2014 SPD required This is not an adopted standard; we understand that there is resistance from Councillors apposing the replacement of the 20144 standards with the draft 2022 standards.

Core Strategy (Jan 2013)

3.3.17. Vision for high-quality, accessible, safe, and economically viable environment. Focus on sustainable development, improved public transport, and accessible locations. Relevant policies:

- CS15 (recreational access)
- CS18 (access to services)
- CS22 (quality environment)
- CS24 (development/accessibility)
- CS25 (parking/accessibility)

Local Transport Plan 4 (May 2018)

3.3.18. Supports economic growth, housing, health, and environment in Hertfordshire up to 2031. Key relevant policies include:

- Policy 1 (Transport User Hierarchy): Prioritises reducing travel demand, then walking, cycling, and public transport, with car use considered last. All new schemes and developments should reflect this hierarchy.
- Policy 3 (Travel Plans and Behaviour Change): Initiatives to encourage residents and businesses to shift to sustainable travel, including travel planning, marketing, and incentives.
- Policy 4 (Demand Management): Policies encourage demand management through parking restrictions and charges, especially in urban areas, to reduce car dependency and fund sustainable transport improvements.
- Policy 5 (Development Management): New developments must be accessible by sustainable modes, provide for electric vehicle charging, and support shared mobility (e.g. car clubs).
- Policy 6 (Accessibility): Focus on ensuring all residents, especially disadvantaged groups, can access key services (employment, health, education) by sustainable modes. Community transport and demand-responsive services are supported for rural and less accessible areas.
- Policy 7 (Active Travel – Walking) and Policy 8 (Active Travel – Cycling): to increase walking and cycling, especially in town centres and for short journeys.
- Policy 9 (Buses) and Policy 10 (Rail): Support for bus priority measures, improved bus stops, and integration with rail. Rail policy aims to improve capacity, frequency, and station access, especially for commuting into London.

Infrastructure Delivery Plan Baseline Study (2018)

3.3.19. Identifies infrastructure needs for growth to 2036. Aligns with NPPF. Funding via CIL and Section 106. Challenges and opportunities include:

- Congestion: Particularly at key junctions and on major roads.
- Capacity: Rail and bus services face pressure from rising demand.
- East-West Connectivity: Poor public transport options for east-west journeys; most cross-borough travel requires going via London.
- Sustainable Transport: Need to encourage walking, cycling, and public transport to reduce reliance on cars.

3.3.20. Future provision and priorities include:

- Highways projects: Elstree Way Corridor, the Station Road / Allum Lane / Theobald Street / Shenley Road junction, and access to Hertswood School
- Rail Capacity Increases: Priorities include addressing constraints, increasing frequencies, and supporting employment growth areas.
- Thameslink Programme: Aims to increase train frequency and capacity through central London.
- Bus Strategy Update: HCC is developing a revised bus strategy to support mode shift and partnership working.
- Bus Priority: Proposals for enhanced bus routes, especially in southern Watford and Bushey.
- Active Travel Strategy: Focus on improving infrastructure in towns identified as having high cycling potential.
- Greenways: Continued development of car-free routes for walking, cycling, and horse riding.

South Central Hertfordshire Growth and Transport Plan Stage 3 Interventions Paper (May 2022)

3.3.21. Addresses housing/employment growth, congestion, and sustainable transport.

3.3.22. Objectives: improve town links, journey reliability, sustainable transport choices, public spaces, modal shift, technology integration, active travel, air quality, safety. Challenges in Hertsmere:

- Borehamwood and Radlett have some of the highest shortfalls in connectivity, reliability, accessibility, and safety, especially for trips to Harrow, Watford, and Barnet.
- Potters Bar faces challenges in local accessibility, active travel infrastructure, and public transport connections.
- Radlett has issues with station accessibility and active travel links.

Hertfordshire Active Travel Strategy (2024)

3.3.23. County-wide vision for walking, cycling, wheeling as natural choices for short journeys. Supports growth, congestion reduction, air quality, health.

3.3.24. LCWIPs for all districts, including Hertsmere, to prioritise network improvements. Focus on Quiet Lanes (rural), road space reallocation (urban), and integration with public transport.

3.4 Emerging Planning Policy

Historical Consultations

3.4.1. The Council has been working on the preparation of a revised local plan, with the following consultation and engagement undertaken to date under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012:

- Late 2016 – early 2017: Local Plan launch and ‘call for sites’
- October – November 2017: Issues and Options consultation
- October- December 2018 – ‘Potential sites for housing and employment’
- March 2021 – additional employment ‘call for sites’
- November- December 2021 – draft Regulation 18 Local Plan consultation

Regulation 18 Consultation April/May 24

3.4.2. HBC held a public consultation in May 2024 under Regulation 18 off the Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2012.

Overview

3.4.3. The consultation document sets out a revised vision and strategic objectives for the Borough’s development up to 2040. The overarching vision is to create a sustainable, healthy, connected, and economically viable environment that meets the needs of all communities.

3.4.4. This is supported by 20 strategic objectives across themes such as housing, employment, climate action, infrastructure, and heritage. Key goals include delivering 9,400 new homes (including affordable and specialist housing), supporting the creative industries (especially film and TV), protecting the Green Belt, enhancing biodiversity, and promoting sustainable transport and digital connectivity. The plan also aims to ensure development is well-designed, inclusive, and located where infrastructure can support it.

3.4.5. Beyond strategic objectives, the document outlines a spatial strategy proposing significantly fewer Green Belt releases than the 2021 draft, responding to public feedback. A new settlement at Bowmans Cross is central to the strategy, with 2,400 homes planned during the plan period and a total of 5,000 over time.

3.4.6. The plan also includes detailed housing allocations for towns and villages including Borehamwood, Bushey, Potters Bar, Radlett, Shenley, and South Mimms, and employment allocations to support economic growth. Site allocation details are identified with red lines on the interactive plan map and details for each allocation, including description, site area, indicative capacity etc.

3.4.7. Infrastructure needs such as schools, healthcare, transport, and green spaces are identified for each area to ensure sustainable development.

The draft plan is supported by Strategic Objectives identifying how the main issues faced by the borough and its communities will be addressed. These principles should be reflected in the emerging spatial strategy:

- Ensure that development meets identified needs sustainably, in locations which are or can be made to be the most accessible by sustainable modes of transport.
- Ensure that development is well designed and inclusive, respecting local character, enhancing the local environment and encouraging the building of safe, strong and cohesive communities.
- Enable the delivery of a minimum of 9,400 new homes of appropriate size, type and tenure to meet the needs of Hertsmere’s diverse community, including the elderly, people with additional needs, and gypsies and travellers.
- Secure the maximum viable provision of affordable and social homes, including those for rent, for those who are unable to access housing on the open market.
- Ensure that all new homes are built in places where there is or will be safe and convenient access to schools, health facilities, shops, and other necessary services and facilities.
- Deliver the first phase of a sustainable new settlement at Bowmans Cross.
- Ensure the availability of sufficient and suitable land, premises, supporting infrastructure and appropriately skilled workforce to meet the needs of existing and new businesses of all sizes.
- Provide more and increased choice of employment, training and education opportunities for a growing resident population, with enhanced links between local employers, colleges and schools.
- Ensure that an expanding film and television industry delivers social, environmental and economic benefits for local communities.
- Ensure that people can live and work within easy reach of accessible attractive open space.
- Ensure that town centres are adaptable, thriving, attractive and accessible places that respond to social, economic and legislative change and continue to be a focus for providing for the needs of all Hertsmere’s communities.
- Reduce greenhouse gas emissions and promote the building of greener, more energy efficient, net-zero greenhouse gas emission homes, offices and commercial buildings to help minimise the impact of climate change.
- Protect and enhance biodiversity and encourage the provision of an expanded green and blue infrastructure network.
- Facilitate improvements in the physical and mental health of our communities and contribute to the reduction of health inequalities across the borough.
- Encourage increasingly sustainable patterns of local travel behaviour, secure the provision of better opportunities to travel by foot, cycle and public transport and reduce the need to travel by unsustainable modes of transport.
- Ensure the provision of infrastructure for increasing use of electric and other less-polluting forms of private transport.
- Support the improvement and expansion of electronic infrastructure including high speed broadband.
- Protect the Green Belt against inappropriate or unplanned development.

- Retain the distinct and separate identities of towns and villages and ensure that new development reflects the size, pattern and character of the settlement in which they are located.
- Conserve and enhance historic and culturally important heritage, including locally and nationally listed buildings and structures.

3.4.8. Page 11 also includes the following statement relating to the density of development:

3.4.9. ‘It is important to make efficient use of land which is allocated for development and there may be scope in some locations to significantly increase densities, potentially beyond those envisaged for the sites included in this document. This would enable more homes to be delivered overall or require the use of less Green Belt land – or a combination of both’.

Radlett

3.4.10. Radlett is allocated 250 new homes, down from 760 in the previous draft. The strategy reflects Radlett’s village character, limited brownfield land, and infrastructure constraints.

3.4.11. The following key challenges identified for the settlements, which will need to be reflected by the emerging spatial strategy:

- Existing pressures on key services within Radlett such as transport, education and healthcare can be partly attributed to the wider catchment area that its facilities serve.
- Lack of affordable housing delivered on-site as part of housing schemes.
- The absence of a secondary school within Radlett.
- Impact on local character from redevelopment of existing homes into both larger single houses and apartment blocks.
- Peak time congestion on Watling Street.
- Lack of available brownfield sites in Radlett.

3.4.12. A call for sites ran between March and April 2025. The survey allows for the submission of both new sites and updates to previously submitted sites. These submissions will be incorporated into the masterplanning exercise.

New Call for Sites – March 2025

3.4.13. A call for sites ran between March and April 2025. The survey allows for the submission of both new sites and updates to previously submitted sites. These submissions will be incorporated into the masterplanning exercise.

Hertsmere Local Development Scheme (2025)

3.4.14. The LDS sets out the following programme through to adoption:

- Consultation of the proposed submission plan for representations (Reg. 18): Jan – Feb 2026
- Review of Reg. 18 comments and amendments to Local Plan: March 2026
- Publication of the proposed submission (Pre-Submission) plan for representations (Reg 19): April – May 2026
- Submission of Plan for examination (Reg 22): June- July 2026
- Examination period: August 2026 – July 2027
- Consultation on main modifications: May – June 2027
- Adoption of Plan: September 2027

3.5 Evidence Base Summary

3.5.1. The emerging Local Plan evidence base includes the following documents that are publicly available. Some of these documents will be superseded by the emerging Lot 1 studies:

Key Housing and Sustainability Evidence

Local Plan Interim Sustainability Appraisal (2024)

3.5.2. Provides an appraisal of a newly identified development approach and a number of new and amended site options that have been identified since the last iteration of the SA.

Assessment and Comparison of Green Belt Housing and Employment Sites (March 2024)

3.5.3. Compares potential development sites using a matrix score based on Green Belt and environmental factors to inform site selection for the Regulation 18 consultation.

South West Hertfordshire Local Housing Needs Assessment (2024)

3.5.4. Jointly commissioned with neighbouring councils, this report assesses housing needs across the sub-region, including market and affordable housing requirements.

Draft Housing and Economic Land Availability Assessment (HELAA) (2024)

3.5.5. Identifies potential sites for housing and employment development. It is a technical study and does not allocate land or influence planning decisions directly.

South West Hertfordshire Strategic Housing Market Assessment (SHMA) (2016)

3.5.6. Assesses future housing needs across the sub-region for the period 2013–2036, including needs for different housing types and groups.

South West Hertfordshire Retail and Leisure Study (2018)

3.5.7. Evaluates retail and leisure needs and capacity across the sub-region to inform planning policies and site allocations.

South West Hertfordshire Economic Study (2024, 2019, 2016)

3.5.8. Provides economic baseline data and growth scenarios, assessing employment land needs and supply across the sub-region.

Green Belt Assessment – Stage 1, 2, 3 and 4 (Various Dates)

3.5.9. Independent assessment by Arup of all Green Belt land in Hertsmere, evaluating how each parcel meets national Green Belt purposes.

Housing and Economic Land Availability Assessment (HELAA) Draft 2018 Maps

Sustainability Appraisal and Habitats Regulation Assessment (various dates)

3.5.10. These reports serve as live documents and will continue to be updated to accurately reflect Hertsmere’s Local Plan. An initial draft version of both documents has been published to correspond with the Regulation 18 public engagement. However, an updated version of both these documents will be made available shortly.

Other Reports

- Gypsy and Traveller Accommodation Needs Study (2017)
- Infrastructure Delivery Plan (various dates)
- Comet Transport Model (2020)
- Planning for Growth Settlement Hierarchy and Accessibility Mapping technical study (no date)
- High Level Transport Assessment (2018)
- Level 1 Strategic Flood Risk Assessment (2023)
- Level 2 Strategic Flood Risk Assessment (2025)
- Open Space, Sport and Recreation Study (2019)
- Landscape and Visual Sensitivity Assessment (2020)
- Secondary School site search report (2021)
- Hertfordshire Water Study (2017)
- Sustainable Transport Appraisal (2023)
- Implications of 2021 Census on Hertsmere’s Housing Need (Draft, 2023)
- Hertsmere Film and Television Study (2024)

3.6 National Housing Targets and Policy Context

3.6.1. The NPPF sets out (within the presumption in favour of sustainable development policy in Paragraph 11) that local policies should be considered out of date when the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years.

3.6.2. Whilst the tilted balance is a policy approach in footnote 8 of the NPPF, there is no specific reference to the term within it. Rather, it is shorthand for the presumption in favour of sustainable development contained within Paragraph 11(d) of the NPPF, which states that this means planning permission should be granted unless:

- the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

3.6.3. The term ‘tilted balance’ is used in reference to NPPF Paragraph 11(d) because, when engaged, the tilted balance should change the ‘balancing exercise’ which the decision-maker uses when deciding whether or not to grant planning permission. The balance is whether the harms ‘significantly and demonstrably’ outweigh the benefits of granting permission. The tilted balance ‘tilts’ the balance in favour of approving an application.

3.6.4. When the tilted balance is engaged, it is necessary to conduct a planning balance in determining applications and appeals. This is where the decision-making will afford varying degrees of weight to the harms and benefits associated with a proposed development. It is a nuanced and subjective process, and not as clear-cut as one benefit outweighs one harm.

3.6.5. The Housing Delivery Test (‘HDT’) 2023 measurement is an annual measurement of housing delivery in the area of relevant plan-making authorities (non-metropolitan districts, metropolitan boroughs, London boroughs and development corporations with plan-making and decision-making powers), looking back over the financial years- 2020/21, 2021/22 and 2022/23.

3.6.6. Net unmet need is calculated for each authority using the standard method, which is then added to local housing need. For Hertsmere the total number of homes required for 2020/21 to 2022/23 was 1,922, or 641 homes per anum. Over the same period the number of homes delivered was 882, or 46% of the total. This means that HBC is subject to a presumption in favour of sustainable development as set out in Paragraph 11 of the NPPF.

3.6.7. This means that current local policies relating to housing should be considered out of date and forthcoming developments within the Borough should be assessed against their compliance with the NPPF only until the housing delivery position is remedied.

3.7 Housing Delivery Position

Current Housing Delivery Position

3.7.1. The most recent housing delivery figures published by HBC are in the Hertsmere Five Year Housing Land Supply Assessment 2022/23. As of the 31st March 2023, a net total of 4,234 dwellings had been completed in Hertsmere since the start of the current plan period, an average of 385 dwellings per annum against the baseline Core Strategy requirement of 2,926 dwellings for the same period derived from an annualised target of 266 homes.

3.7.2. The housing target in the borough has increased from to 1,034 new homes per annum based on the December 2025 new standard method. This is an increase of 43 per cent.

Emerging Housing Delivery Position

3.7.3. The 2024 Draft Housing and Economic Land Availability Assessment (HELAA) potential residential yield (comprising HELAA sites and other sources) for the five-year period beginning 1 April 2023 is estimated to be 4,022 units, at

a baseline density of 30dph1 and 4,909 units at a baseline of density of 40pdh. This includes a limited number of sites promoted since 1st April 2023. This is the equivalent of 804 homes per annum.

3.7.4. Were changes to the policy context to result in green belt sites being released for development, the total potential residential yield for the 15-year period beginning 1 April 2023 would be an estimated 25,475 units at 30dph and 32,447 at 40dph. Other policy changes, such as de-designating some existing employment areas, would increase this figure further.

3.7.5. The April 24 Reg 18 Local Plan consultation report sets out an aspiration to deliver 9,400 new homes over the plan period, or 627 homes per anum assuming a 15-year plan period. This falls short of the government target of 1,034 homes per annum. This is set out in the ‘new homes (revised strategy)’ column of the Regulation 18 Local Plan.

3.7.6. The ‘new homes (previous strategy)’ column represents the housing figures set out in the 2021 Regulation 18 draft Local Plan. Following feedback far fewer sites have been allocated in order to protect more of the borough’s Green Belt.

	New Homes (Revised strategy)	New Homes (Previous strategy)
Borehamwood and Elstree	1,655	2155
Elstree Village	260	190
Potters Bar	1,070	2340
Bushey	375	1750
Radlett	250	760
Shenley	180	290
South Mimms	85	225
Aldenham Parish Villages	90	90
Bowmans Cross	2,400	2,400
Windfall	1,542	960
Existing planning permissions	1,489	1,000
Total	9,396	12,160

Table 2. Regulation 18 proposed housing delivery across the plan period

3.8 Brownfield Development

3.8.1. All levels of planning policy seek to ensure the effective use of land in order to meet the urgent need for new homes and other uses. Policy places a priority on making as much use as possible of previously developed or brownfield land.

3.8.2. The Government has been clear in its objective to deliver 1.5 million new homes over the next 5 years as part of its Plan for Change. National, strategic and local levels of planning policy are all clear in their support for the redevelopment of brownfield sites. This was echoed by the Deputy Prime Minister and Secretary of State for Housing, Communities and Local Government in her first Ministerial Statement on 30th July 2024 which stated:

“The first port of call for development should be brownfield land, and we are proposing some changes today to support more brownfield development: being explicit in policy that the default answer to brownfield development should be yes...”

3.8.3. This strong support for the redevelopment of brownfield sites was enshrined in the December 2024 revisions to the NPPF. Paragraph 125c states planning policies and decisions should:

“...give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land”.

3.9 Grey Belt Legislation

3.9.1. The current government have introduced a new definition of Grey Belt Land, which is a subset of Green belt Land and is important to understand when identifying new sites in an emerging Local Plan.

3.9.2. Annex 2 of the NPPF) defines Grey Belt Land as land in the Green Belt comprising previously developed land and/or any other land that does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143 of the NPPF:

- to check the unrestricted sprawl of large built-up areas
- to prevent neighbouring towns merging into one another
- to assist in safeguarding the countryside from encroachment
- to preserve the setting and special character of historic towns; and
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

3.9.3. This also excludes land where the application of the policies relating habitats sites, Sites of Special Scientific Interest, Local Green Space, National Landscape, National Park, designated heritage assets, which would provide a strong reason for refusing or restricting development. This is set out in footnote 7 of the NPPF.

3.9.4. For plan-making purposes, 148 of the NPPF sets out the following hierarchy for land release:

3.9.5. ‘Where it is necessary to release Green Belt land for development, plans should give priority to previously developed land, then consider grey belt which is not previously developed, and then other Green Belt locations. However, when drawing up or reviewing Green Belt boundaries, the need to promote sustainable patterns of development should determine whether a site’s location is appropriate with particular reference to paragraphs 110 and 115 of this Framework. Strategic policy-making authorities should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary’.

3.9.6. Any proposals for Green Belt release will need to demonstrate that this hierarchy of brownfield > Grey Belt > Green Belt has been followed in order to demonstrate that Green Belt release is necessary and done in a sustainable way that complies with NPPF requirements in order to meet housing targets.

3.9.7. On 27 February 2025 the Government published an update to its national planning guidance on Green Belt Land to now include guidance on how to identify Grey Belt Land and to apply the planning policies set out in the NPPF relating to this Land. The Guidance sets out the following requirements for LPAs when identifying Grey Belt Land and these factors need to be taken into consideration when identifying potential new sites for development through the Local Plan process:

- In order to identify Grey Belt Land, LPAs should produce a Green Belt assessment, either as part of the review of Green Belt boundaries or during the preparation or updating of a local plan. This has been completed in the form of the Green Belt Assessment stages 1, 2, 3 and 4 listed above, which form part of the emerging Local Plan evidence base. This evidence will be superseded by the emerging Lot 1 work.
- When making judgements as to whether land is Grey Belt, LPAs should consider the strength of the contribution that the site makes to Green Belt purposes (a), (b) and (d) as set out above.
- The Guidance makes it clear that the above purposes do not apply to villages
- The Guidance provides that a site that is not judged to strongly contribute to any one of purposes (a), (b), or (d) can be identified as Grey Belt Land, subject to the exclusion of land where the application of the policies relating to the areas or assets in footnote 7 to the NPPF would provide a strong reason for refusing or restricting development.
- The Guidance also requires LPAs to consider whether development of the site would fundamentally undermine the purposes of the remaining Green Belt across the plan area.

Planning Context – Key Findings

Issues:

- The December 2025 new standard method for calculating housing need requires 1,034 new homes per annum across the whole of Hertsmere,, significantly higher than any figures previously planned for or delivered.
- There is strong local opposition to the release of Green Belt sites for development. The 2021 Regulation 18 Local Plan set out targets for housing provision that have been reduced by 23% in the 2024 Regulation 18 Local Plan in order to propose significantly fewer Green Belt releases.
- For Hertsmere the total number of homes required for 2020/21 to 2022/23 was 1,922. Over the same period the number of homes delivered was 882, or 46% of the total. This means that HBC is currently subject to a presumption in favour of sustainable development as set out in Paragraph 11 of the NPPF. This means that planning permission should be granted unless the adverse impacts of a proposal significantly and demonstrably outweigh the benefits, or specific protected policies provide a clear reason for refusal.
- The Borough is very suburban in nature. Development that does not reflect the low density, two-storey large family sized homes pattern of development that is typical of the area is likely to face local opposition.
- Although parking standards have been reduced by the September 2022 draft Sustainable Transport and Parking Standards SPD, there are still requirements to provide a high level of car parking in all new development sites.

Opportunities:

- The current government have introduced a new definition of Grey Belt Land, which sets out a framework for identifying low-quality Green Belt land that may be suitable for development.
- The Lot 1 Green Belt study should provide clarity on which Green Belt sites are low quality and have potential for release as Grey Belt land, which can inform the next phase of planning.
- The April 2025 call for sites will be able to provide detail on which sites in the Borough are owned by a landowner with an interest in promoting the site for development.
- Radlett has adopted a Neighbourhood Plan in 2021, providing a clear local framework to guide development and shape future planning opportunities.



Fig 5. New brownfield sites could provide opportunities to enhance the village's spatial quality.



4.0 Baseline Analysis

4.1 Historical Development

Origin

4.1.1. As a small settlement, Radlett has existed since at least 1453. It was originally within the parish of Aldenham. Unlike Bushey or Potters Bar which are built high on ridges, Radlett grew up along the wooded valley of the Tykes Water stream and straddled Roman Watling Street. Some suggest its name means road junction and indicated the crossing of Watling Street by the Aldenham-Shenley Road, a crossing that is still a focal point of the village. Cobden Hill was another hamlet just south.

4.1.2. At Domesday most of the land was owned by the church and let to major tenants who in turn leased to farmers. The forest was steadily cleared with dispersed farms appearing and some common land to the south and west. There were two main farms in the medieval period – Darnells and Gills Hill to the west-- together with the large estates to the east including Aldenham Lodge, Newberries and Organ Hall plus Newlands and a few cottages.

4.1.3. A painting of 1796 depicts a small cluster of farms and an inn at the crossroads – possibly the Cross Keys (now a restaurant) with a smithy and livery stables to the rear, or the Red Lion. Local housing was likely to be in the service of the great landowning estates. Flint Cottages facing the Red Lion was erected in 1852, replacing earlier derelict housing.

4.1.4. Immediately to the south along Watling Street is Cobden Hill and Loom Lane with wooded dells around remaining a feature and footpaths across the land sloping down towards the river on the east side. There was little development here until the end of the 19th century with the 18th century house that became the Cat & Fiddle pub not opening until 1878.

Coming of the Railway

4.1.5. In 1868, the Midland Railway main line was extended from Bedford into London, running locally through the valley of Tykes Water. As well as passengers at Radlett Station, the line carried loads from mineral workings on Shenley Hill (sand, chalk and gravel) on rails that ran into marshalling yards at the station.

4.1.6. Christ Church had been built at Cobden Hill in 1864 in Gothic Revival style to serve the slowly expanding settlements and the following year Radlett became a separate ecclesiastical parish. Its spire remains a landmark. Like Flint Cottages further north it uses knapped flint, a local material. On the opposite side of the road, the graveyard provides a break in the built frontages and allows views eastwards towards Tykes Water.

4.1.7. Growth remained slow. There were some 500 inhabitants and this did not reach 1000 until the end of the century. As well as Flint Cottages there were Primrose Cottages, The Terrace, a row of cottages on the east side of the main street south of the pubs and and still some farm buildings and cottages at Darnells and Gills Hill Lane.



Fig 6. Radlett in 1766 (Drury and Andrews map). The cross roads and the bridge are clearly visible with building at this junction and also a little further south, since replaced by Rhe Terrace.



Fig 8. Radlett in 1796 from a watercolour by an unknown artist, now in the British Library



Fig 7. Radlett in the early 19th century (1839 Tithe Map). It is at this point a nucleated settlement around the crossroads, not the more linear town it would become.



Fig 9. The Old Red Lion before its reconstruction in 1905. Watling Street is more informal and rural without regular pavements and a carriageway and prominent trees.

4.1.8. Radlett Stores, the first shop, was built as a co-operative society in 1883 then rebuilt as a neo-Georgian bank. A post office and social club opened near the station by 1884 but Watling Street at this point was still somewhat a poorly surfaced lane. The OS map of 1897 depicts a few houses at the foot of Shenley Hill and a small dairy on Watling Street. Following the sale of farmland near the Red Lion in 1895, Station Road and Park Road were laid out and had begun to be built out. Most of the east side of Watling Street remained undeveloped until much later.

4.1.9. A boys' school serving Elstree and Radlett was set up at Medburn in 1864 midway between the two villages and a girls' school followed at the junction of Loom Lane and Watling Street in 1878. Cobden Hill also saw houses built along Loom Lane and at its junction with Watling Street.

Early 20th Century

4.1.10. In 1898, the Phillimore family of Kendals Hall, who owned nearly half Radlett's land, auctioned some 200 acres west of Watling Street. New roads were envisaged called Aldenham Avenue and The Crosspath and plots were offered along Watling Street and Watford Road. The family also built low-rent flats at Scrubbits Square (named after the old wood) which were replaced by housing association flats in the 1970s. Parts of the Aldenham Lodge estate to the east of Watling Street and north of Shenley Hill were also sold and land donated for a parish hall and Radlett Gardens. The smithy closed in 1913 and was converted to a motor garage while Kendals Brick and Lime Firm opened offices in Station Approach and had a brickfield and kiln at Cobden Hill.

4.1.11. Just west of the Red Lion in Aldenham Road a row of shops was built in 1904 while south of the former Cross Keys, the ground floors of The Terrace cottages were converted to shops in 1906, with front gardens replaced by tarmac right down to the main carriageway. The Westminster Bank had opened a new office on The Terrace in 1913.

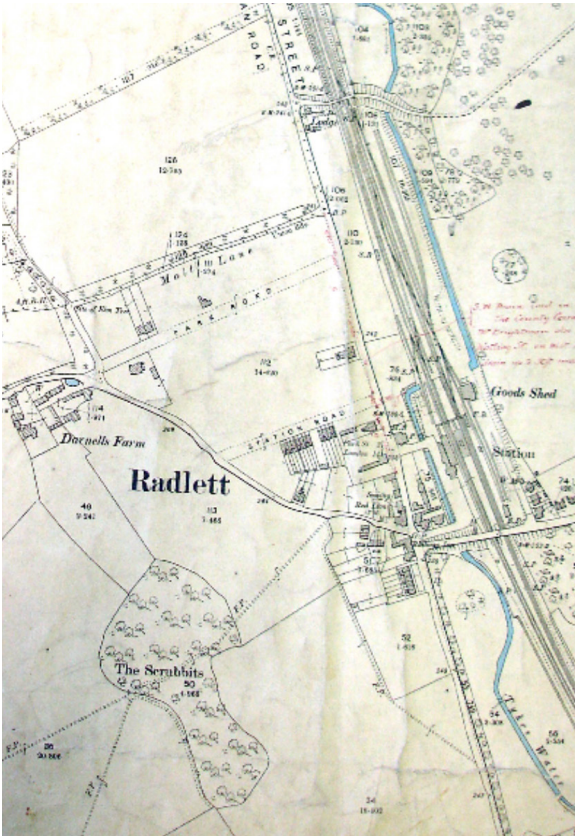
4.1.12. In 1905 the old Red Lion was replaced with the Red Lion Hotel and shops spread north along Watling Street. By 1914 there were some 50 shops in what had become a small town including as far south as the new Congregational Church (1905). A temporary Methodist church opened in 1903 with a brick replacement arriving in 1938. The Congregational Church was replaced in 1930 as a United Reform Church and is now a synagogue. Many locals were still working on farms and estates, in numerous sand and gravel pits, and on the railway.

4.1.13. Further south, Loom Lane became the location for substantial Edwardian villas as far as the sand and gravel pits. An infant school and terraces of cottages were built along Watling Street at Cobden Hill.

4.1.14. The First World War interrupted growth but after it ended there were continued sales of estate land for development in Radlett's centre and housing was built in The Grove (outside the conservation areas) before war again brought building to a halt. It was not until the interwar period that the village began to acquire some of the characteristics of a commuter dormitory settlement. In the 1920s the Parish Hall temporarily became a cinema while a yard behind The Terrace was developed as retirement flats.

4.1.15. At the north end of Radlett, a large new parade called The Oakway, still with an Arts & Crafts aesthetic, opened in in 1924. The date remains on the rainwater

Fig 10. Ordnance Survey map of 1897. The railway has arrived and the goods shed for raw materials can be seen as well as the beginnings of Station Road. The Terrace has been built but, beyond the crossroads, there is very little development on the east side of Watling Way.



hoppers and the parade remains remarkably intact and has a mews to the rear. At the south end of the town, a purpose-built post office opened in the 1930s.

4.1.16. By 1939, there were about 800 houses in Radlett. There was also industry. Handley Page Ltd opened a grass airfield just to the north in 1929 for aircraft production. Radlett Aerodrome was upgraded by 1939 to have three hard runways. (The airfield closed in 1970.)

Post-war

4.1.17. In 1935 the Newberries Park estate had been sold for development. This had previously acted as a barrier to expansion east of Watling Street. However only a few houses had been erected before war broke out with most housing on the estate completed in the 1950s and 1960s. The Newberries Parade shopping centre was built in the 1950s and 1960s. The Batlers Green housing estate (started by the then Watford Rural District Council in the 1920s) was partially rebuilt and expanded in the 1980s.

4.1.18. Expansion was in part restricted by the 1950s Green Belt with development from then largely infill. The last area of farmland within the conservation area to be developed was at Darnells Farm (part of which is now the Barn Close development). A listed barn survives. Other developments included Slade Court to the west of the high street. Nightingale Court on Park Road replaced a Victorian building.

4.1.19. At Cobden Hill by the church, Athlone Close was built in 1982 and other houses built within existing gardens including around Loom Lane. A replacement church hall and a new vicarage were built c.2009.

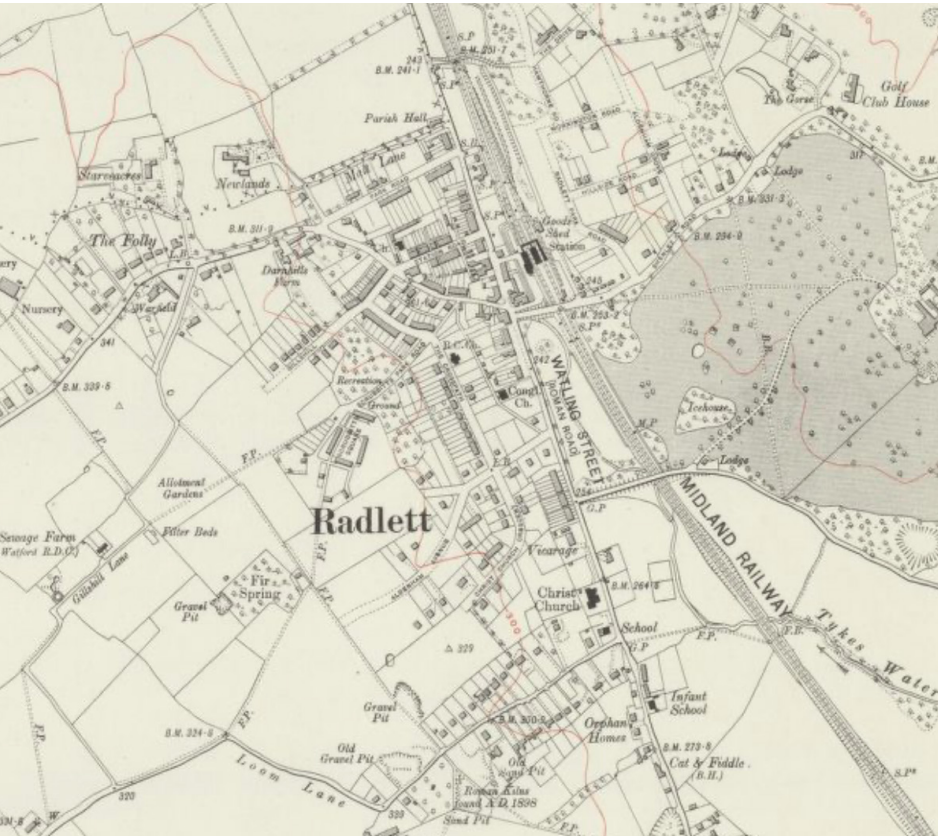


Fig 11. Radlett OS Map 1912



Fig 12. Radlett OS Map 1938

Radlett Today

4.1.20. Radlett is prosperous with most heritage assets in reasonable to good condition. It remains linear with two separate conservation areas-- Radlett (North) focused on the old village and Radlett (South) focused on Cobden Hill around the church and Loom Lane. Between the two are mostly 20th century parades and buildings with those on the east side generally of a much lower design quality. Some of these parades are set back from the road for parking with, on the east side, hardstandings replacing gardens at The Terrace.

4.1.21. Georgian and Arts & Crafts buildings predominate plus interwar Neo-Geo and more commercial/diluted Arts & Crafts traditions still predominating. The overall scale is generally ground plus two floors with the upper floor often contained within a roof slope.

4.1.22. There is little post-war construction evident on the main road. The station has been rebuilt and long thin commuter car parks are in place. The Tykes Water stream itself is not a prominent feature despite the many small bridges.

4.1.23. The valley setting together with the Green Belt restrictions mean that the setting and long views out are characterised by these, often wooded, slopes. The topography sloping down from west to east is still very evident with some buildings on the west side set high above the carriageway.

4.1.24. Cobden Hill is a continuation of central Radlett but the presence of more greenery and features such as the cemetery and buildings set back behind gardens and hedges mean that there is still some visual separation – in addition to the commercial – non-commercial differences.

Historical Development – Key Findings

Issue and Opportunities

- The Conservation Area appraisals for the two conservation areas are relatively recent and give a good account of the area's development. There are perhaps small boundary adjustments that could usefully include historic buildings such as the locally listed former post office.
- A fuller discussion of Radlett's local architectural identity and how it can be reinforced would help ensure design quality.
- Perhaps the single most detracting feature of Radlett and the greatest opportunity for enhancement are the large areas devoted to tarmac and parking south of the main crossroads. These detract from the conservation areas and their setting and to the overall character of Radlett. A focus on reducing unnecessary tarmac, relocating parking where reasonable and of greening would be a considerable benefit. The set-back parades on both sides of Watling Street at this point – south of the War Memorial creates a sense of enclosure that could be conceptualised loosely as a square that needs considering as a whole from building line to building line.
- Measures to enhance the greenery between the village and Cobden Hill would also help reinforce the identity of both. There are opportunities for this in locations such as the Theabold Street junction on the east side of Watling Street at the Village Institute.



Fig 13. The Terrace in 1945. The parking apron is already in place but the east side of Watling Street is softened by a grassy verge and trees.



Fig 14. Watling Street in 1960. The grassy verge has gone and there is double parking on the wide pavement.

- Along the commercial frontages of the village, there are issues with shopfront design and the control of advertisements which are detracting from the significance of the conservation area.
- Greater protections including the consideration of an Article 4 Direction to protect The Oakway parade should be seriously considered while the historic mews to its rear offers opportunities for sensitive adaptive re-use.
- Opportunities for infill within the conservation area are now few. They include the large site south of The Oakway and perhaps elements of the station car parks if parking could be provided at basement level. However, the green setting of Radlett also needs consideration and opportunities to improve the setting of the Tykes Water (also called The Brook) should not be frustrated by development.
- More broadly, it is important to recognise the importance of views and glimpses to Radlett's wooded sloping setting to its character. Any new development needs to be sensitive to this with low-rise the norm so that tree canopies always form the horizon. The characteristic steep roof forms and gable or Radlett offer lessons in how to accommodate additional floors.
- Even small backland developments that frustrate glimpses to this wider wooded setting have the potential to cause harm.



Fig 15. Aerial view of Radlett in 1932. The east and north as still dominated by fields but the linear high street and development to the west is well established.



Fig 16. The Oakway parade retains an enormous amount of fine detail that could benefit from increased protection.



Fig 17. The attractive mews to the rear is in a variable state but offers the opportunity for heritage-led enhancement either as conversion or offering a retail, food and beverage opportunity off the traffic-heavy main street.

4.2 Socio-Economics

Population Growth

Hertsmere is a growing borough, attractive for transport links into London and home to a large and growing number of families. Hertsmere’s population has grown in line with the national average – with Borehamwood and Bushey driving this growth

4.2.1. Since 2011, Hertsmere’s population growth has exceeded the national average and has increased by around 7,000 residents.

4.2.2. Bushey and Borehamwood have been the biggest drivers of growth, with their populations increasing by 14% and 12% respectively. The largest growth has been to the North of Borehamwood town centre.

4.2.3. Additionally, the area is also becoming more ethnically diverse, with a notable increase the Southeast Asian community in Hertsmere compared to 2011. The area is also home to significant Jewish communities; Jewish residents represent large proportions of the populations of Radlett (31.5%), Bushey (25.1%) and Borehamwood (19.7%), compared to just 0.5% of the population of England overall.

Fig 18. Indexed population change, 2011-2022, 2011=100

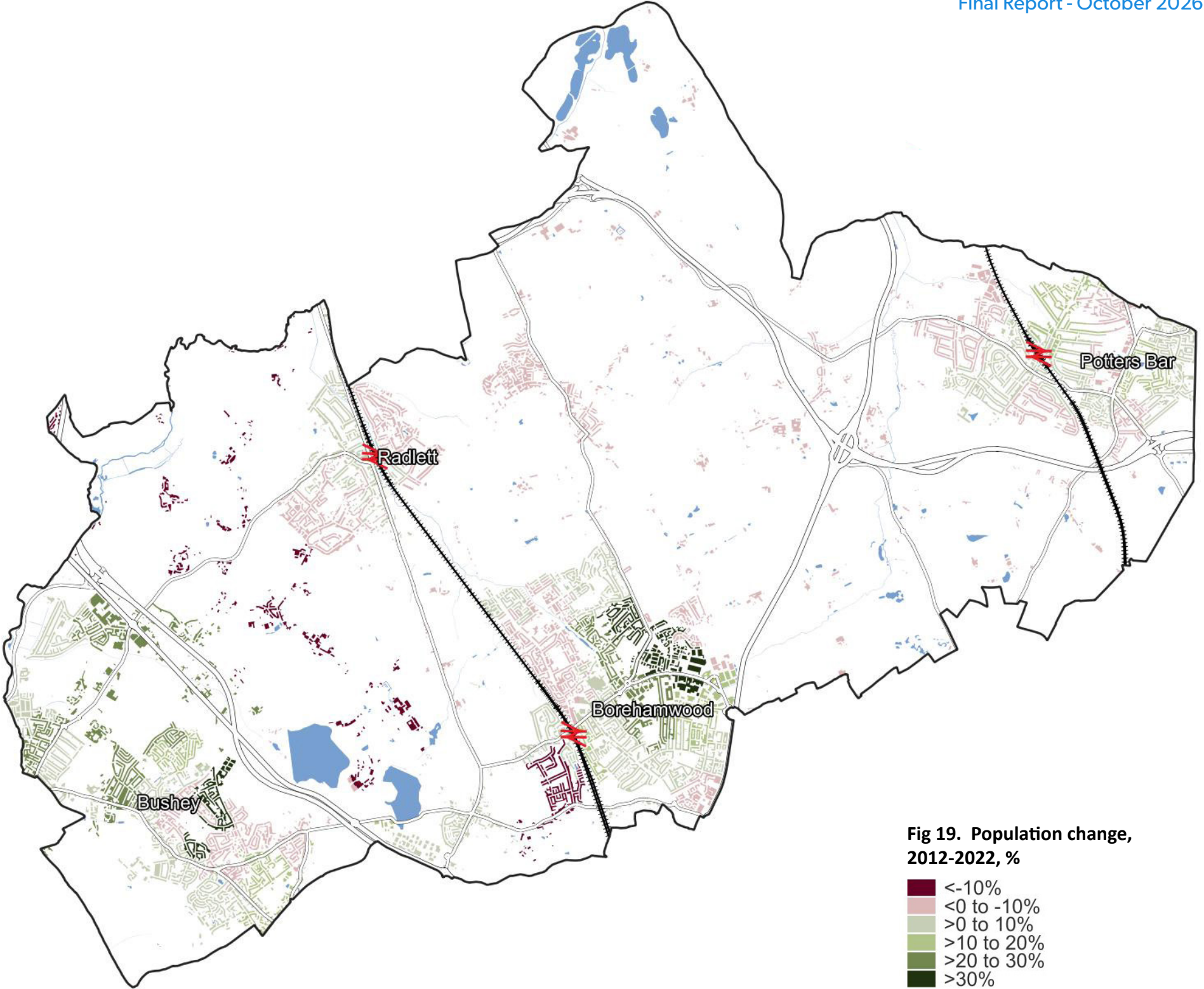
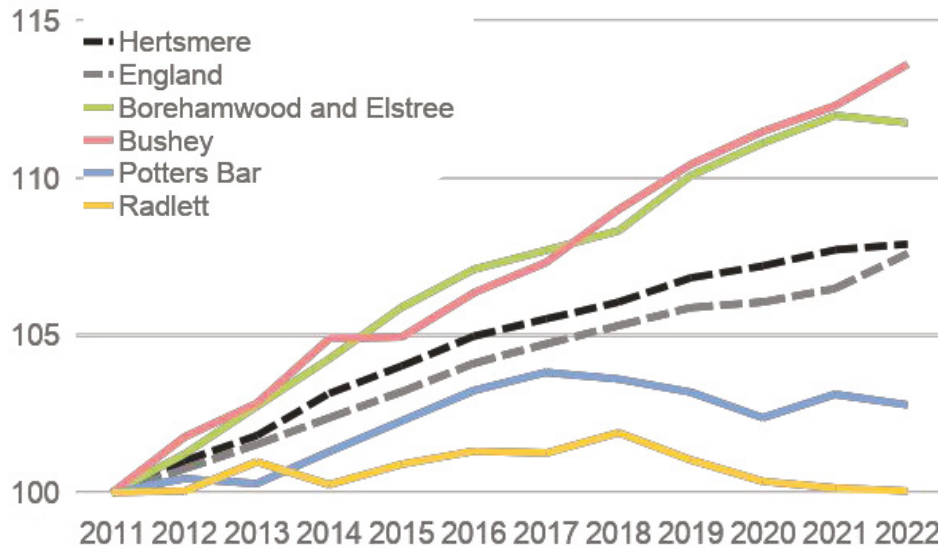
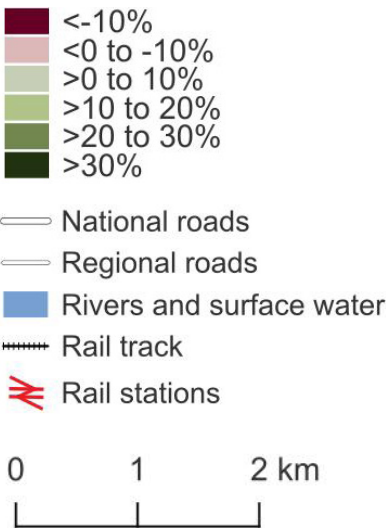


Fig 19. Population change, 2012-2022, %



Migration into Hertsmere

Many people are coming from north and west London Boroughs

4.2.4. The map below shows net internal migration to and from Hertsmere and other local authorities in England in 2023. This shows that Hertsmere has seen large net inflows from nearby London boroughs such as Barnet (627 net inflows), likely in search of more affordable property or lifestyle offered by areas outside of London.

4.2.5. Conversely, Hertsmere has seen large net outflows to places such as Welwyn Hatfield and St Albans, suggesting a pattern of migration from northern boroughs in London to Hertsmere, and from Hertsmere to nearby more rural areas further from London.

4.2.6. It is interesting that younger adults (25-49) are net inflows, whilst older adults (50-74) are typically net outflows, suggesting an interesting migration story of moving into Hertsmere to work/raise a family, and then moving further afield later in adulthood, once work and family commitments are less of a constraint.

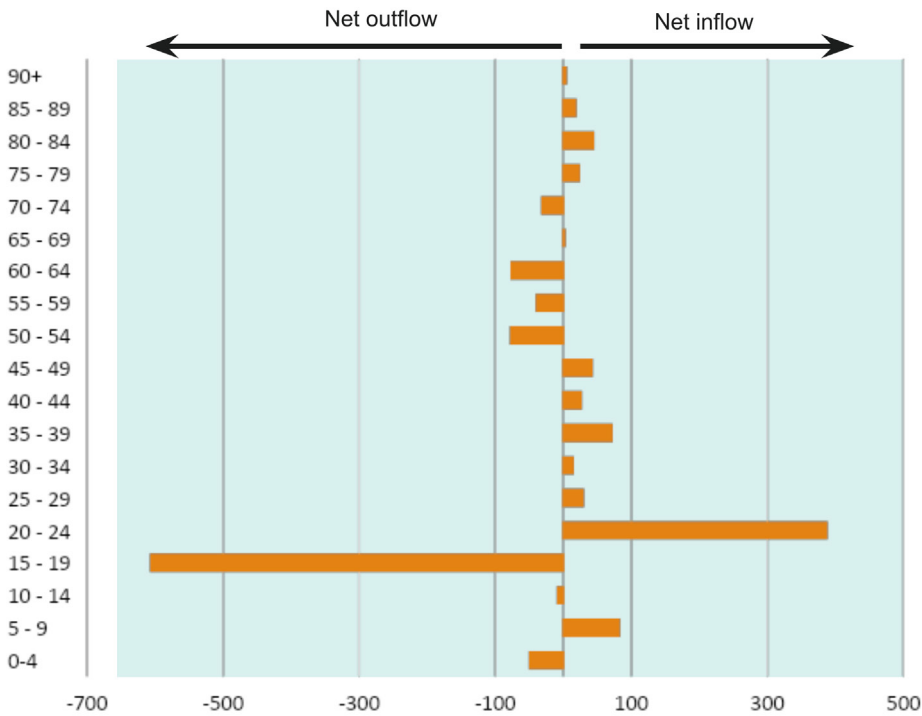
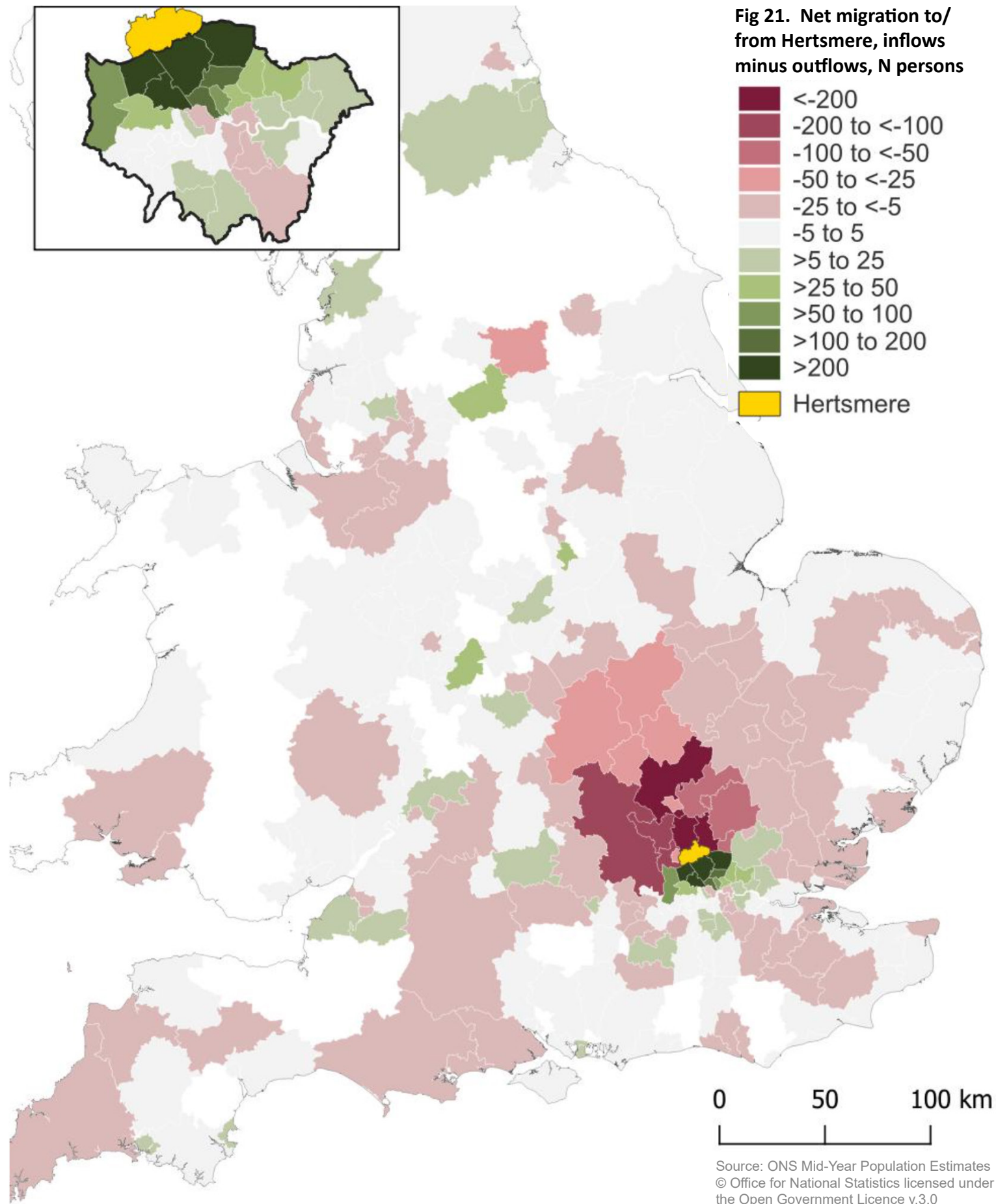


Fig 20. Internal migration inflows and outflows to/from Hertsmere by age, 2024



Source: ONS Mid-Year Population Estimates
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Occupation

Residents are increasingly working in higher level occupations, potentially reflecting the ‘pull’ of Hertsmere.

4.2.7. Over the last ten years there has been a big shift in the types of occupation residents, with big declines in typically lower value manufacturing, retail, and customer service-based employment.

4.2.8. Conversely, there has been a notable increase in higher skill professional-based employment. Borehamwood and Bushey have seen the biggest increases in higher value occupations in the last decade.

4.2.9. This suggests that the nature of the workforce in Hertsmere is being affected, potentially by its proximity to London, as more residents from typically office-based professions now live in the district.

Occupation	Hertsmere	Hertsmere Change (2011-21)	Borehamwood	Bushey	Potters Bar	Radlett
Managers, directors and senior officials	17%	+7%	15%	21%	16%	26%
Professional	23%	+35%	21%	25%	23%	30%
Associate professional and technical	14%	+27%	14%	14%	14%	14%
Administrative and secretarial	11%	+4%	11%	11%	12%	10%
Skilled trades	9%	-15%	10%	7%	10%	4%
Caring, leisure and other services	8%	-3%	9%	8%	8%	6%
Sales and customer service	6%	-4%	6%	5%	6%	4%
Process, plant and machine operatives	5%	-14%	6%	4%	5%	3%
Elementary occupations	7%	-2%	9%	5%	7%	4%

Table 3. Proportion of residents by occupation, 2021 and change across borough, 2011 – 2021
Source: 2021 Census © Office for National Statistics licensed under the Open Government Licence v.3.0

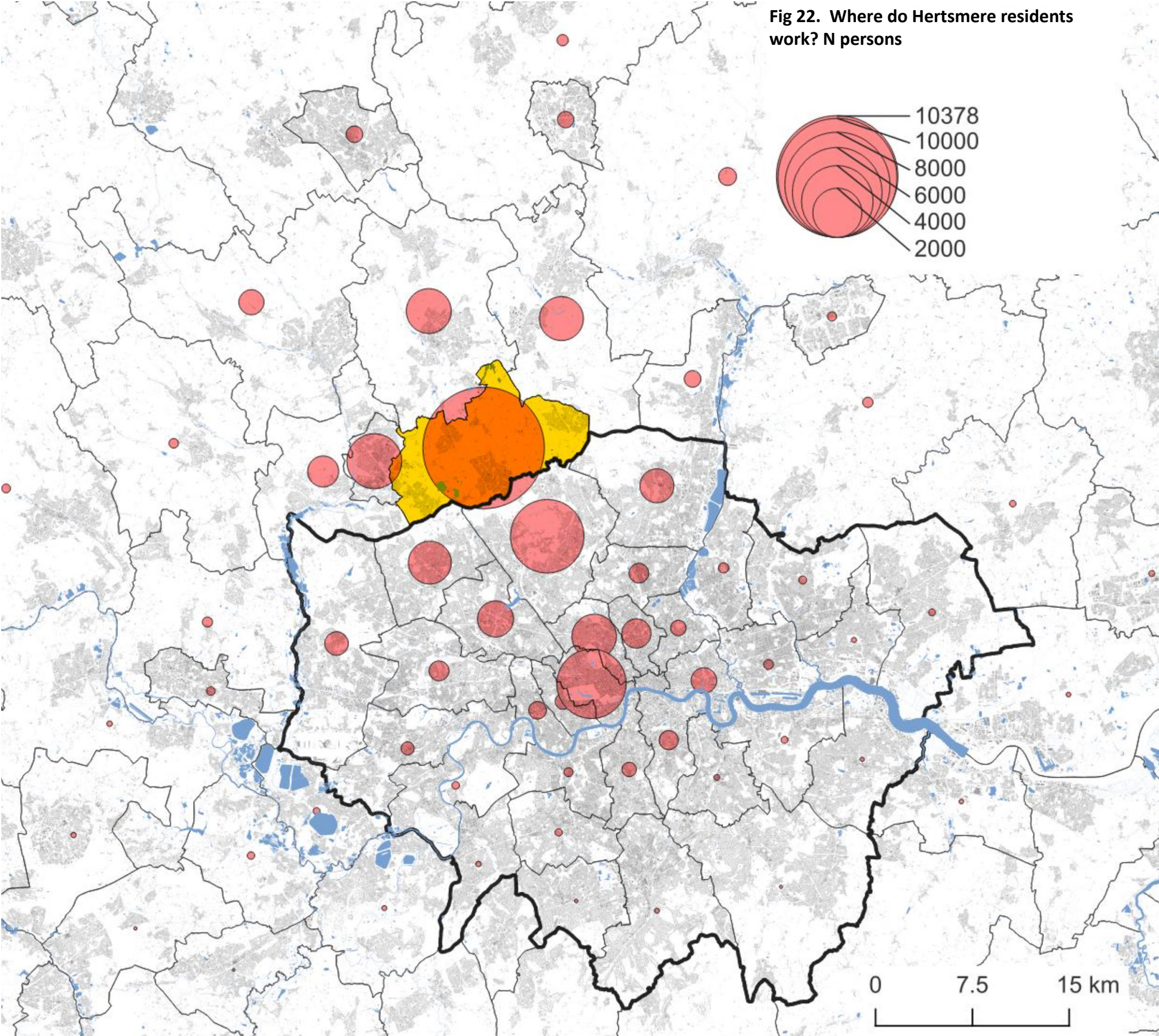
Work Location

A large proportion of Hertsmere residents work outside of the borough, with relatively high earnings to reflect this.

4.2.10. In the 2011 Census, 73.1% of Hertsmere’s working residents were employed outside the borough, with 45% of these working in London. This is consistent with Hertsmere’s reputation as a commuter borough.

4.2.11. Many of the London jobs are located in northern and central London boroughs, with residents undoubtedly attracted to good transport links with central London and surrounding boroughs.

4.2.12. This high propensity to work in London is reflected in high incomes; gross median weekly earnings in Hertsmere are £818.70, compared to £763.50 regionally and £732 in England. This is enough to outstrip 7 outer London boroughs.



Source: 2011 Census © Office for National Statistics licensed under the Open Government Licence v.3.0

Age Structure

The towns of Hertsmere have divergent demographic compositions.

4.2.13. As a borough, Hertsmere has fewer retirement-age residents than the England average, but this differs across the different settlements.

4.2.14. Borehamwood appears to be home to many younger families, with Radlett home to older families. This may be reflective of the different profiles of the town. Similarly, Potters Bar has a significant share of retirement-age population, potentially indicating the presence of retirement communities.

Fig 23. Borehamwood age distribution

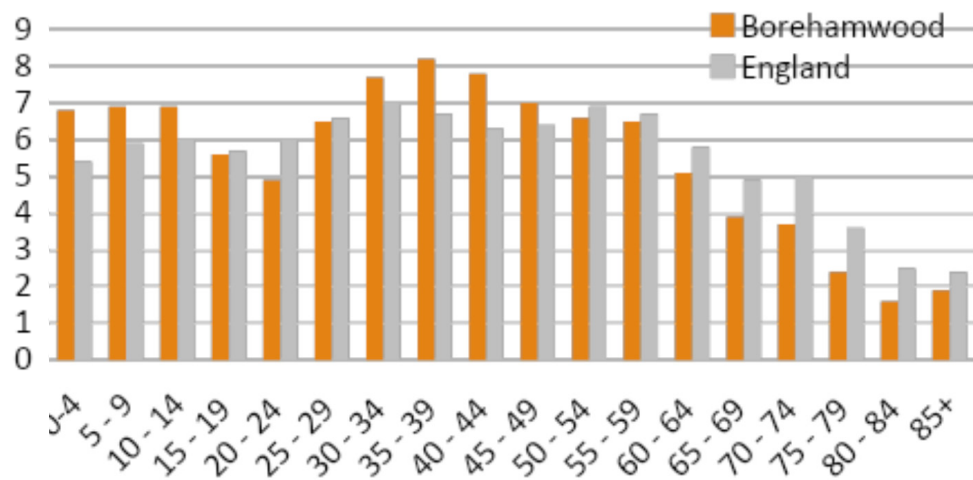


Fig 24. Potters Bar age distribution

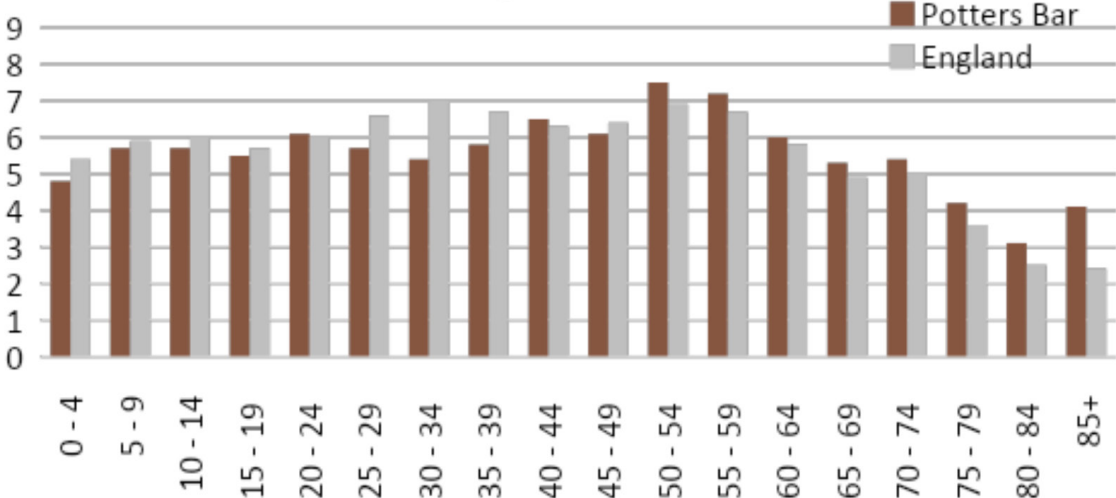


Fig 25. Bushey age distribution

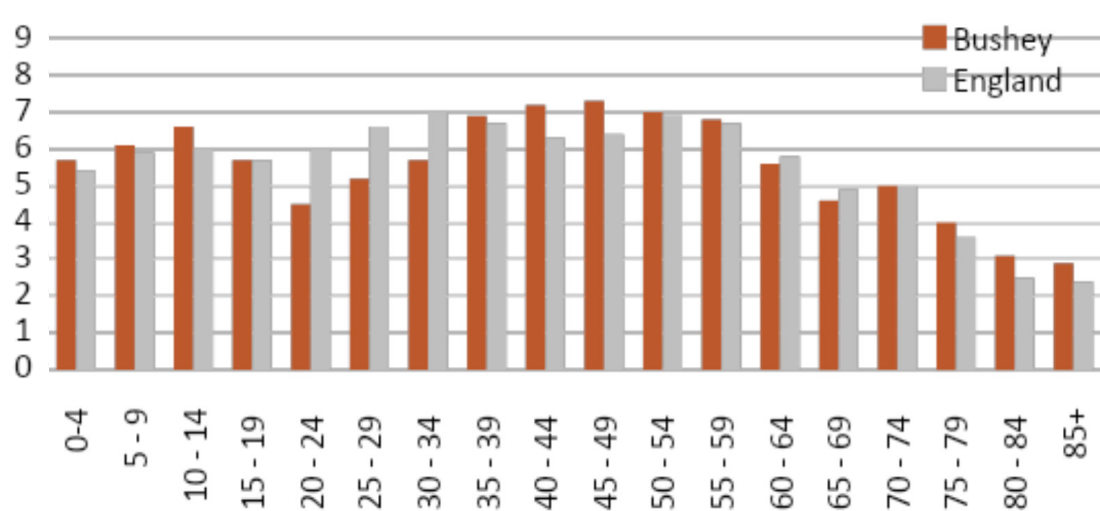
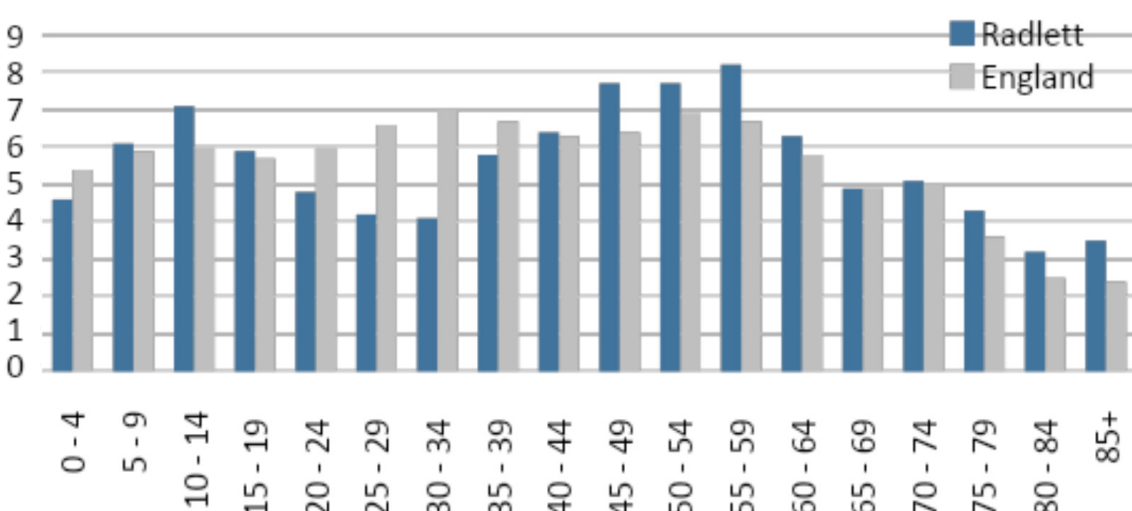


Fig 26. Radlett age distribution



Source: ONS Mid-Year Population Estimates © Office for National Statistics licensed under the Open Government Licence v.3.0

Families

Hertsmere appears to have attracted a growing number of families in the last decade.

4.2.15. There are over 1,000 new families with dependent children in Hertsmere since 2011, with over 60% of these choosing to live in Borehamwood, reflecting the lower house prices in this area compared to other towns such as Radlett.

4.2.16. A third of Hertsmere’s households have dependent children – significantly above the England (28%) and regional (29%) averages. This may speak to the character of Hertsmere as an attractive proposition for London-working professionals looking for space and affordability but with a shorter commute to effectively balance work-life commitments.

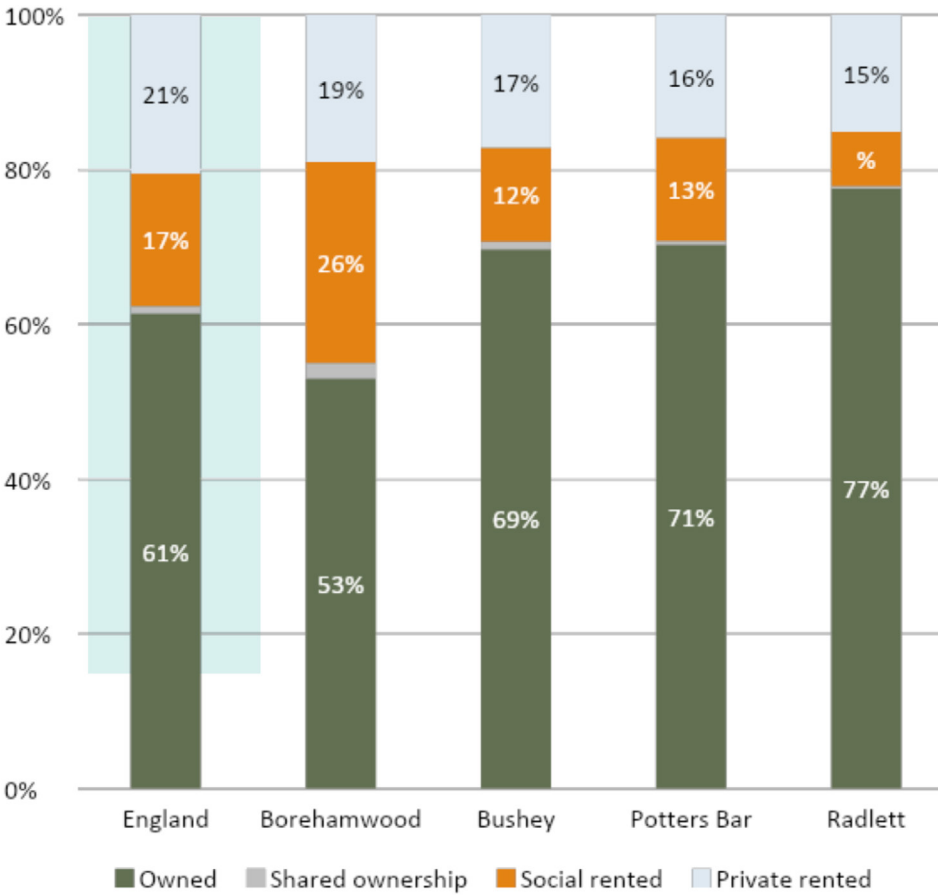
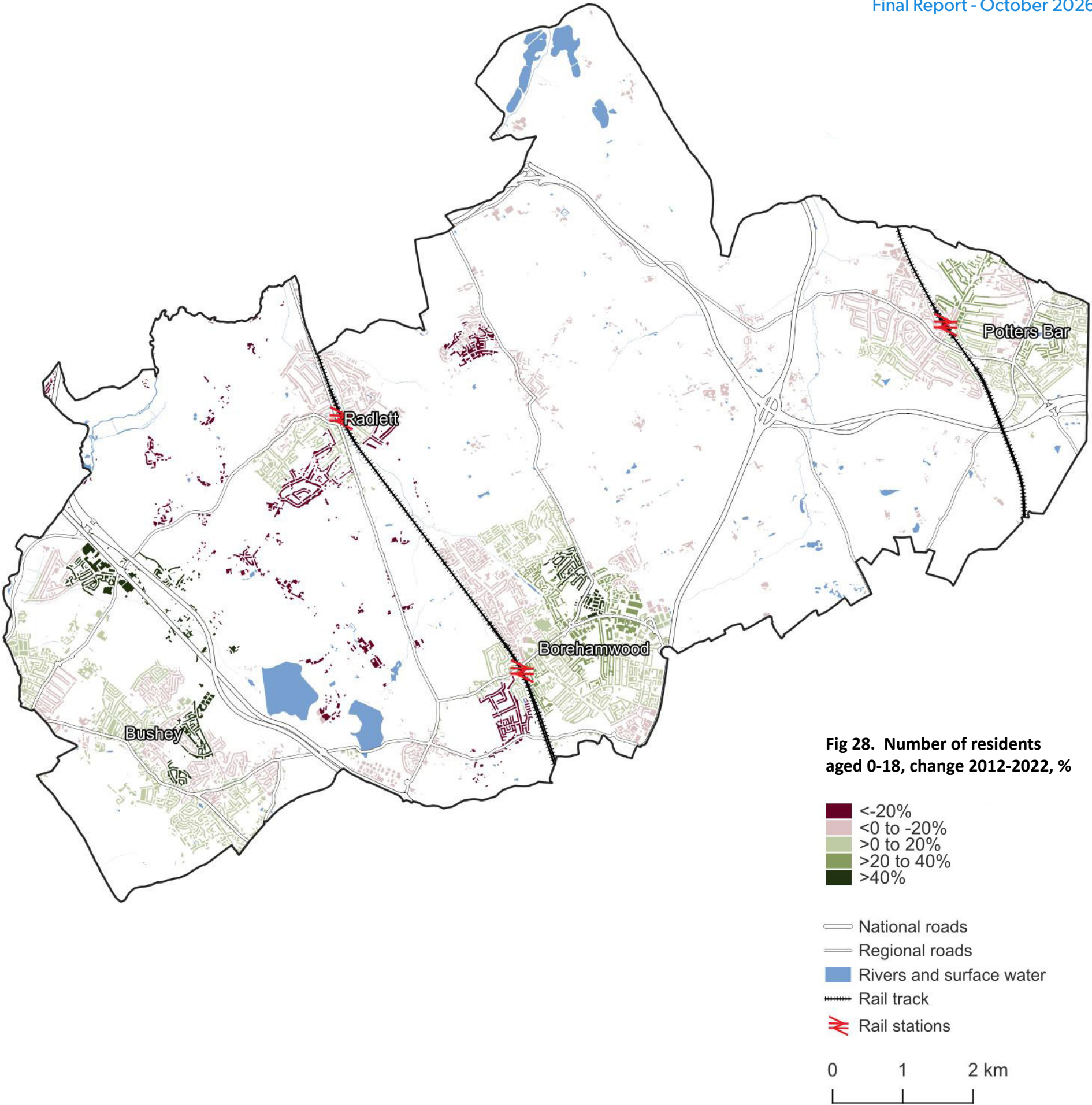


Fig 27. Tenure profile of the four towns, 2021



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Retired Population

Bushey, Potters Bar and Radlett are all home to an above average retired population

4.2.17. Like the national and regional averages, Hertsmere has an ageing population. All towns except for Borehamwood experienced growth in their over 65 population above national and regional averages.

4.2.18. As a result, in Bushey, Potters Bar and Radlett, over 1 in 5 residents are of retirement age. Conversely, Borehamwood is home to a considerably younger population, where the average age is 3.7 years younger than the Hertsmere average.

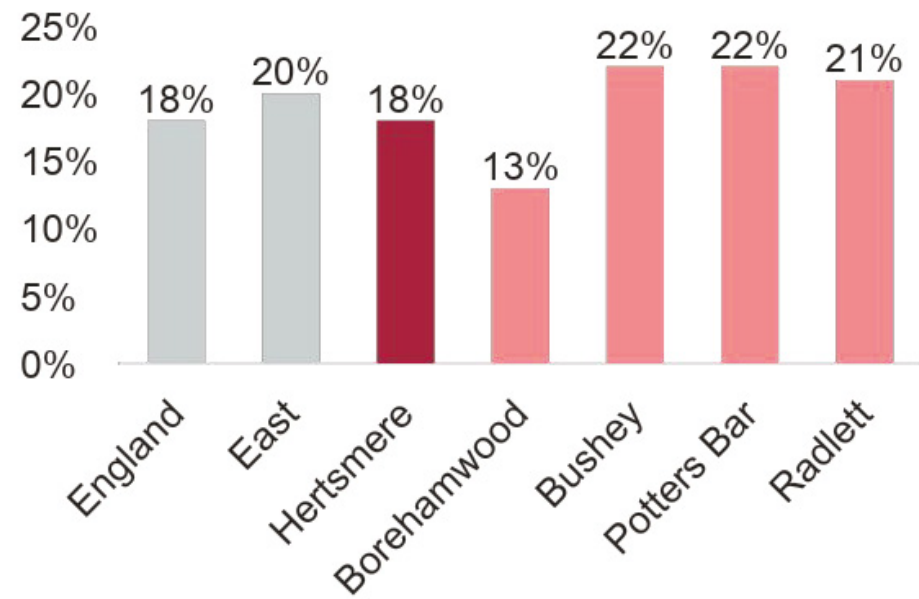


Fig 30. Proportion of residents aged 65+, 2021

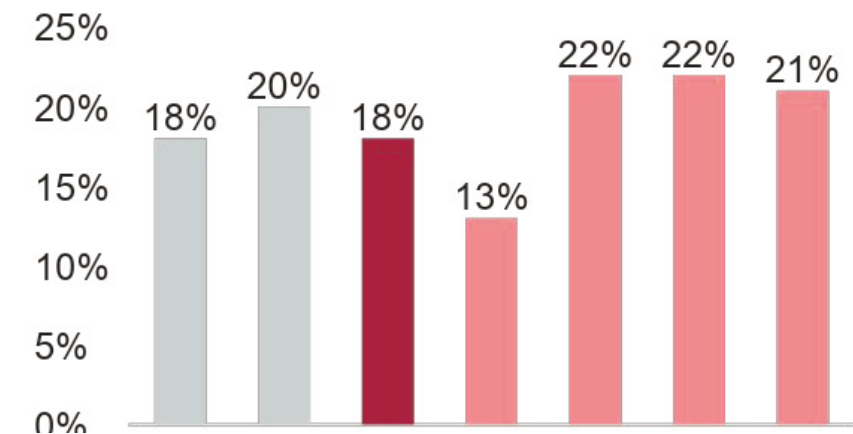


Fig 31. Percentage change in 65+ residents between 2011-2021

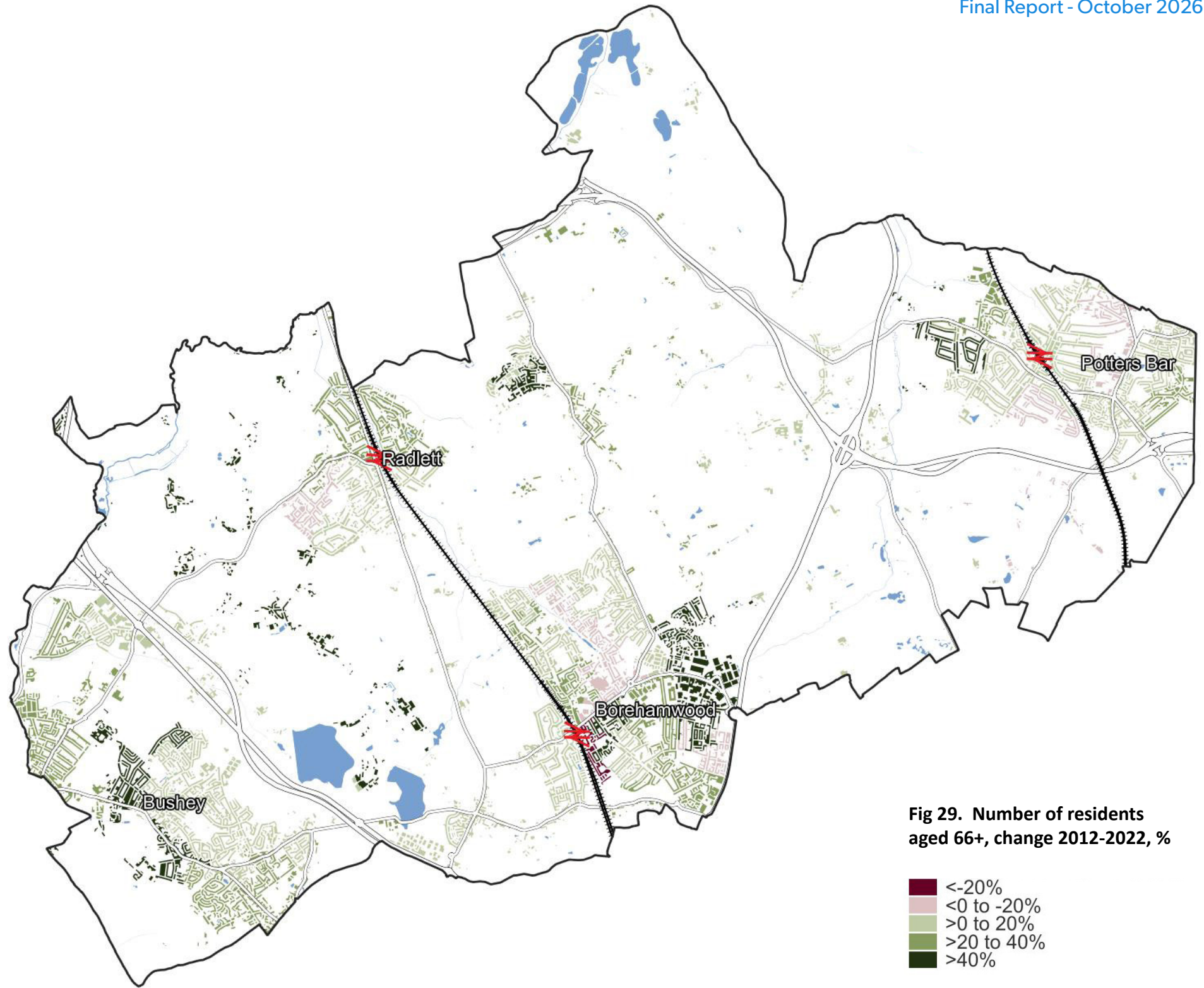
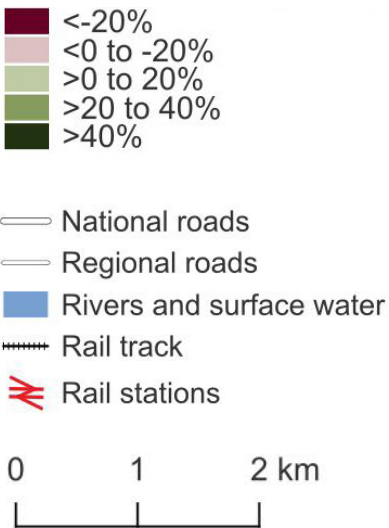


Fig 29. Number of residents aged 66+, change 2012-2022, %



Source: 2021 Census © Office for National Statistics licensed under the Open Government Licence v.3.0

Home Ownership

The towns’ ageing population is mirrored by high rates of home ownership

4.2.19. These demographic trends are contributing to significant variation in tenure patterns. While the vast majority of residents in Bushey, Potters Bar and Radlett are owner occupiers, just over half (53%) of residents in Borehamwood own their own home.

4.2.20. Across all towns, rates of homeownership have fallen in the last ten years. Like many urban centres nationally, there has been a big increase in the number of people who are renting from a private landlord. Borehamwood has seen the biggest increase in private renters. Just under 1 in 5 (19%) rent privately, up by 6% on 2011 levels.

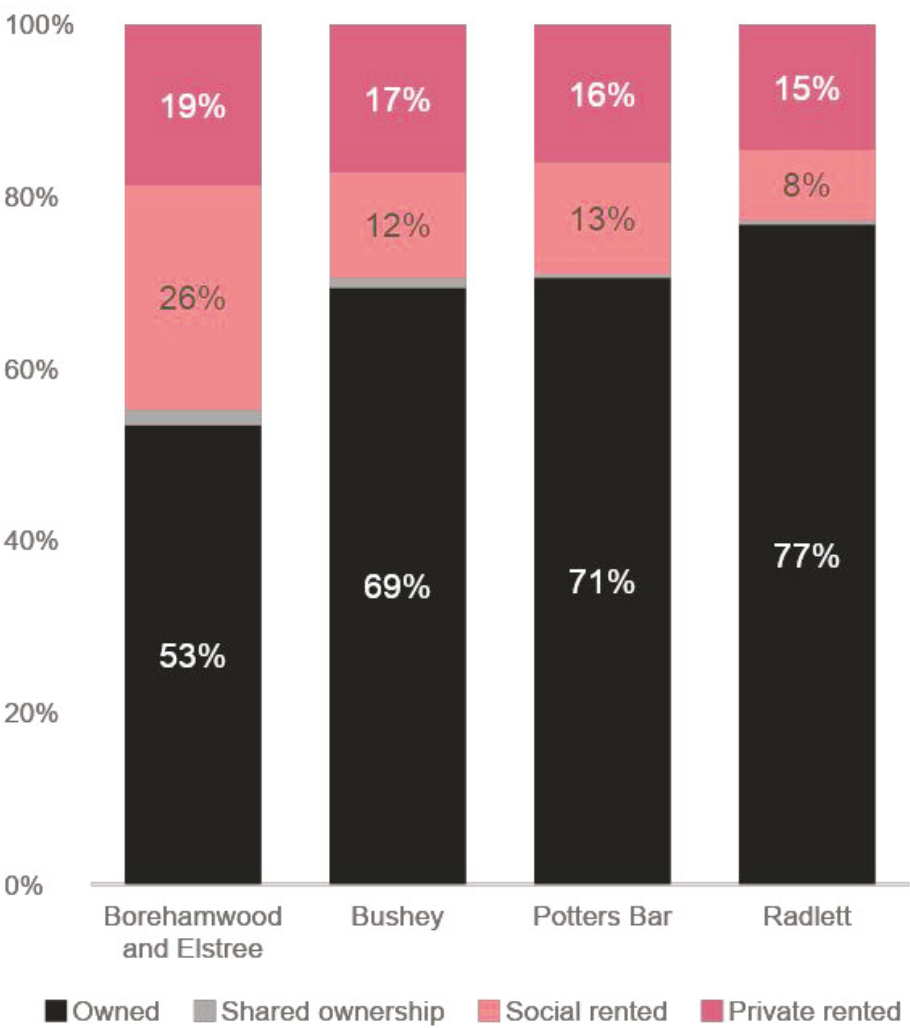
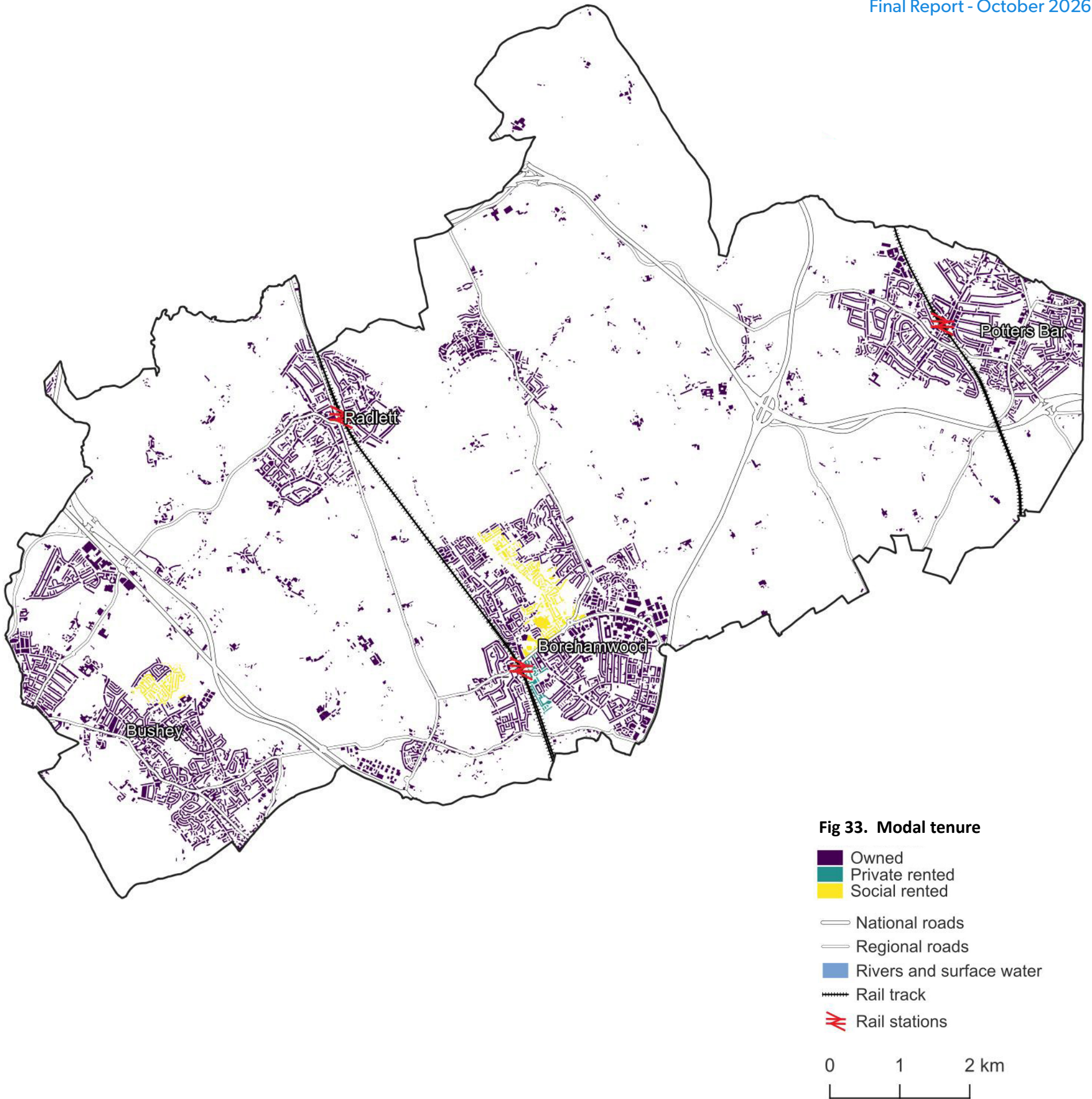


Fig 32. Tenure profile of the four towns, 2021



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Economic Inactivity

Hertsmere has high economic activity rates, but these have dropped in recent years due to a growing retired population

4.2.21. Hertsmere has high rates of economic activity compared to the national and East of England average, suggesting a high proportion of working age population and relatively lower long-term health issues.

4.2.22. However, across all towns, the proportion of people who are economically inactive has increased. In Potters Bar, the proportion of economically active residents fell by 12% in the last ten years, likely related to an aging population that isn't necessarily unique to Hertsmere.

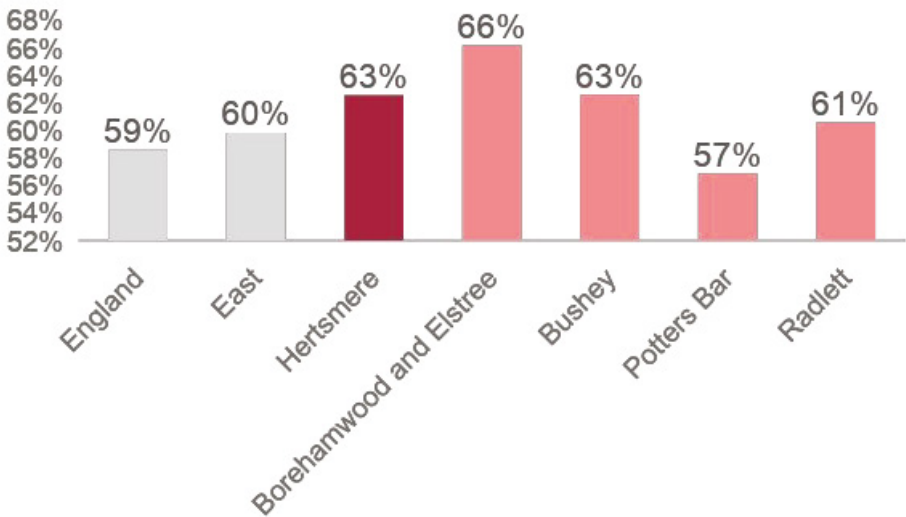
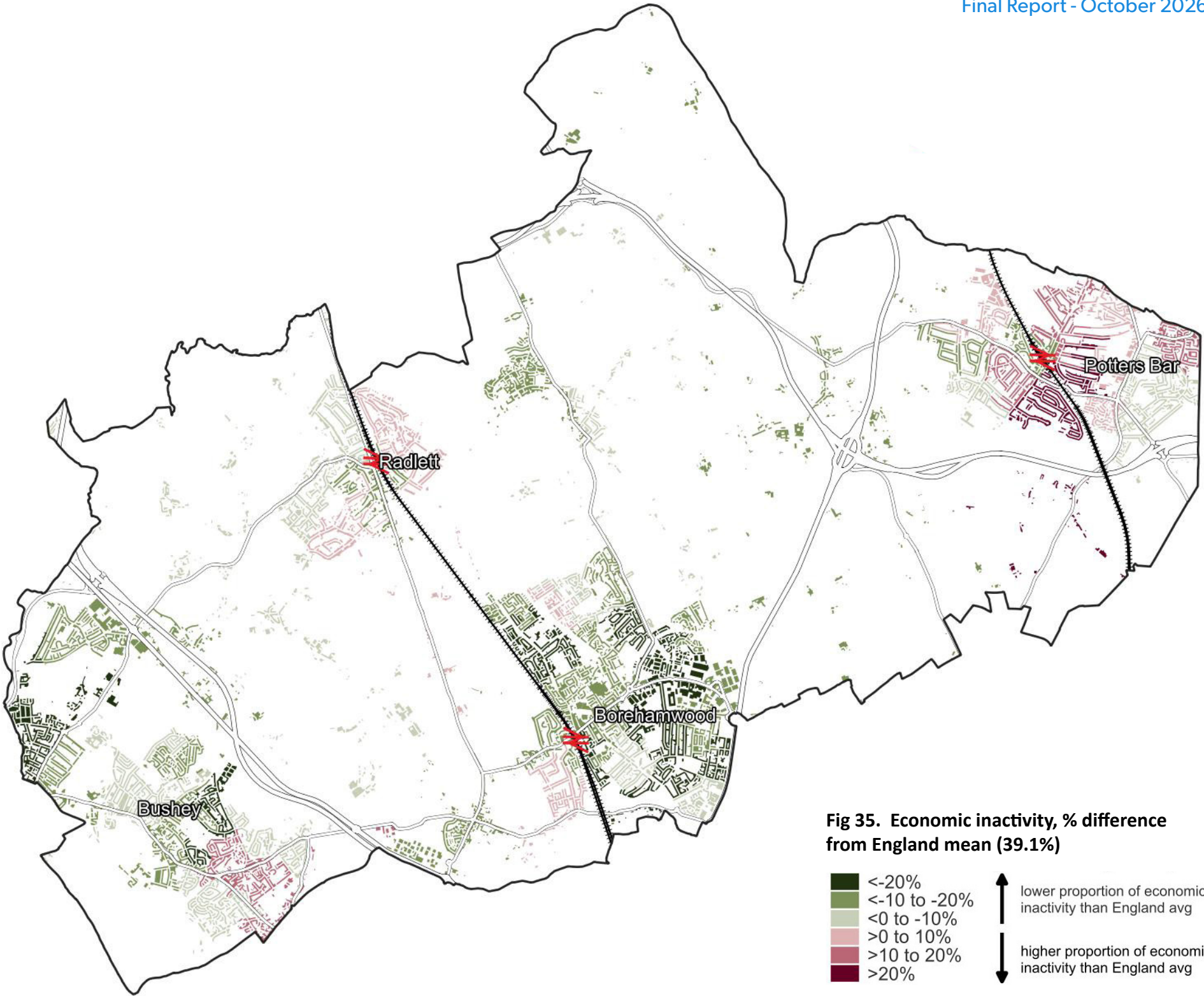


Fig 34. % of residents who are economically active, 2021

Reasons	Hertsmere	Borehamwood	Bushey	Potters Bar	Radlett
Retired	54%	45%	59%	60%	59%
Student	15%	16%	14%	16%	15%
Looking after family home	13%	16%	13%	10%	16%
Long-term sick	8%	12%	7%	7%	4%
Other	8%	11%	8%	7%	7%

Table 4. Reasons for economic inactivity, 2021



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Index of Multiple Deprivation

Pockets of deprivation suggest a role for targeted support in the areas most at need.

4.2.23. Generally, Hertsmere is a relatively affluent area, with many neighbourhoods belonging to the least deprived deciles in the country, although there is meaningful disparity between and within different towns and settlements in the district.

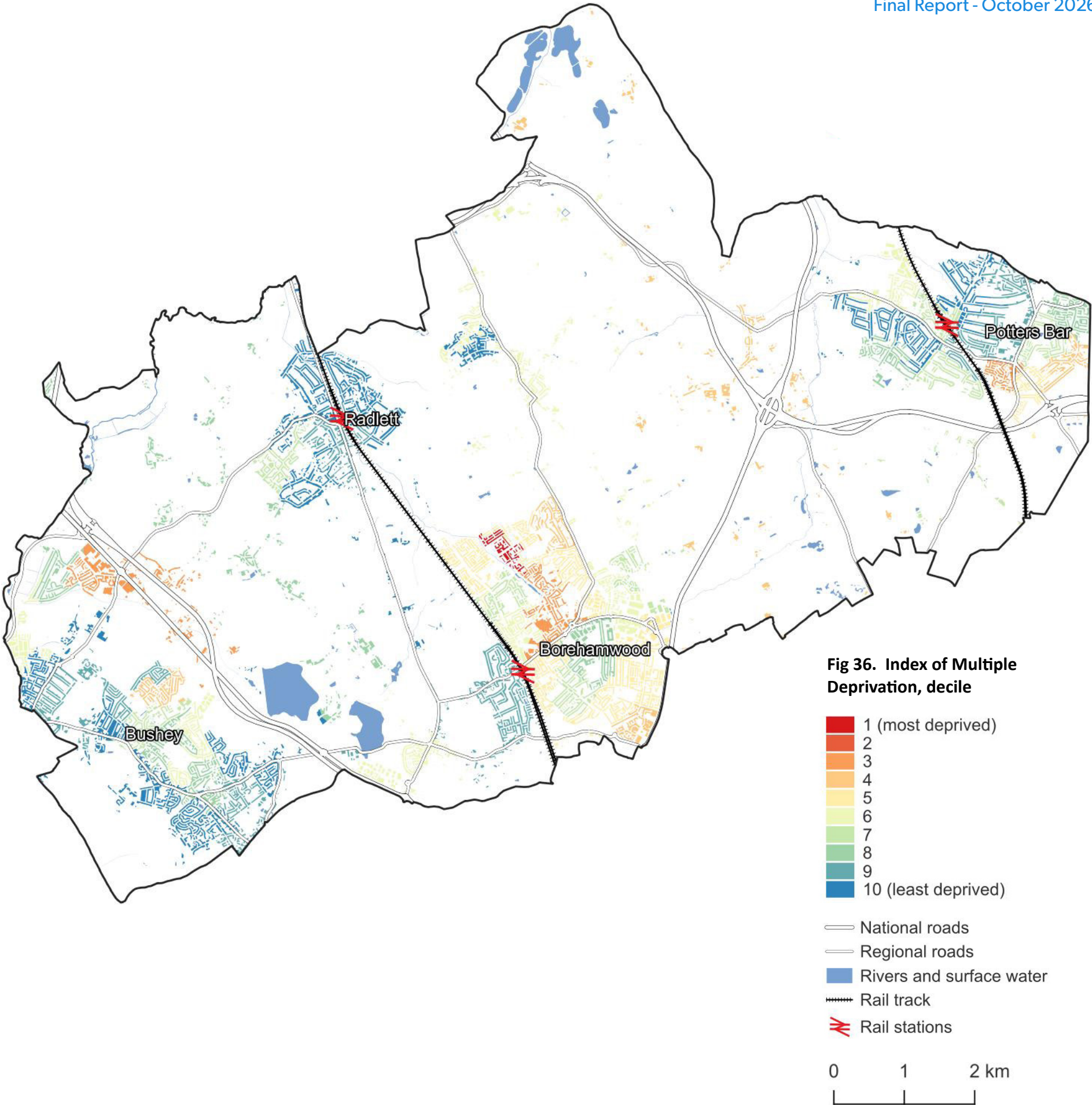
4.2.24. Most neighbourhoods in Radlett belong to deciles 9 and 10, with low deprivation and likely affluence, which could be tied to its reputation as a desirable residential area with good access to amenities and transport links.

4.2.25. The picture in Borehamwood is more mixed, as it features neighbourhoods exhibiting varied deprivation, reflecting diverse socioeconomic conditions.

4.2.26. Bushey spans mid to high deciles, suggesting a generally well-off area with minimal severe deprivation, particularly in the southern and western sections of the town, with some more deprived areas in the north.

4.2.27. Potters Bar contains less deprived neighbourhoods, centred around the train station with more deprived neighbourhoods in the suburbs.

4.2.28. This is related to specific components including health, crime and access to skills, offering a chance for future development and the placement of social infrastructure to be targeted to address the areas where deprivation is highest in the borough.



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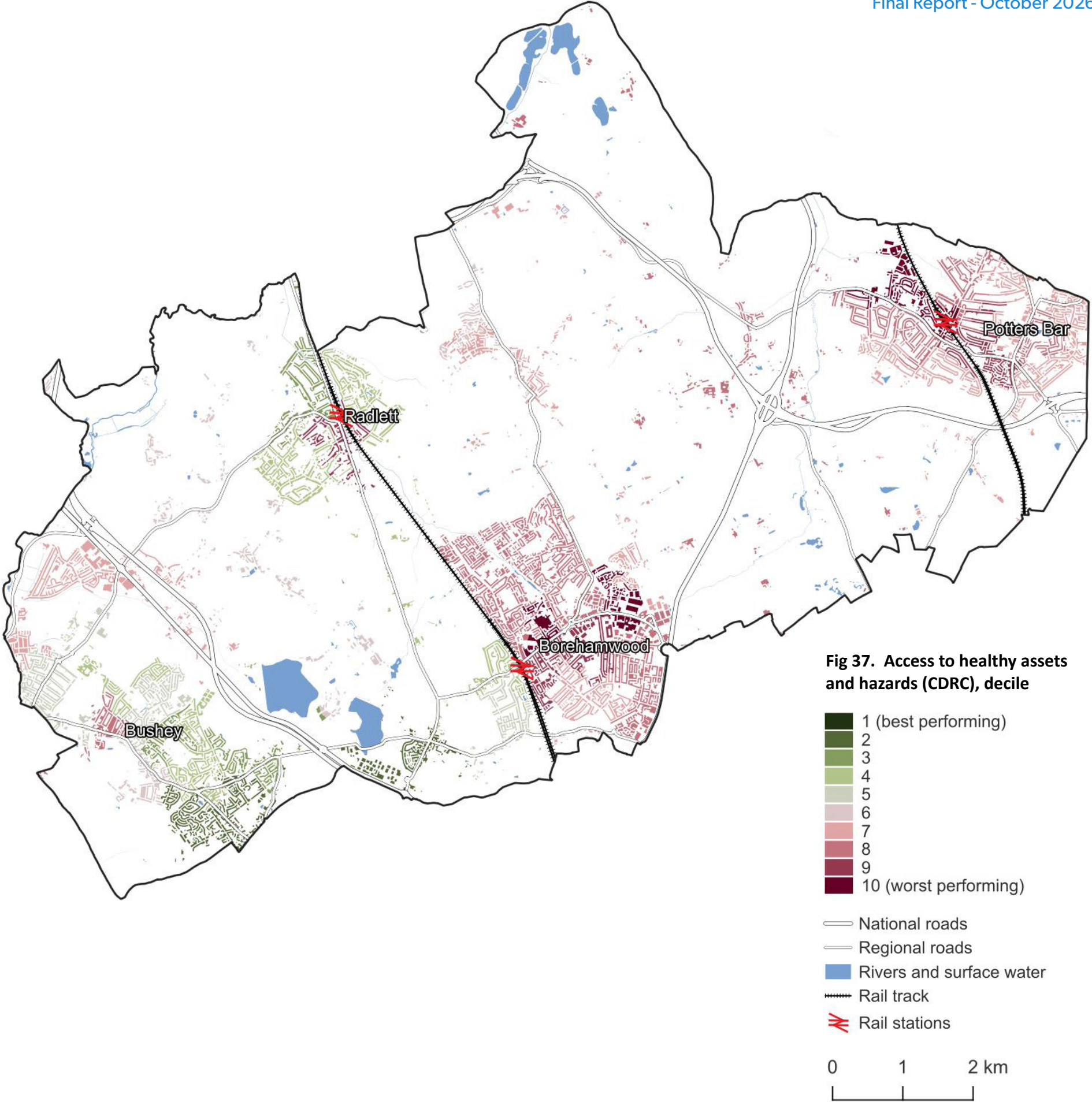
Health

Health challenges in Borehamwood could be being exacerbated by the local built environment

4.2.29. The previous section showed how Borehamwood has a relatively high proportion of residents who are economically inactive due to long-term sickness and disability. There is evidence to suggest that the built environment is not supporting healthy lifestyles in all of Hertsmere’s towns.

4.2.30. The AHAH (Access to Healthy Assets and Hazards) score is a measure designed to assess the health impact of an area’s environment by evaluating access to health-promoting assets (e.g. healthcare facilities, parks, and green spaces) and exposure to health hazards (e.g., air pollution or poor housing conditions). It combines various indicators, such as drive-time to health services, air quality levels, and green space availability, to provide a comprehensive index of how these factors influence public health across different geographic areas.

4.2.31. This appears to be more settlement-dependent in the case of Hertsmere. Borehamwood and Potters Bar appear overall in worse performing deciles compared the national average, while most of Bushey and Radlett appear to score well.



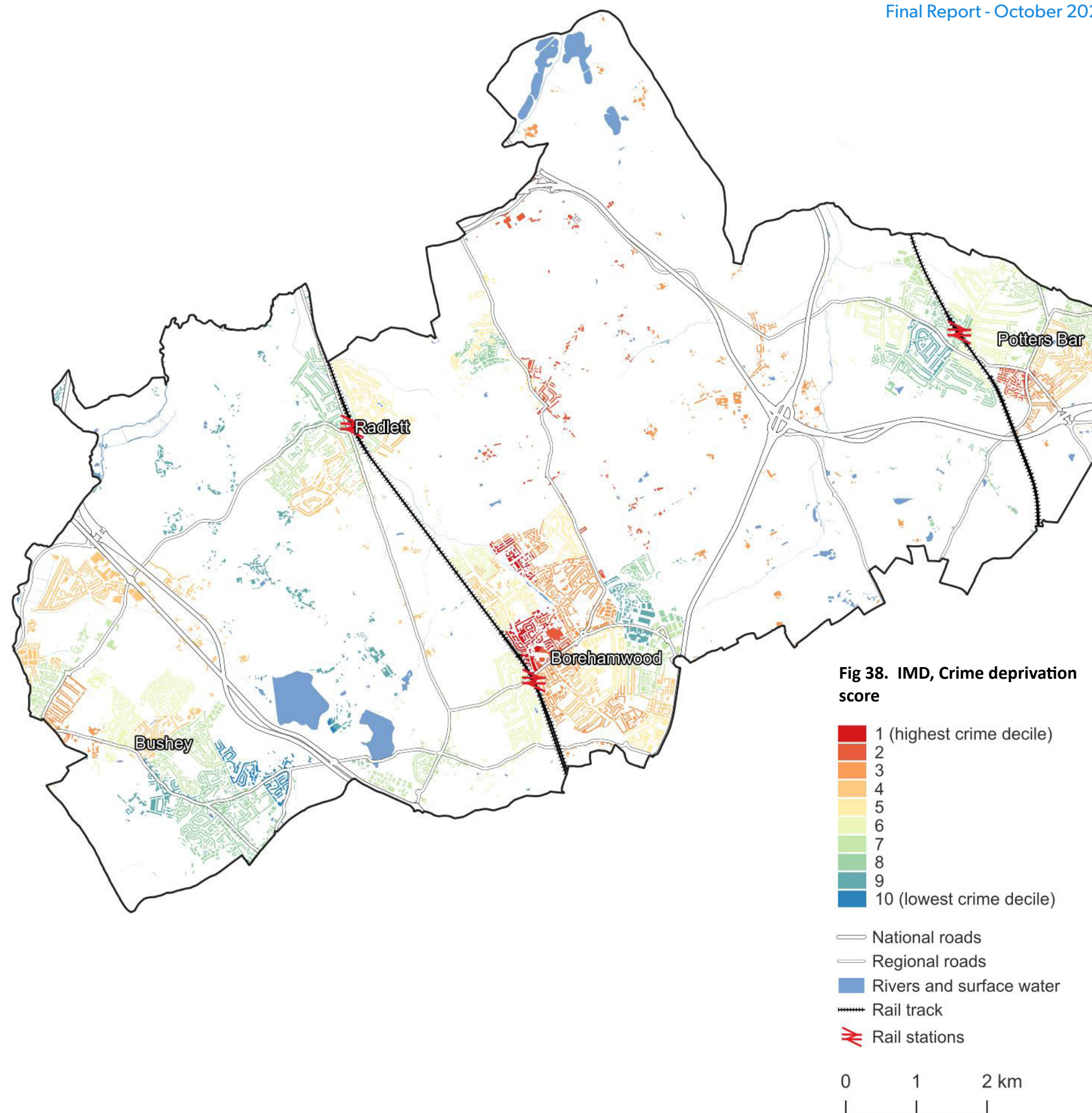
Source: AHAH, GeoDS © The data for this research have been provided by the Geographic Data Service (geods.ac.uk), a Smart Data Research UK Investment: ES/Z504464/1.

Crime

Pockets of crime deprivation in Borehamwood and Potters Bar

4.2.32. While overall deprivation is low across the borough, several neighbourhoods experience high levels of crime deprivation.

4.2.33. Neighbourhoods including the south of Potters Bar and adjacent to Borehamwood station are amongst the most deprived in the country for the crime domain of the IMD.



Source: ONS, IMD (2019) © Office for National Statistics licensed under the Open Government Licence v.3.0

Local Crime

Overview

4.2.34. The study area within the Radlett settlement boundary is comprised of the areas with mid-level crime deprivation areas, as seen on the previous page. In the last year, there were 43 reported crimes per 1000 persons (calculated within half a mile radius from Radlett Station), which is significantly lower than Hertsmere and England average.

Local Crime Patterns

4.2.35. We then perform further analysis to identify which streets are most affected by crime, using the data from Jan 2024 to Jan 2025. “Hot” streets were mapped: street segments showing higher relative concentrations of criminal offences (darker colours on the map). Neighbouring street sections’ concentrations were taken into account when identifying the crime concentration.

4.2.36. The analysis output provided crime density per street segment, and the results were normalised from 0-1 within the settlement boundary, i.e. applied a score, where 0 is the street segment with the lowest crime density, and 1 is the one with the highest. This way, the concentration level shown is relative and comparable to the other areas in the same settlement. We have identified four distinct types of streets: streets with minimal crime concentration (“safe” streets), and those with low, medium and high relative crime concentrations.

Method is based on:

- Wu, Y., & Li, Y. (2022). “Hot street” of crime detection in London borough and lockdown impacts. Geo-Spatial Information Science, 26(4), 716–732. <https://doi.org/10.1080/10095020.2022.2088302>
- Tompson, Lisa & Partridge, H & Shepherd, N. (2009). Hot Routes: Developing a New Technique for the Spatial Analysis of Crime. Crime Mapping: A Journal of Research and Practice. 1. 2009.

Fig 39. Crime “Hot Streets” map, showing concentration of criminal offences along the street network

Key:

Crime concentration
(euclidian KDE normalised 0-1)

Safe streets

Low crime concentration

Medium crime concentration

High crime concentration

Reported crime locations
(Jan 2024-Jan 2025)

Hertsmere Boundary boundary

Radlett settlement boundary

Crime data January 2024 – January 2025 © National Policing Digital Services (via data.police.uk), licensed under OGL v3.0. Some data has been adapted. © Copyright and database rights 2025 Ordnance Survey OS EUL 100017428. Unless you are a member of the Public Sector Geospatial Agreement you are only permitted to use this data solely to enable you to respond to or interact with Hertsmere Borough Council. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form. If you have any questions concerning use of this map/data please contact GIS. Hertsmere@hertsmere.gov.uk

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4.2.37. It is worth mentioning that Radlett has a low crime rate compared to the average areas in England and Wales, making it a safe place to live.

4.2.38. Among all reported crimes, violence (32.8%), antisocial behaviour (18.5%), and property offences (38.2%, particularly vehicle-related) are the most common types of incidents in Radlett. Although the map provides a detailed breakdown of crime types, it is worth noting that drug- and weapon-related offences remain very low in the area.

4.2.39. As shown in Fig 39, most crimes occurred in a small area near the village centre, around the station. A few incidents were also reported in a couple of cul-de-sacs at the village’s southeast corner.

4.2.40. From the breakdown maps, the pattern for most crime types also reflects similar areas.

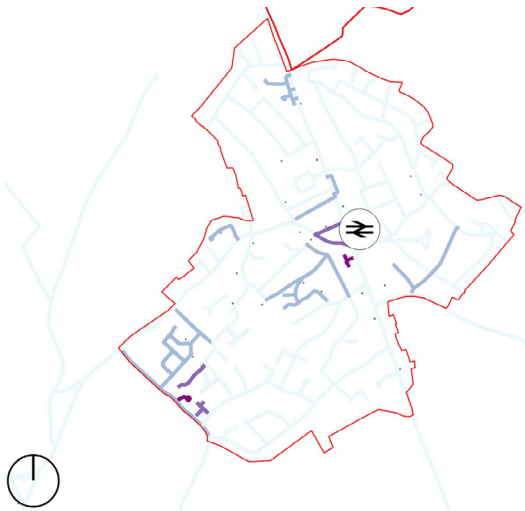


Fig 40. Offence type: violent crimes

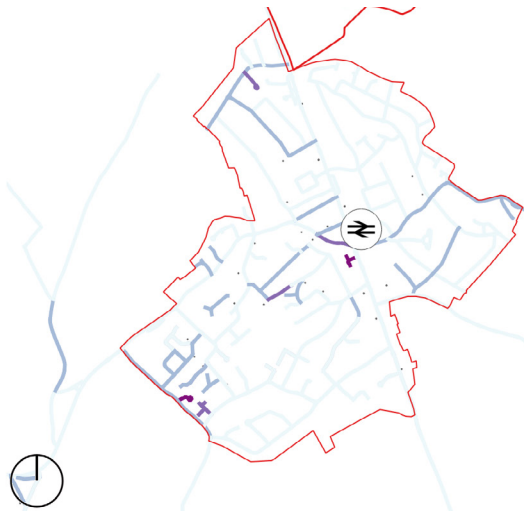


Fig 41. Offence type: anti-social behaviour

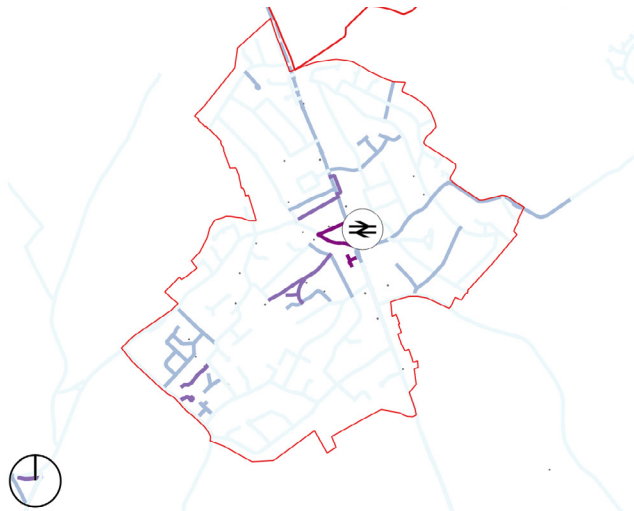


Fig 42. Offence type: public order

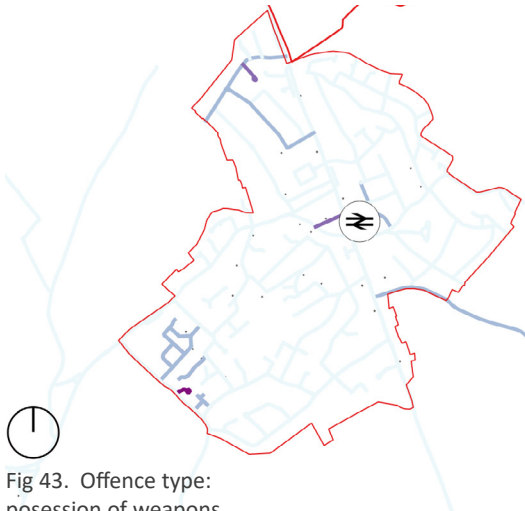


Fig 43. Offence type: possession of weapons

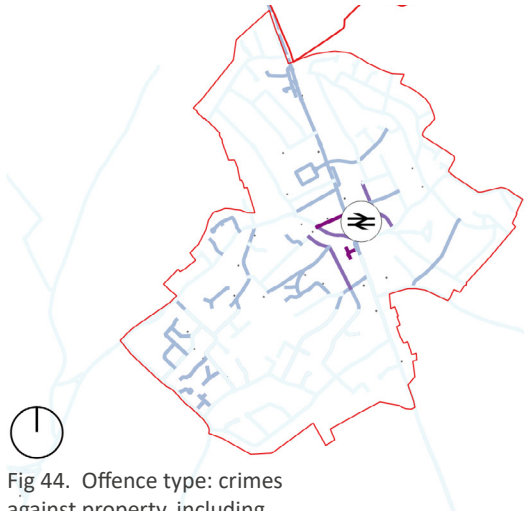
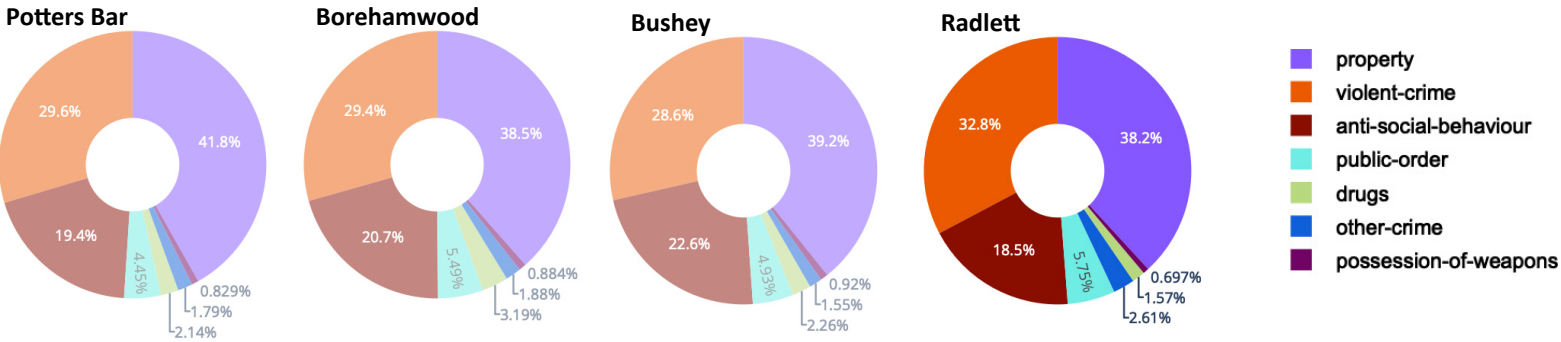


Fig 44. Offence type: crimes against property, including theft and damage



Fig 45. Offence type: drug offences

Fig 46. Prevalent types of criminal offences in Potters Bar, compared to other key settlements



Crime data January 2024 – January 2025 © National Policing Digital Services (via data.police.uk), licensed under OGL v3.0. Some data has been adapted. © Copyright and database rights 2025 Ordnance Survey OS EUL 100017428. Unless you are a member of the Public Sector Geospatial Agreement you are only permitted to use this data solely to enable you to respond to or interact with Hertsmere Borough Council. You are not permitted to copy, sub-license, distribute or sell any of this data to third parties in any form. If you have any questions concerning use of this map/data please contact GIS. Hertsmere@hertsmere.gov.uk

Education and Skills

Some concentrated challenges around access to education, skills and training

4.2.41. Many areas in Hertsmere perform strongly in the education, skills, and training deprivation domain, with most neighbourhoods falling into the higher deciles, indicating lower deprivation. However, again, Borehamwood stands out with several neighbourhoods in the lower deciles (1-4), particularly in its central and eastern areas, reflecting higher education and skills deprivation.

4.2.42. Similarly, some neighbourhoods to the north of Bushey and parts of Potters Bar also show moderate deprivation, contrasting with the overall district trend.

4.2.43. While education deprivation is not a pervasive issue across the entire district, the variation between towns potentially highlights a need for targeted educational support

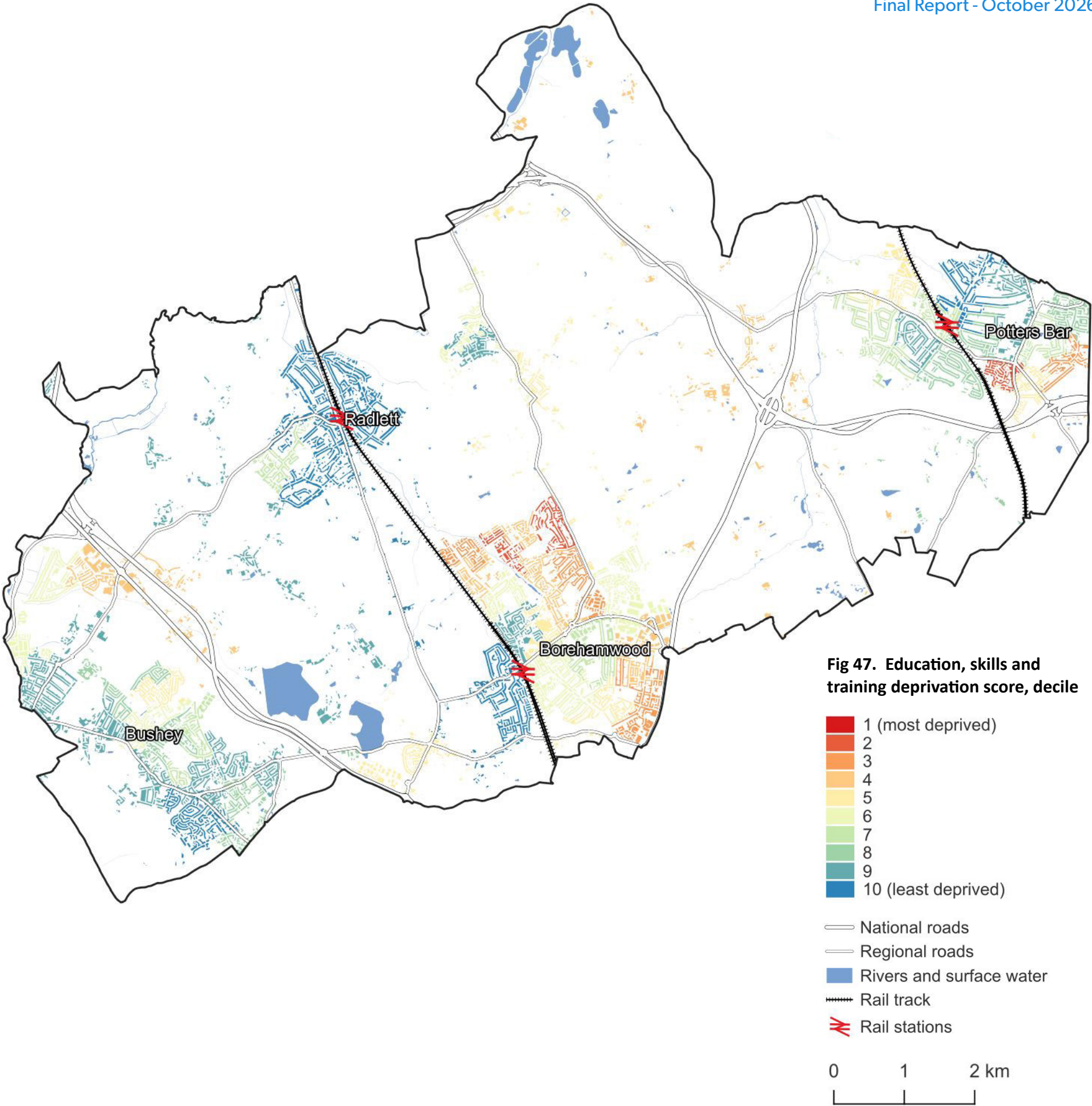
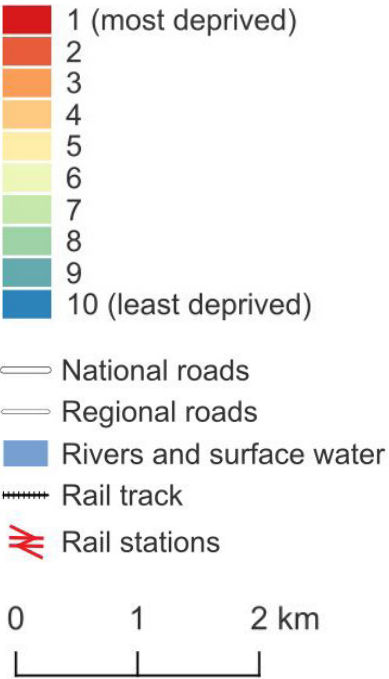


Fig 47. Education, skills and training deprivation score, decile



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Economy

Hertsmere is home to growing sector specialisms

4.2.44. Since 2015, Hertsmere’s economy has changed significantly. There has been strong growth in desk-based industries such as financial, insurance and property services, while foundational sectors such as retail and wholesale have declined.

4.2.45. Notably, there has been a significant increase in the number of professional, scientific and technical jobs in the borough, doubling in size between 2015 and 2023.

To understand local specialisms, we have assigned each sector a Location Quotient (LQ). A LQ measures how concentrated an industry is in a region compared to a broader benchmark, revealing local strengths. Local employment specialisms for Hertsmere include construction; motor trades; financial, insurance and property; and professional, scientific, and technical sectors.

Broad sector	N of businesses in 2024	Change	Location Quotient 2024	% change 2011-2024
Professional, scientific, technical	1,350	+465	1.11	53%
Construction	1,265	+655	1.18	107%
Retail	435	+45	0.72	12%
Business admin & support services	690	+290	1.05	73%
Food accommodation services	345	+160	0.74	86%
Information & comms	780	+270	1.39	53%
Financial, insurance & property	775	+355	1.51	80%
Health	345	+195	1.07	130%
Manufacturing	255	+60	0.70	31%
Motor trades	140	+15	0.62	12%
Arts, entertainment & recreation	500	+120	0.95	32%
Wholesale	365	-40	1.25	-10%
Transport & storage (incl. postal)	225	+95	0.67	73%
Education	115	+40	0.82	53%
Agriculture & Mining	75	+20	0.22	36%
Public administration	5	0	0.23	0%
Total	7,660	+2,745		56%

Table 5. Hertsmere business profile, 2024. Red shading denotes sector specialism

Broad sector	N of jobs in 2023	Change	Location Quotient 2023	% change 2015-2023
Professional, scientific, technical	9,000	+4,500	1.63	100%
Construction	6,000	0	2.22	0%
Retail	3,500	-1,000	0.74	-22%
Business admin & support services	3,500	-1,000	0.69	-22%
Food accommodation services	5,000	+1,500	1.11	43%
Information & comms	3,000	0	1.10	0%
Financial, insurance & property	4,500	+1,450	1.46	48%
Health	5,000	+500	0.65	11%
Manufacturing	2,500	+250	0.59	11%
Motor trades	1,250	0	1.27	0%
Arts, entertainment & recreation	3,000	-500	1.16	-14%
Wholesale	3,000	-1,500	1.37	-33%
Transport & storage (incl. postal)	2,000	+250	0.69	14%
Education	5,000	0	1.02	0%
Agriculture & Mining	600	-125	0.65	-17%
Public administration & defence	500	+50	0.20	+11%
Total	57,350	+4,375		+8%

Table 6. Hertsmere business profile, 2023. Red shading denotes sector specialism

Source: ONS BRES, UK Business Counts © Office for National Statistics licensed under the Open Government Licence v.3.0

Business Growth

Business growth has outpaced the national average, but the business base is dominated by micro businesses

- 4.2.46. 80% of Hertsmere’s businesses are located across the four towns.
- 4.2.47. Since 2016, the number of businesses has grown by 14% – around double the rate of the England average. This has been underpinned by significant business growth in Borehamwood (+30%) and Potters Bar (+20%).
- 4.2.48. The vast majority of this business growth has been in micro businesses (employing less than 9 people). 91% of Hertsmere’s businesses are micro compared to 89% nationally. In Bushey, this is even higher where 94% of businesses employ less than 4 people.
- 4.2.49. Borehamwood is home to most of Hertsmere’s large employers. There are 15 businesses in Borehamwood which employ more than 250 people.

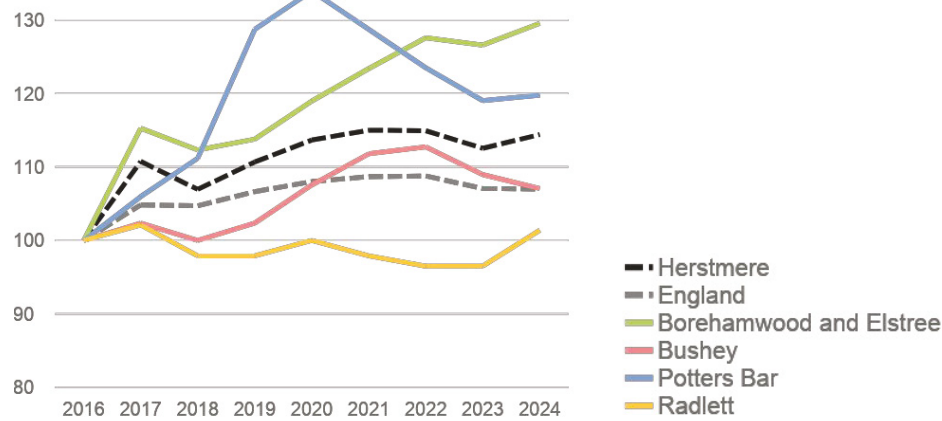


Fig 48. Indexed business change, 2015, 2016=100

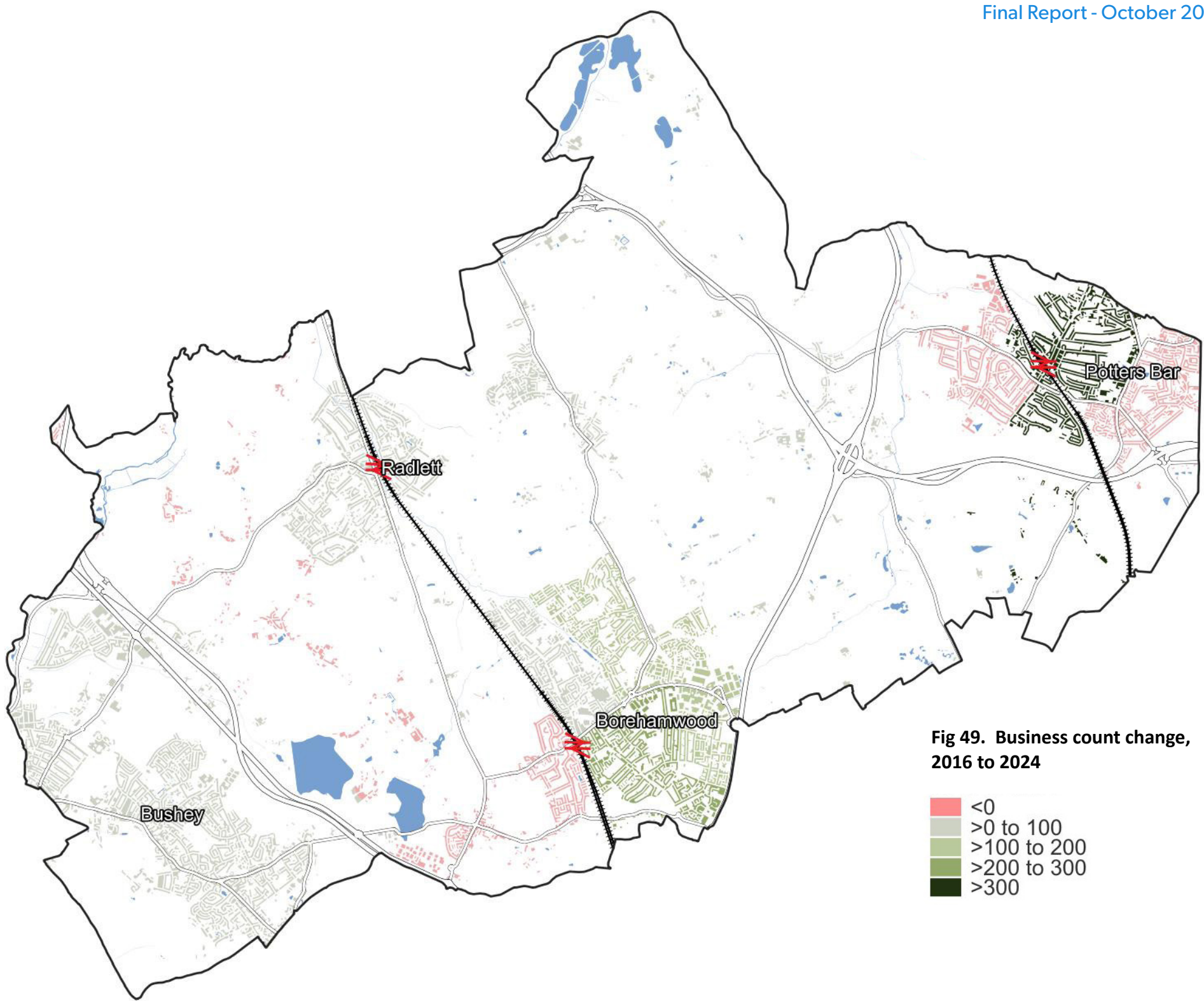
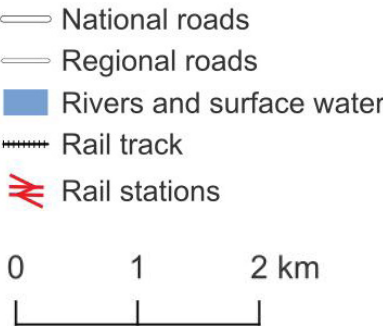


Fig 49. Business count change, 2016 to 2024



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Job Growth

Despite this, Borehamwood and Potters Bar have also driven jobs growth

4.2.50. Borehamwood and Potters Bar accommodate 60% of Hertsmere’s jobs – up from 56% in 2015.

4.2.51. While Potters Bar has seen the largest proportionate growth, Borehamwood has seen the largest absolute increase since 2015, adding 2,000 net jobs. Most of these jobs have been added in industrial estates to the north of the town.

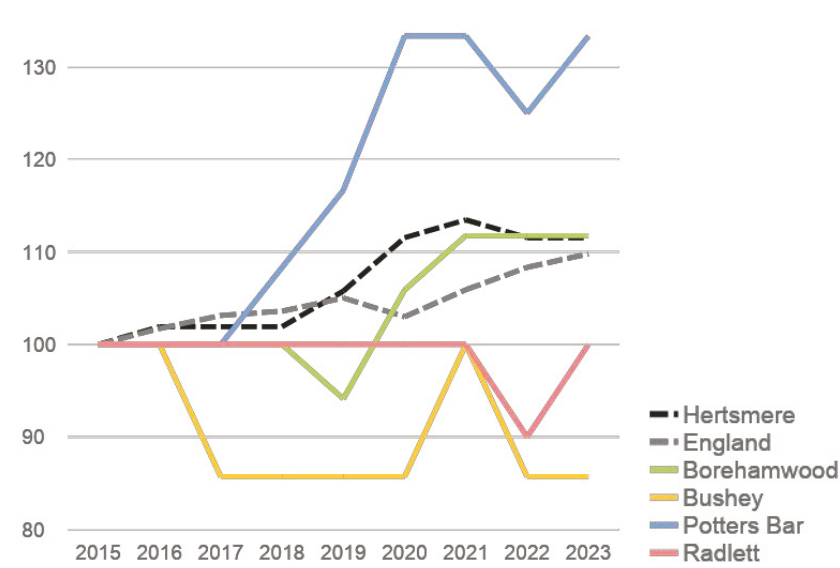


Fig 50. Indexed employment change, 2015-2023, 2015=100

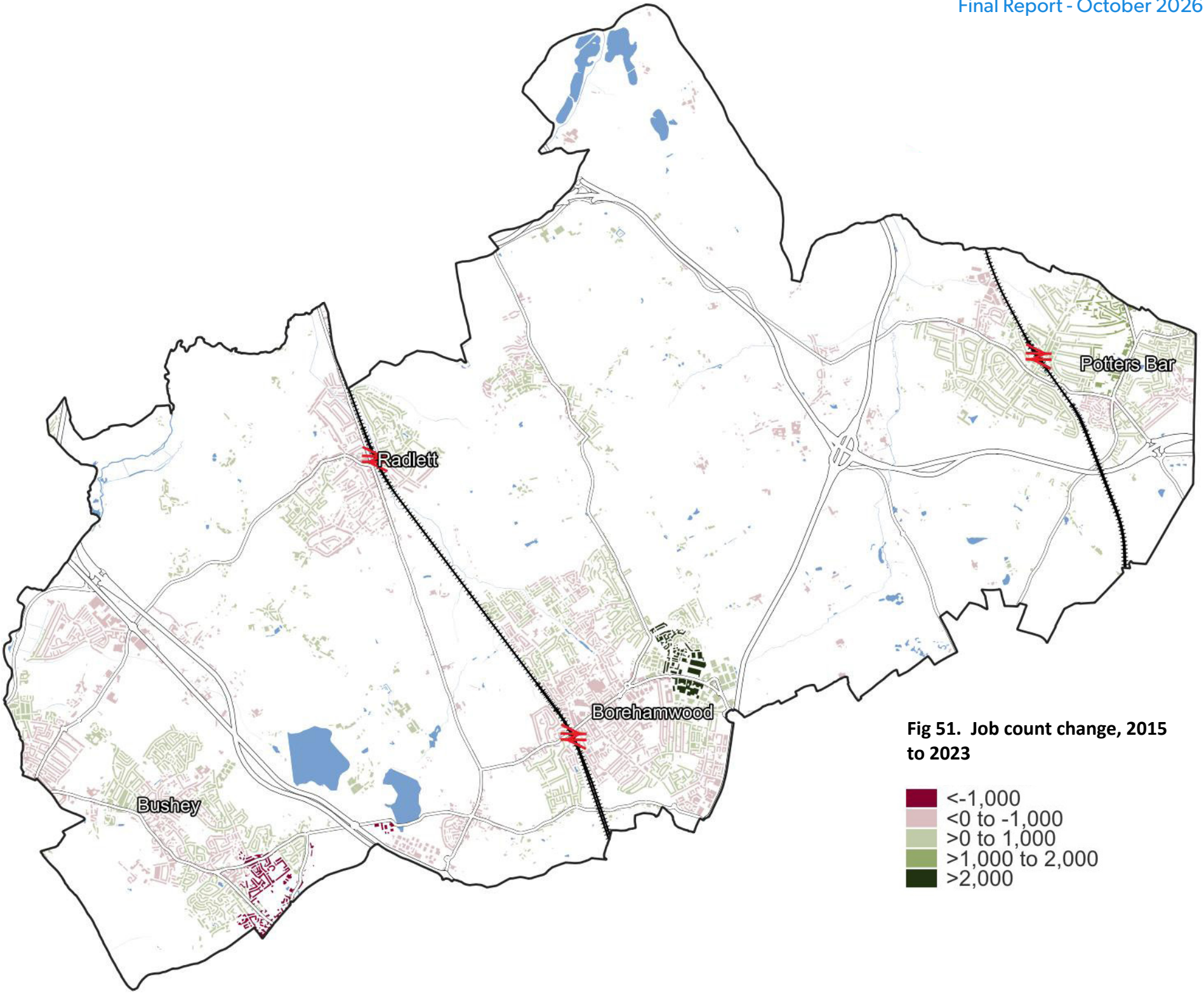
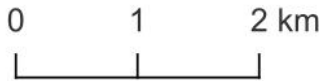


Fig 51. Job count change, 2015 to 2023

- <-1,000
- <0 to -1,000
- >0 to 1,000
- >1,000 to 2,000
- >2,000

- National roads
- Regional roads
- Rivers and surface water
- Rail track
- Rail stations



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Economic Sectors

Employment growth has been underpinned by a broad range of sectors

- 4.2.52. All towns except for Bushey have experienced employment growth since 2015. Growth has been underpinned by a broad range of sectors (see tables on previous pages), with key employment drivers shown below.
- 4.2.53. Potters Bar leads with a 36% growth surge, driven by an surge in professional services, as well as increase in manufacturing. Some of this may be attributed to 2,850 new bookkeeping jobs, marking it as an emerging admin hub.
- 4.2.54. Bushey struggles with a 15% job loss, with some of this being potentially accounted for by a 11% drop in professional services and 25% in education, though primary education adds 350 jobs and hospitals contribute 200 more.
- 4.2.55. Hospitality and construction grow steadily, with 725 restaurant jobs in Borehamwood and 925 building finishing jobs in Potters Bar.

Towns	Borehamwood	Licensed restaurants (+725 jobs)	Activities of insurance agents and brokers (+425 jobs)	Construction of other civil engineering projects (+370 jobs)
	Bushey	Primary education (+350 jobs)	Hospital activities (+200 jobs)	Other human resources provision (+150 jobs)
	Potters Bar	Bookkeeping activities (+2,850 jobs)	Activities of Head Offices (+960 jobs)	Other building completion and finishing (+925 jobs)
	Radlett	Real estate agencies (+85 jobs)	Management consultancy activities (+75 jobs)	Letting and operating of own or leased real estate (+50 jobs)

Fig 53. Top 3 absolute drivers of employment growth by 5-digit SIC in each town, 2025

Towns	Borehamwood	Construction of domestic buildings (+55 businesses)	Development of building projects (+40 businesses)	Letting and operating of own or leased real estate (+40 businesses)
	Bushey	Hairdressing and other beauty treatment (+15 businesses)	Construction of domestic buildings (+10 businesses)	General medical practice activities (+10 businesses)
	Potters Bar	Other information technology and computer service activities (+20 businesses)	Computer consultancy activities (+20 businesses)	Construction of domestic buildings (+15 businesses)
	Radlett	Construction of domestic buildings (+10 businesses)	Management of real estate on a fee or contract basis (+10 businesses)	Real estate agencies (+10 businesses)

Fig 52. Biggest absolute driver of business growth by 5-digit SIC in each town, 2025

Business growth

- 4.2.56. Overall, Borehamwood and Bushey have been particularly active in terms of business numbers growth since 2016, with 30% and 20% increases, respectively in these two towns. Bushey (7%) has grown more modestly, while Radlett (~1%) has seen very low change in business numbers over this time period.
- 4.2.57. The key drivers in terms of absolute growth has been notably construction-related sectors in Borehamwood. For Potters Bar, it has seen a number of businesses open in professional services sectors.

% change in number of jobs 2015-2023				
Broad Sector	Boreham Wood	Bushey	Potters Bar	Radlett
Professional, scientific & technical	+29%	-11%	+462%	+33%
Construction	+50%	-78%	+80%	-29%
Retail-	22%	0%	-20%	-33.33%
Business admin& support svcs	-17%	+71%	-44%	+17%
Food and accommodation svcs	+125%	0%	+33%	-20%
Information and comms	0%	-30%	+50%	0%
Financial, insurance and property	+33%	+23%	+51%	+185%
Health	0%	+25%	+40%	0%
Manufacturing	+56%	+43%	-36%	-56%
Motor trades	-33%	0%	0%	-33%
Arts, entertainment and rec	+14%	-25%	-10%	-17%
Wholesale-	20%	+17%	-70%	+50%
Transport & storage	+14%	0%	0%	+11%
Education-	10%	+25%	0%	0%
Agriculture and Mining	+2,300%	+100%	-75%	-100%
Public admin	0%	0%	+50%	0%
Total	+14%	-15%	+36%	+1%

Fig 56. Employment change by town, 2015-2023

% change in number of businesses 2016-2024				
Broad Sector	Borehamwood	Bushey	Potters Bar	Radlett
Professional, scientific & technical	+16%	-12%	+9%	-3%
Construction	+80%	+29%	+38%	+31%
Retail	-40%	+17%	+5%	11%
Business admin& support svcs	+26%	+30%	0%	-21%
Food and accommodation svcs	+158%	+71%	+30%	+25%
Information and comms	+7%	-10%	+32%	-7%
Financial, insurance and property	+51%	+14%	+37%	+40%
Health	+100%	+38%	-8%	+40%
Manufacturing	+13%	-17%	+20%	-33%
Motor trades	0%	-20%	+14%	-50%
Arts, entertainment and rec	+64%	-8%	+47%	0%
Wholesale-	17%	-7%	7%	-27%
Transport & storage	+19%	+25%	+14%	+50%
Education	+20%	+100%	+20%	0%
Agriculture and Mining	+200%	-100%	+50%	0%
Public admin	0%	0%	0%	0%
Total	+30%	+7%	+20%	+1%

Fig 55. Business change by town, 2016-2023

With the potential to capture more of the region’s growth sectors

- 4.2.58. Several of the employment specialisms that are growing in Hertsmere are also growing across the East of England – suggesting potential to capture further growth.
- 4.2.59. There are several sectors which are growing regionally which are currently relatively nascent in Hertsmere. This includes key public sector employment such as health which do not have a big presence in Hertsmere but are growing regionally.
- 4.2.60. What this chart also shows is the long-term threat to key foundational sectors such as retail which are in decline in Hertsmere and across the East of England.

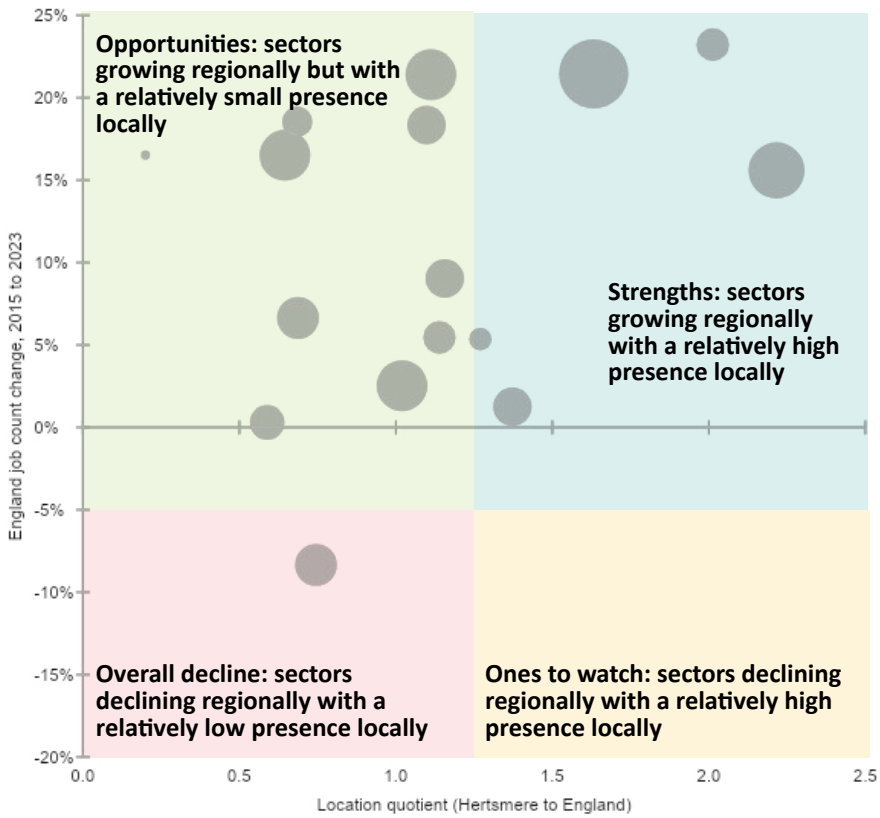


Fig 54. Local sectors compared to the region. Circle size represents the overall number of jobs in Hertsmere in the sector as of 2023. Location Quotient (on horizontal scale) measures how concentrated an industry is in a region compared to a broader benchmark, revealing local strengths. Local employment specialisms for Hertsmere include construction; motor trades; financial, insurance and property; and professional, scientific, and technical sectors.

Desk-based subsectors dominate the employment growth in Hertsmere

4.2.61. Generally, the majority of businesses in these high-job-growth industries in Hertsmere are spread across micro businesses. However, there is some emerging evidence that Hertsmere is beginning to foster a number of small-to-medium sized businesses in these sectors, with those belonging to professional, scientific and technical sectors in particular growing.

4.2.62. The specific subsectors driving the employment growth in these industries tend to be predominantly office-based employment, such as accounting/bookkeeping/auditing (+2,500) jobs and activities of head offices (+750).

4.2.63. It could be that employers are attracted to skill level in the workforce, as well as potential cheaper office rent prices in the borough, leading to an increase in economic activity in the borough across these subsectors.

Socio-Economics – Key Findings

People: Demographic shifts define the role and function of Hertsmere’s four towns

- Bushey and Borehamwood have underpinned Hertsmere’s strong population growth.
- Hertsmere has a large and growing number of families – potentially attracted to the short commute, house prices or lifestyle offered by moving outside London.
- A large and possibly growing share of Hertsmere’s residents work outside the borough, with many working in London.
- Health is a key challenge in Borehamwood with evidence to suggest that this is being exacerbated by the built environment
- Other drivers of deprivation include crime, education, and training which are most concentrated in Borehamwood

Economics: Borehamwood and Potters Bar are the borough’s key economic drivers, accommodating several sector specialisms and smaller companies

- Borehamwood and Potters Bar have seen strong business and employment growth since 2015.
- Hertsmere has growing employment specialisms in desk-based activities, with a reduction in retail and more physically-orientated work.
- Key employment sectors include professional services, and financial, insurance and property services.
- This shift could be driven by the changing face of Hertsmere’s workforce – a workforce skilled in office-based roles may attract businesses into the area from the London pool.

	N of businesses in 2024			Change since 2015		
Size (N of employees)	Financial & insurance	Property	Professional scientific & technical	Financial & insurance	Property	Professional scientific & technical
Micro (0 to 9)	160	570	1,280	+15	+215	+85
Small (10 to 49)	10	30	55	-5	+10	+15
Medium-sized (50 to 249)	0	0	10	0	0	+5
Large (250+)	0	0	0	0	0	0

Fig 57. Business change since 2015, by size of business (number of employees). Modest growth in number of small-to-medium sized businesses since 2015, but generally growth driven by micro business growth

	2015 Job count	2023 Job Count	Change
Accounting, bookkeeping and auditing activities; tax consultancy	1,000	3,500	+2,500
Activities of head offices	1,000	1,750	+750
Real estate activities on a fee or contract basis	400	1,000	+600
Renting and operating of own or leased real estate	400	900	+500
Architectural and engineering activities and related technical consultancy	300	700	+400
Insurance	700	1,000	+300
Legal activities	150	400	+250
Management consultancy activities	1,000	1,250	+250
Buying and selling of own real estate	25	175	+150
Specialised design activities	75	225	+150
Activities auxiliary to insurance and pension funding	600	700	+100
Other professional, scientific and technical activities	200	300	+100
Research and experimental development on natural sciences and engineering	450	350	-100
Activities auxiliary to financial services, except insurance and pension funding	350	225	-125

Fig 58. Business change since 2015, by size of business (number of employees)

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4.3 Movement and Parking

4.3.1. Movement has been considered across both a strategic (borough level) and local aspect, focussing on the connections from Radlett to other locations in Hertsmere and the wider area firstly, before considering the detail within each settlement.

Public Transport Services

Rail

4.3.2. The borough is served by the Midland Main Line and the East Coast Main Line in a north – south direction. Most regional and national rail services pass through without stopping, with stations served by local and regional commuter traffic, providing high frequency services to London.

4.3.3. The Midlands Railway Line serves Radlett station, and operates Thameslink services towards St Albans, Luton and London.

4.3.4. There are no rail services operating across the borough in an east-west direction.

Bus Services

4.3.5. Bus routes from Radlett run at a frequency of every 30 minutes on corridors to St Albans (alternately via Park Street and London Colney), Watford and Borehamwood. Buses to Borehamwood and St Albans connect the village to locations in between not served by rail, while connections to Watford do not mirror rail provision. A key missing link in the network is bus provision to Potters Bar to the east.

Active Travel

4.3.6. Hertsmere’s active travel infrastructure network is limited to a number of poor quality shared use footways and advisory cycle lanes with limited off highway provision and no high-quality routes segregated from general traffic. A number of quiet country lanes are suggested as suitable for cycling, however, the limited nature of strategic east to West routes mean these roads are often used as rat runs and are heavily trafficked and not suitable for all cyclists.

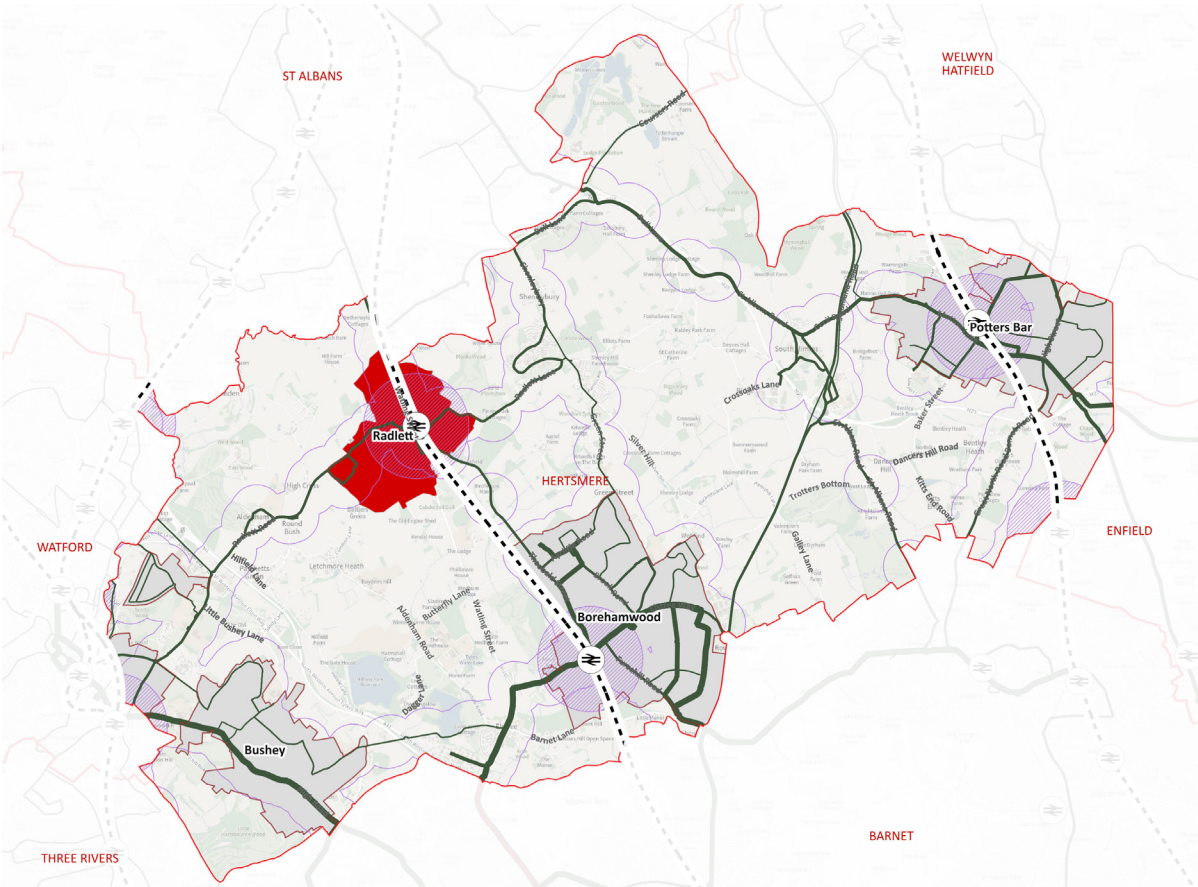


Fig 59. Bus services in Hertsmere Borough

Key:

- Borough boundaries
- Radlett settlement boundary
- Railway

Bus Routes Frequency at AM peak

- 0- 1
- 1- 2
- 2- 3
- 3- 4
- 4- 5

Catchments

- 800m from railway station
- 400m from bus stop



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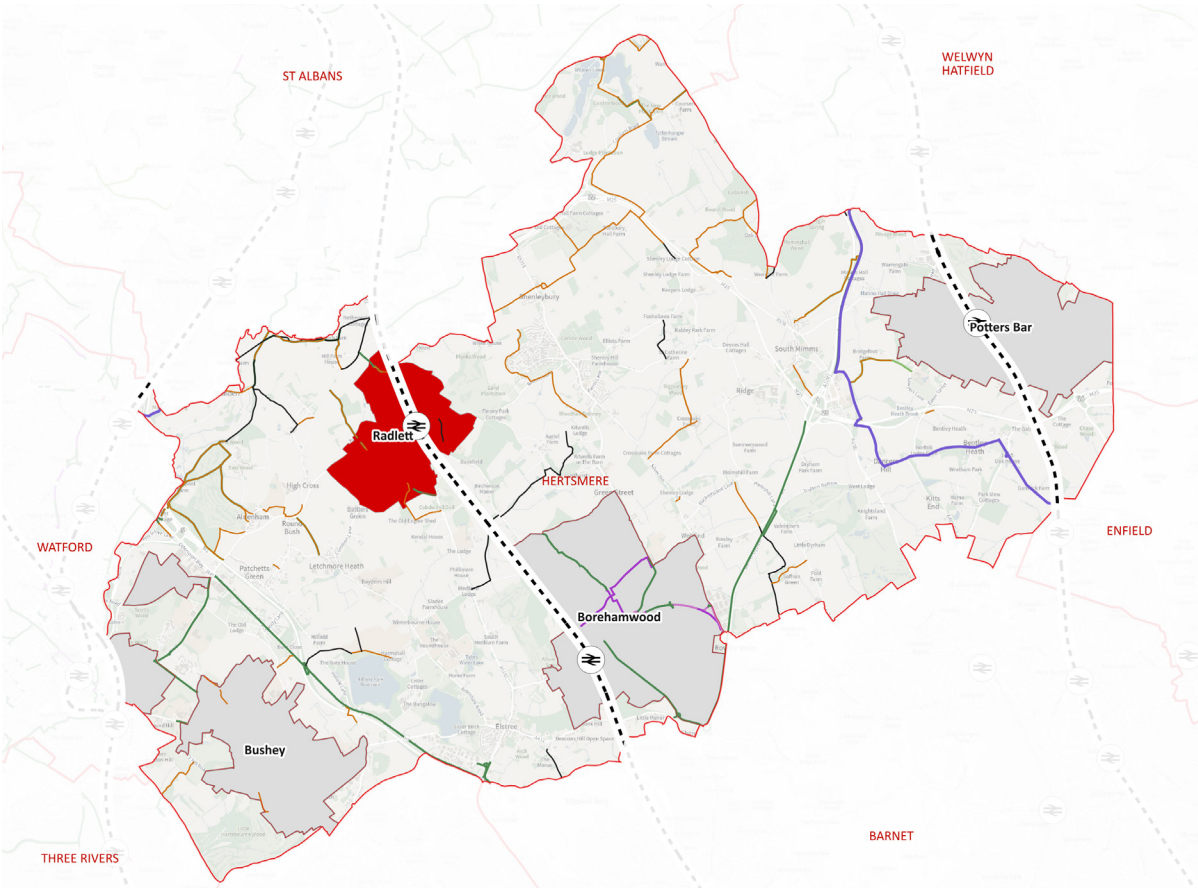


Fig 60. Active travel network

Key:

- Existing cycling facilities
- Advisory cycle lane
- Mandatory cycle lane
- Shared non-motorised route
- Shared use footway
- National Cycle Network

Public Right of Way

- Bridleway
- Byway open to all traffic
- Restricted byway
- Railway

- Borough boundaries
- Radlett settlement boundary



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Road Networks

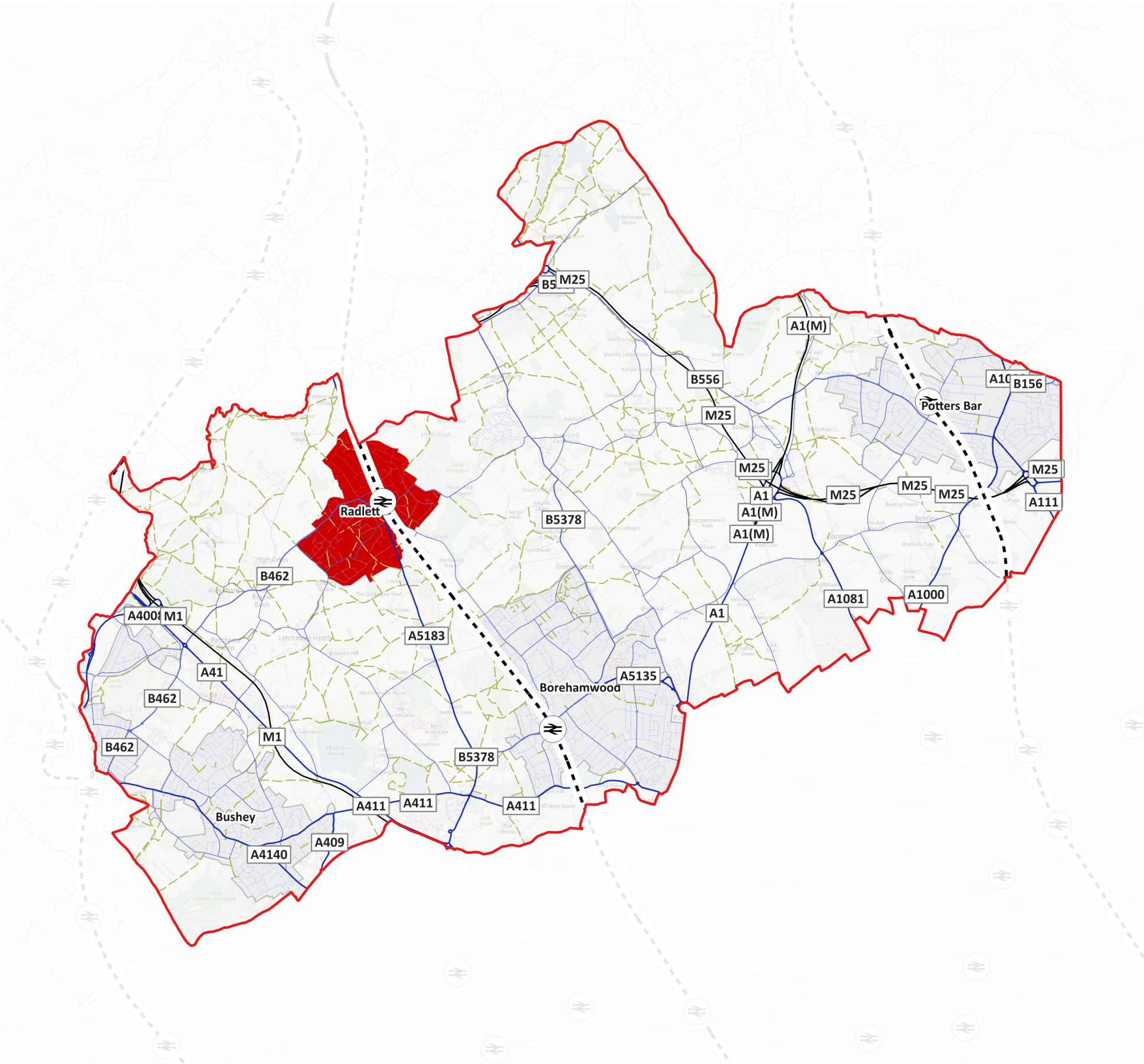
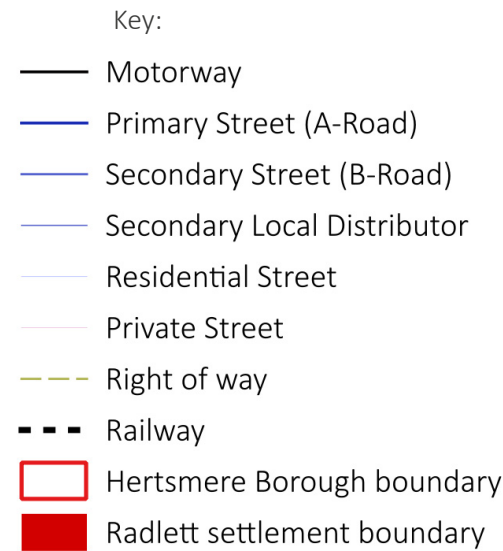
4.3.7. Radlett features a road network centred around the historic A5 Watling Street, a major Roman route that now serves as the village’s main thorough route. This road connects Radlett to nearby towns such as Elstree and St Albans and supports a mix of local shops, restaurants, and public amenities. As a major through route, the volume of traffic adds considerable vehicle movement to the village centre, which, along with the multiple street-based parking areas contributes to the impression of car domination in many parts of the village.

4.3.8. The village is situated just inside the M25 motorway, providing strategic access to London and surrounding areas. Radlett’s layout includes a blend of residential streets—ranging from Victorian terraces in the older centre to large, detached homes in more suburban zones.

Strategic Connections

4.3.9. It is clear from the existing transport provision across all modes that Hertsmere straddles several radial corridors running out of London. This is reflected by the provision off high frequency commuter rail to London and settlements to the north of Hertsmere, and bus routes emerging from Greater London. As a result, road, rail and bus connections across the borough from east to west limited in frequency, may require multiple changes, and are dominated by private vehicles, especially utilising the M25.

Fig 61. Radlett in the context of Hertsmere Borough



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Radlett – Existing Baseline

4.3.10. This section provides commentary on the existing public transport and active travel opportunities within Radlett. It also sets out the existing travel to work patterns, local car ownership data, parking availability and local highway conditions.

Street Hierarchy

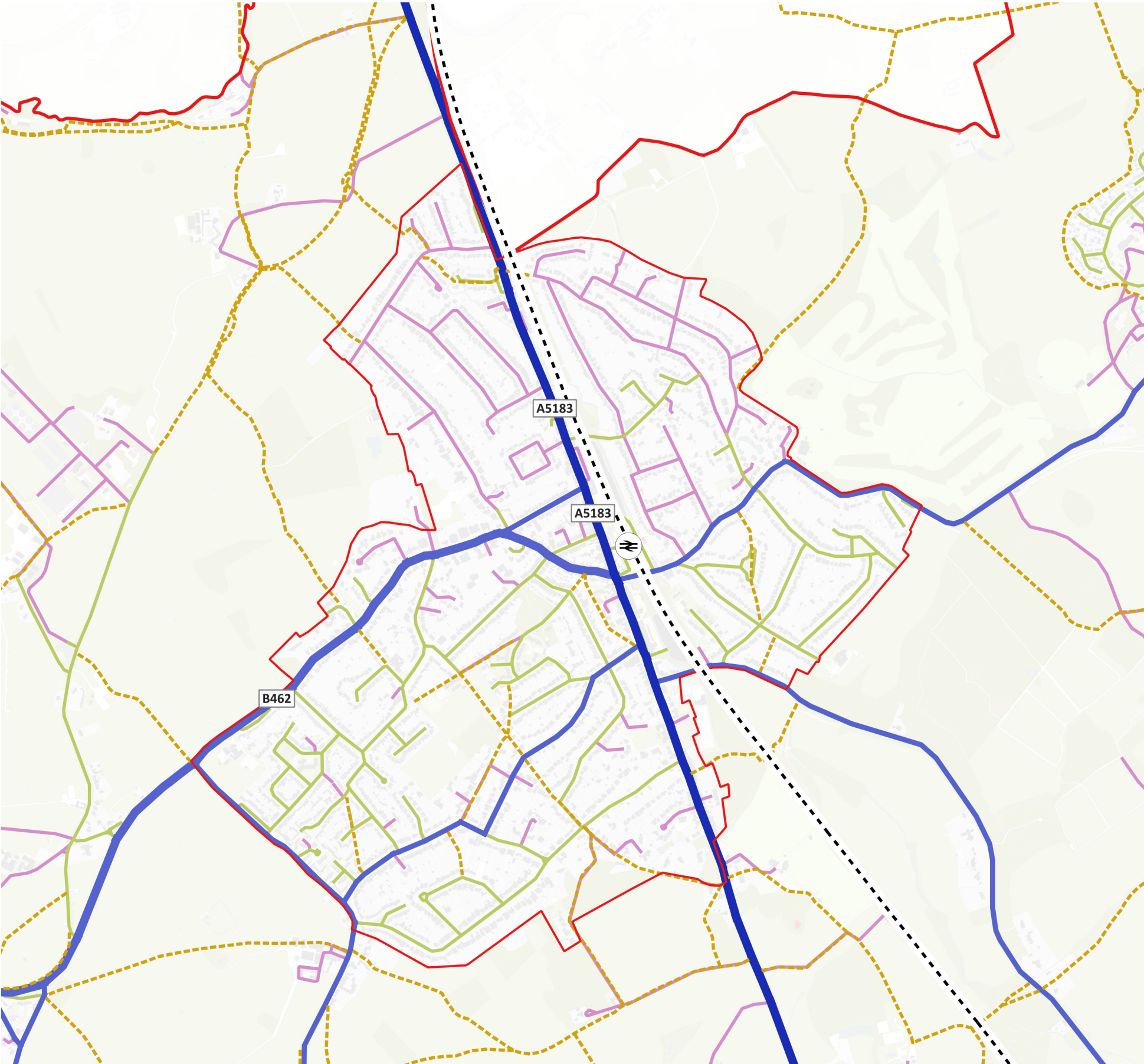
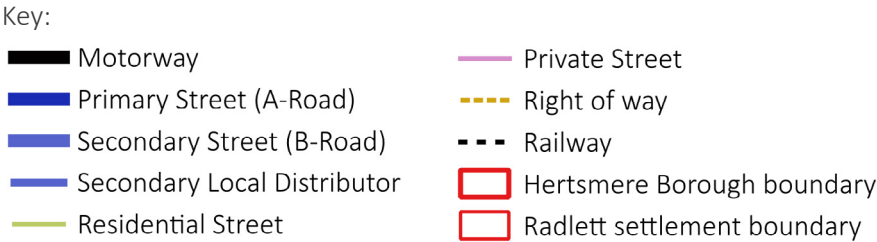
4.3.11. The primary route through Radlett is along the A5183 Watling Street, which runs north-south through the village, and forms the main arterial route. The B462 is a secondary route, connecting into Radlett from the west. The village is bisected by the Midland Mainline railway, with limited connectivity across the railway. Bridges are formed by higher order roads, with high traffic volumes, and the historic nature of the structures provide narrow footways adjacent to bridge parapets creating an often unpleasant and intimidating walking experience.

4.3.12. The residential streets are shown in light blue on the right. These are generally local access roads serving housing areas, often with cul-de-sacs and low traffic speeds. Many of these roads only feature footways on one side of the road and tend to feel isolated and lacking in passive surveillance due to the low-density housing, often gated, set well back from the road.

4.3.13. There are a number of private roads within Radlett, which typically have large housing plots and high aesthetic / privacy values. A number of the private roads don't have footways, and operate as a shared surface. Some of these private roads also have restricted or no through traffic. While private, these roads offer a quieter route for pedestrians and cyclists parallel to the busy High Street.

4.3.14. The Public Rights of Way provide pedestrian connectivity between a number of the residential streets and private streets, providing more direct routes for pedestrians than equivalent by-road route. These paths are often narrow, between high fences and lack passive surveillance.

Fig 62. Street hierarchy map



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Public Transport

Rail
4.3.15. Radlett station is located centrally within the town centre, and is on the Midland Main Line. The trains through Radlett are operated by Thameslink. The typical frequencies of peak and off-peak services are provided on the right.

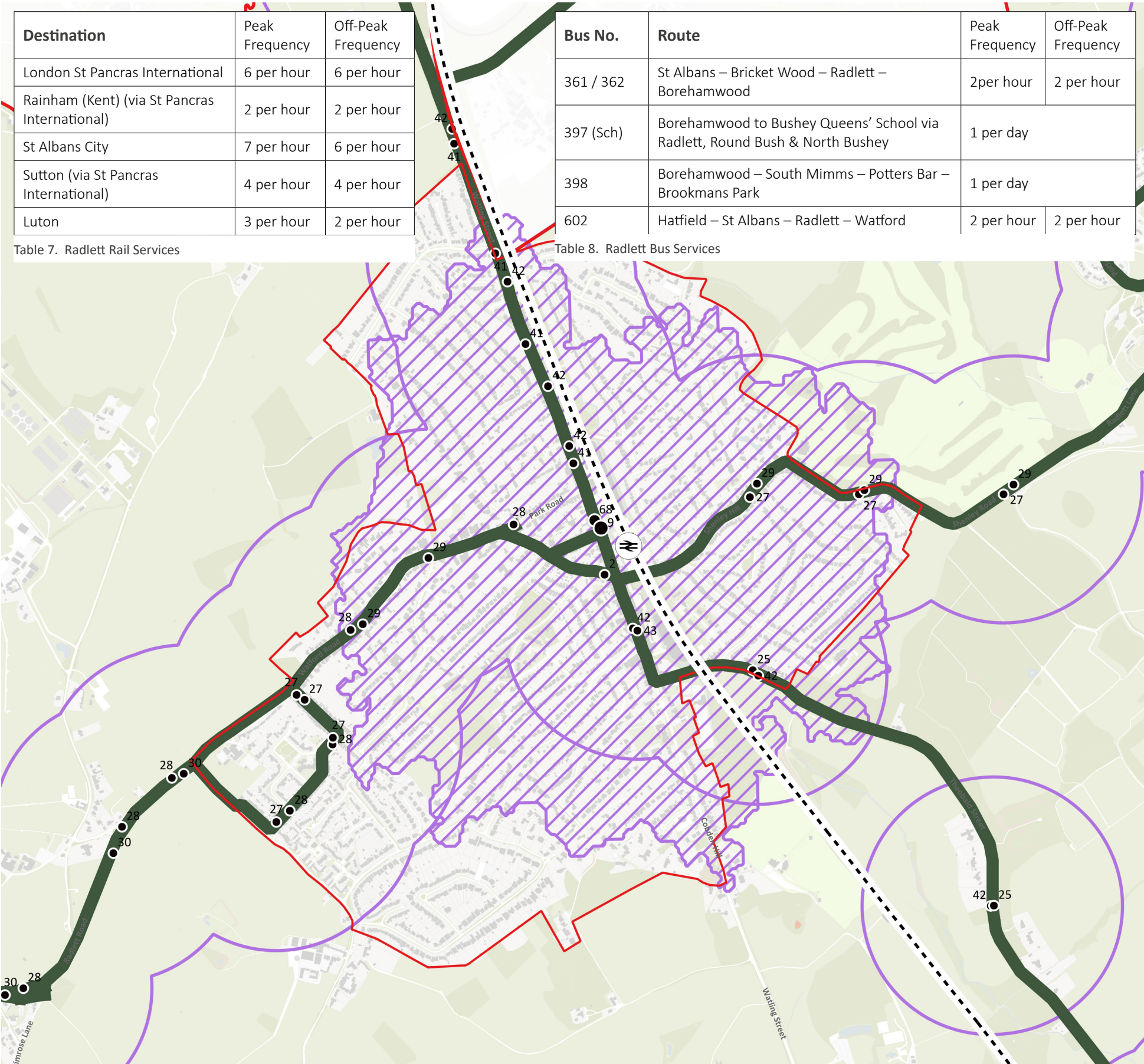
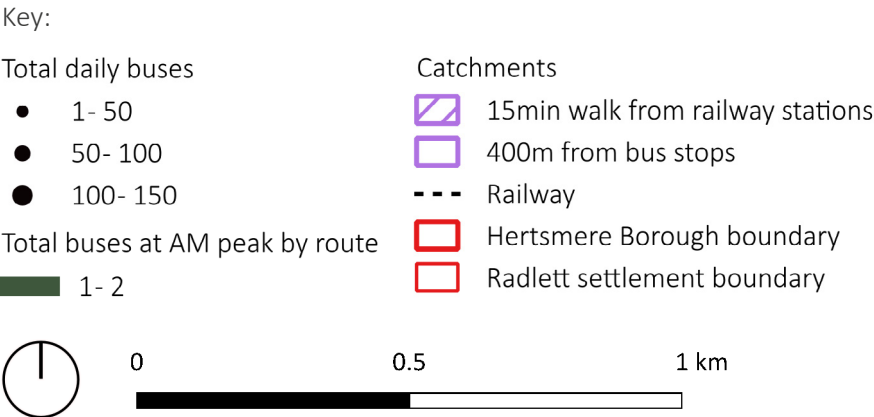
4.3.16. Radlett station is a DfT category D station and a category B3 for accessibility, therefore some step-free access is provided to the platforms. There are 297 car parking spaces available, including six accessible parking spaces, and 30 cycle parking spaces, which are sheltered and have CCTV. No EV charging spaces are provided. The station does not provide a drop off / pick up point.

Bus
4.3.17. A summary of the available bus routes and destinations is provided on the right. The public transport opportunities, including station access, bus stops, and bus routes by frequency are illustrated at the map on the right.

4.3.18. The majority of residents within Radlett are within the recommended 400m catchment of a bus stop, except for a small residential area to the southwest of Radlett station. A large proportion of residential dwellings in Radlett are within the 800m station catchment.

4.3.19. The bus routes in Radlett operate circa 1 – 2 bus services during the morning peak hour, which route along the main arterial routes north and south of Radlett along the A5183 Watling Street between Borehamwood and St Albans, east of Radlett along Shenley Hill towards London Colney and St Albans and west of Radlett along B462 Watford Road towards Watford.

Fig 63. Public transport services map

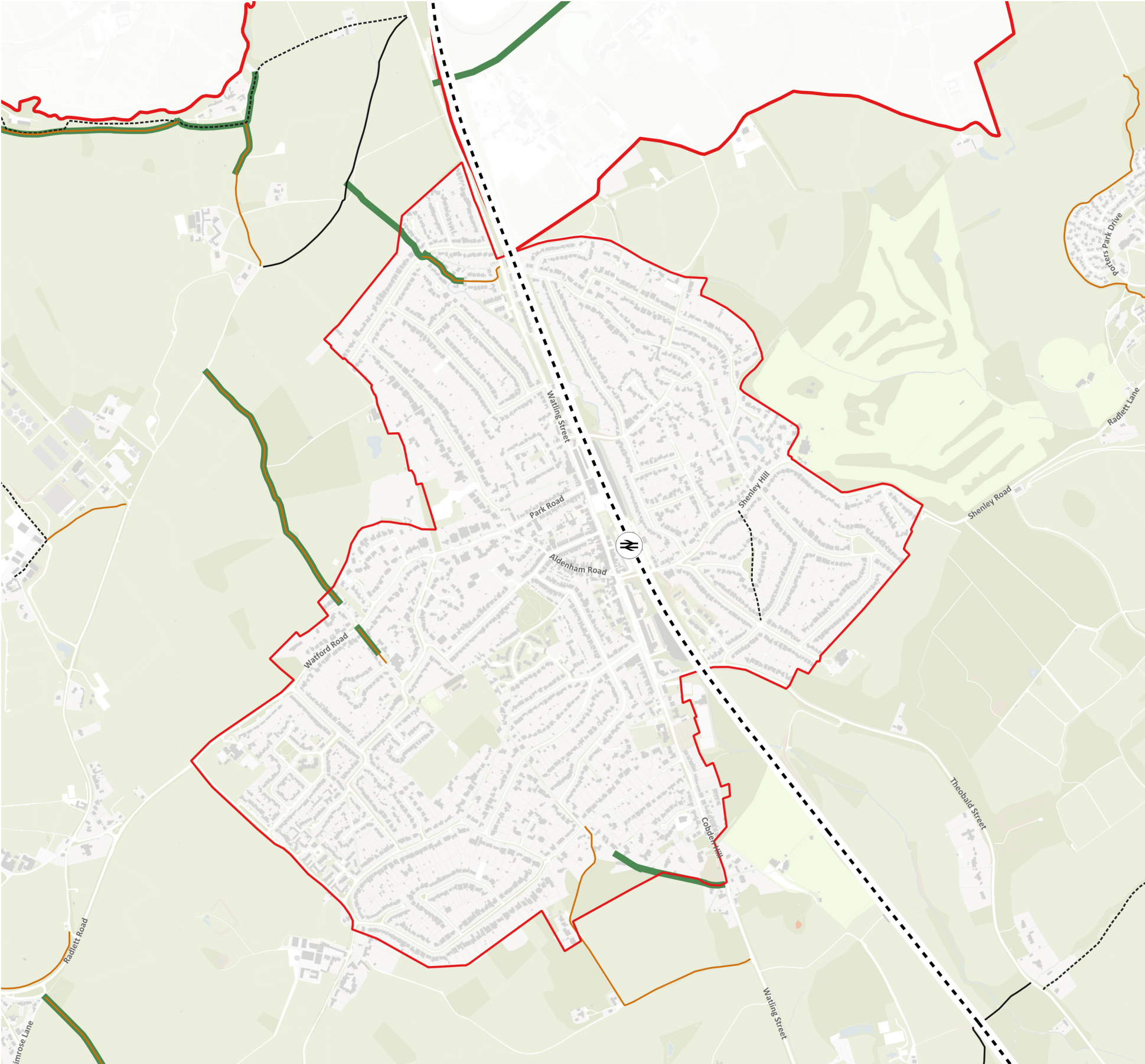
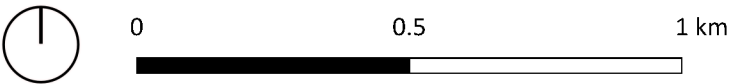
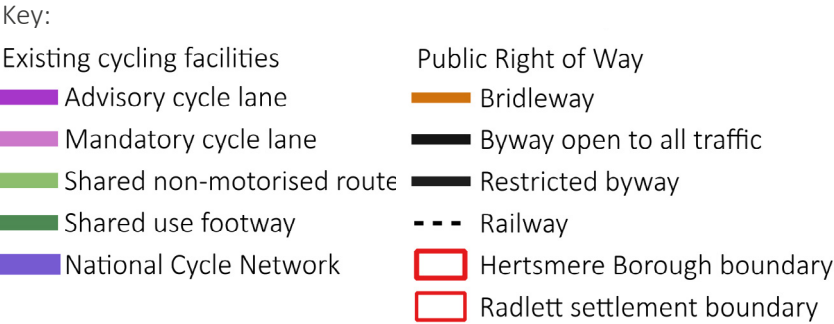


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Active Travel

- 4.3.20. The walking and cycling routes in Radlett are illustrated on the map on the right.
- 4.3.21. Cycle infrastructure in Radlett is sparse and fragmented. Some shared use footways are provided, however these are poorly connected and poor in quality, not reflecting the current design standards to segregate cycleways from volume motor traffic and pedestrians set out in LTN 1/20.
- 4.3.22. A restricted byway is provided between Shelley Hill and Craigwell Avenue via Canons Close, and a bridleway links Watling Street, to the south of Radlett, with Loom Lane.
- 4.3.23. The primary route through Radlett along the A5183 Watling Street offers no formal cycle infrastructure, however a number of the residential areas experience low traffic flows and speeds and are therefore conducive to on-carriageway cycling without intervention. Connecting these quiet streets up to form a network, addressing severance caused by A5183 Watling Street and the railway line would improve active travel journey opportunities.
- 4.3.24. The Public Rights of Way (PROW) network within Radlett is limited, however footways are typically provided along most residential streets.

Fig 64. Map of walking and cycling routes



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Travel to Work

4.3.25. Travel to work mode data has been obtained from the 2011 Census. Census 2011 remains the best source of journey to work data, given that the 2021 census data was undertaken during the Covid-19 pandemic, and therefore a significant proportion of the workforce did not travel on the 2021 Census Day.

4.3.26. Fig 66 illustrates the proportion of residents using public transport (bus and rail), and Fig 65 illustrates the proportion of residents using active travel (walking and cycling).

4.3.27. Fig 66 demonstrates that circa 30 – 50% of residents within Radlett town centre travel to work by public transport. This aligns with accessibility to Radlett station and frequent bus routes, with areas further away from these key transport nodes presenting a lower proportion of sustainable transport. It also reflects the importance of the station for work trips to London.

4.3.28. It is noted that the proportion of journeys to work by sustainable means is higher in Radlett than other Hertsmere settlements, reflecting a greater proportion of residents commuting to London by train.

4.3.29. According to 2011 Census, 52% of residents in Radlett work in Greater London and 48% of these travel to London by train.

4.3.30. Fig 65 demonstrates that up to 25% of residents within Radlett town centre travel to work by active travel modes, with the high street demonstrating 20 – 25% active travel.



Fig 65. % travelling to work walking or cycling

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Key:
Walking or cycling modes
0-5%
5-10%
10-15%
15-20%
20-25%
25-30%
30-35%
Residential buildings' footprints
Hertsmere Borough boundary
Radlett settlement boundary

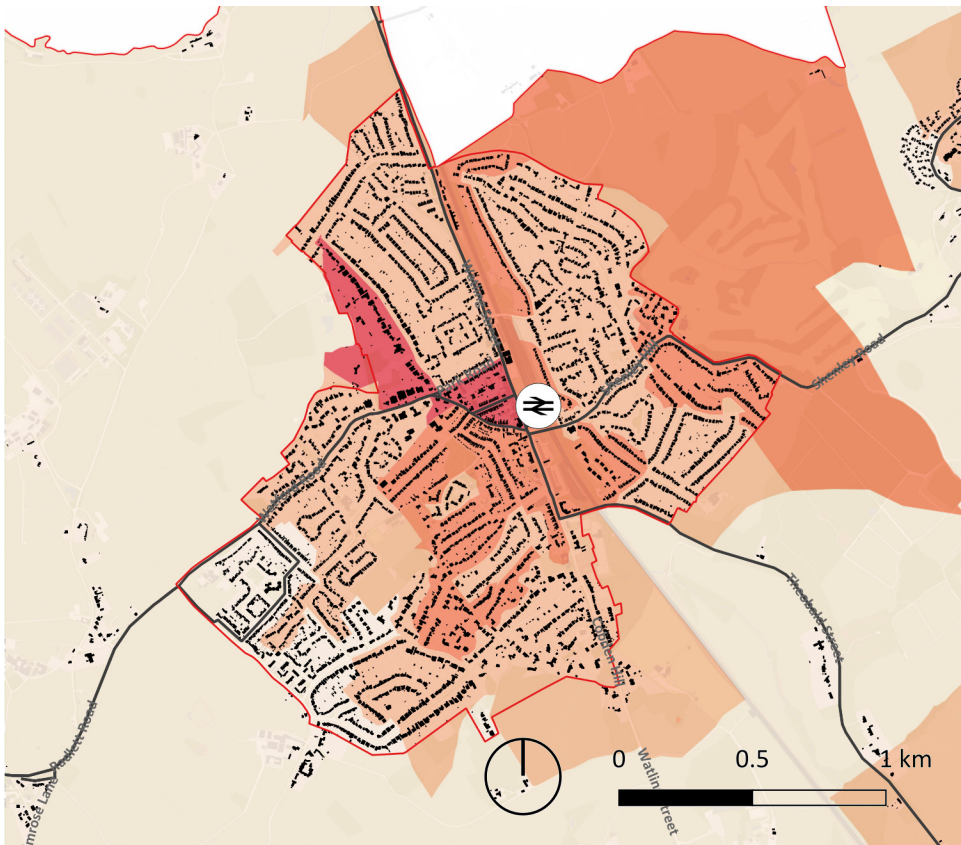


Fig 66. % travelling to work by public transport

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Key:
% of households travelling to work using this mode of transportation. Note that this is a Census-based data that represent per-household statistics, therefore it is only applicable to residential areas.
0- 20%
20-30%
30-40%
40-50%
50-60%
60-70%
70-80%
80-100%
Bus routes by frequency
Thicker lines represent more frequent service at morning AM peak
Residential buildings' footprints
Hertsmere Borough boundary
Radlett settlement boundary

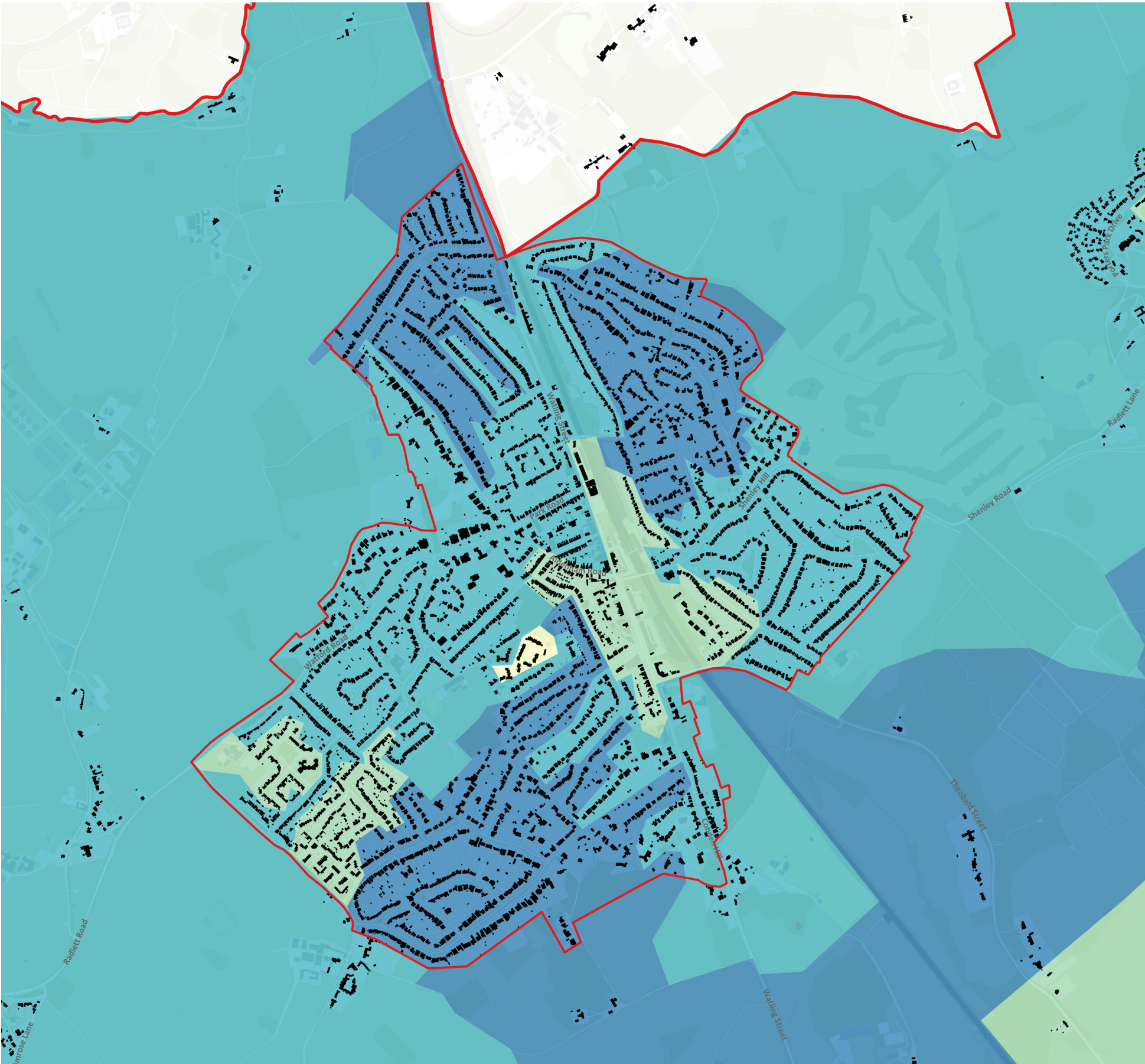
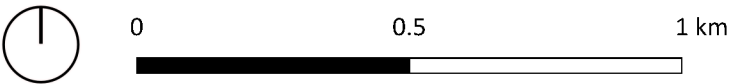
Car Ownership

- 4.3.31. The car ownership levels in Radlett are illustrated at Fig 67.
- 4.3.32. Map on the right demonstrates that the majority of households in Radlett own at least one car per household, except for two small areas which own 0.5 – 1 car per household, despite the levels of sustainable journeys to work recorded.
- 4.3.33. The car ownership for the area surrounding the station is 1 – 1.5 cars per household, and car ownership generally increases for properties further from the bus stops and the station.
- 4.3.34. These patterns are reflected across figures on the previous page, which demonstrate that the areas concentrated around the rail station and bus stops with frequent services, are more likely to travel to work by sustainable modes.
- 4.3.35. Car ownership and journey to work data reflects the affluence of Radlett and it’s low-density residential area, with high levels of commuting by train, alongside high levels of car ownership and availability.

Fig 67. Car ownership

Key:
Average car ownership of households.
Note that this is a Census-based data that represent per-household statistics, therefore it is only applicable to residential areas.

- 0.5- 1
- 1- 1.5
- 1.5- 2
- 2- 2.5
- 2.5- 3
- Residential buildings' footprints
- Hertsmere Borough boundary
- Radlett settlement boundary



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Car Parking

Public Car Parks

4.3.36. The public car parks in Radlett, including the number of parking spaces, EV charging bays and disabled parking spaces are shown on the map on the right.

4.3.37. There is one public (HBC) car park in Radlett, which provides 196 parking spaces, seven accessible parking spaces and no EV charging spaces, with all public (HBC) car parks offering long stay parking.

4.3.38. In addition to public car parks, Radlett Station car park provides 295 spaces for rail users, typically offering long stay for commuters.

On-Street Parking

4.3.39. Controlled Parking Zones (CPZs) operate across Radlett. The hours of operation vary by zone, however they are generally between 8am to 6:30pm Monday to Saturday.

4.3.40. CPZs are shown in blue hatching in the map.

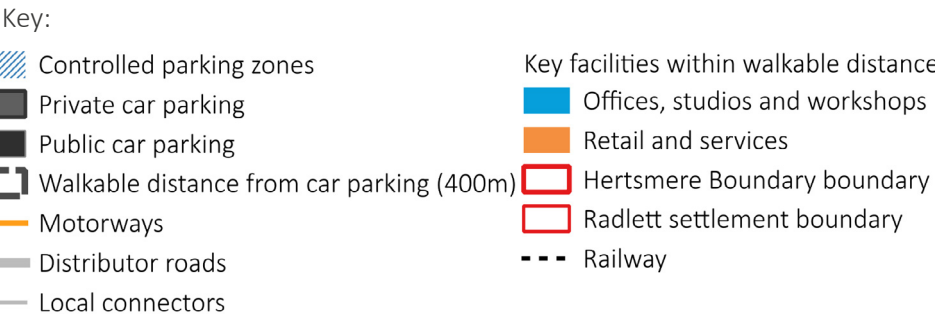
Car Park Occupancy Data

4.3.41. Car Park occupancy data has been obtained from HBC for the car parks shown in Fig 68 for September 2025 and October 2025. Table 9 summarises each car park with regard to: number of spaces, proportion of transactions for short stay (0-3 hours) and long stay (3+ hours), and intensity of use of each of the short stay parking spaces (calculated by dividing the number of short stay parking events in the month by the number of spaces).

4.3.42. Table 9 demonstrates that the Newberries car park in Radlett attracted more than 75% of its usage for short-stay car parking (0-3 hours). The car park experienced more short-stay users during September than in October.

4.3.43. The parking spaces within Newberries car park experienced a short-stay parking intensity of 42 parking movements per space.

Fig 68. Radlett Public Car Parks



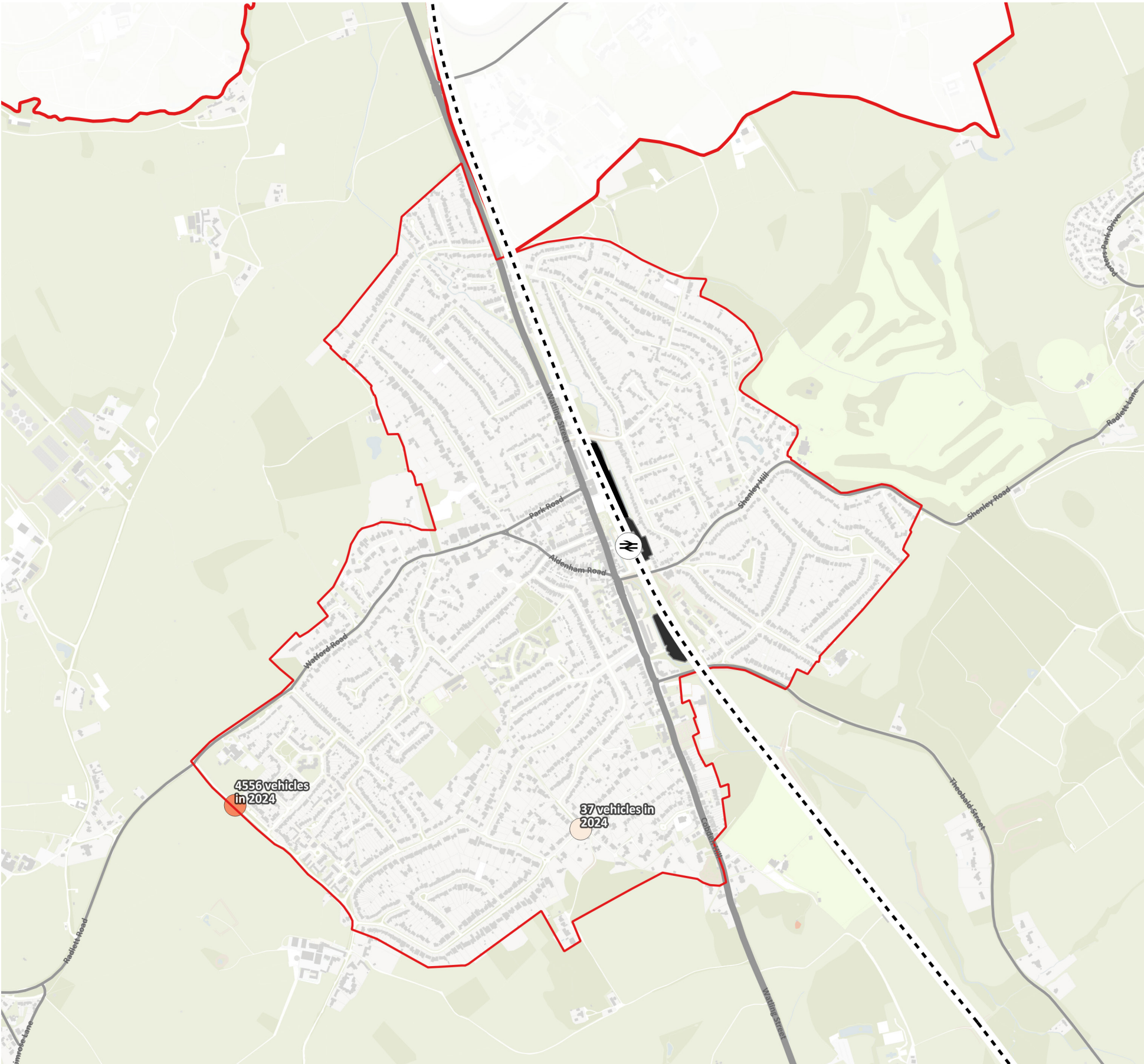
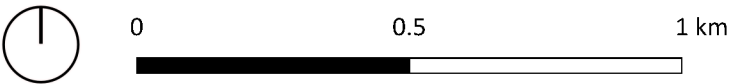
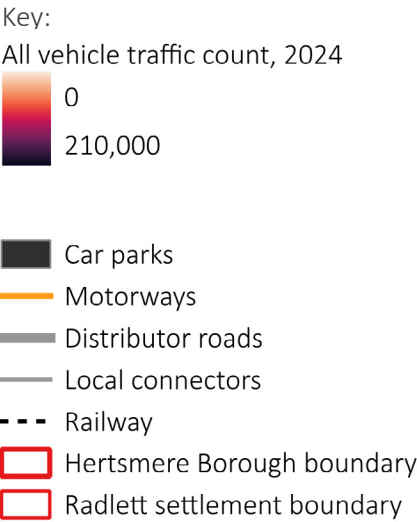
Traffic Flows – Residential Roads

4.3.44. Traffic flow data has been obtained from DfT’s AADF Traffic Count 2024 database. The traffic flow counts within Radlett are shown in the map on the right.

4.3.45. The map shows that there are two traffic counts in Radlett, on Loom Lane and New Road. Each of these locations experience less than 5,000 vehicles per day. No counts are available on the main roads through Radlett, though it is expected that the AADT exceeds 10,000 vehicles per day.

4.3.46. Collision Data

Fig 69. Radlett Traffic Flows



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Collision Data

4.3.47. Collision data has been obtained for the latest five-years of data (2020-2024). The collision data in Radlett is shown on the map to the right.

4.3.48. There is a clear concentration of incidents near Radlett Station and along the main road corridor running north-south through Radlett. This suggests high pedestrian and cyclist activity around the station and main routes, likely linked to commuting patterns.

4.3.49. Fewer pedestrian and cyclist accidents occurred in the residential areas, likely due to the slower vehicle flows and speeds.

Fig 70. Radlett Collision Data

Key:

Collision severity

- Fatal
- Serious
- Slight

Casualty type

- Pedestrian Casualty
- Cyclist Casualty

Motorways

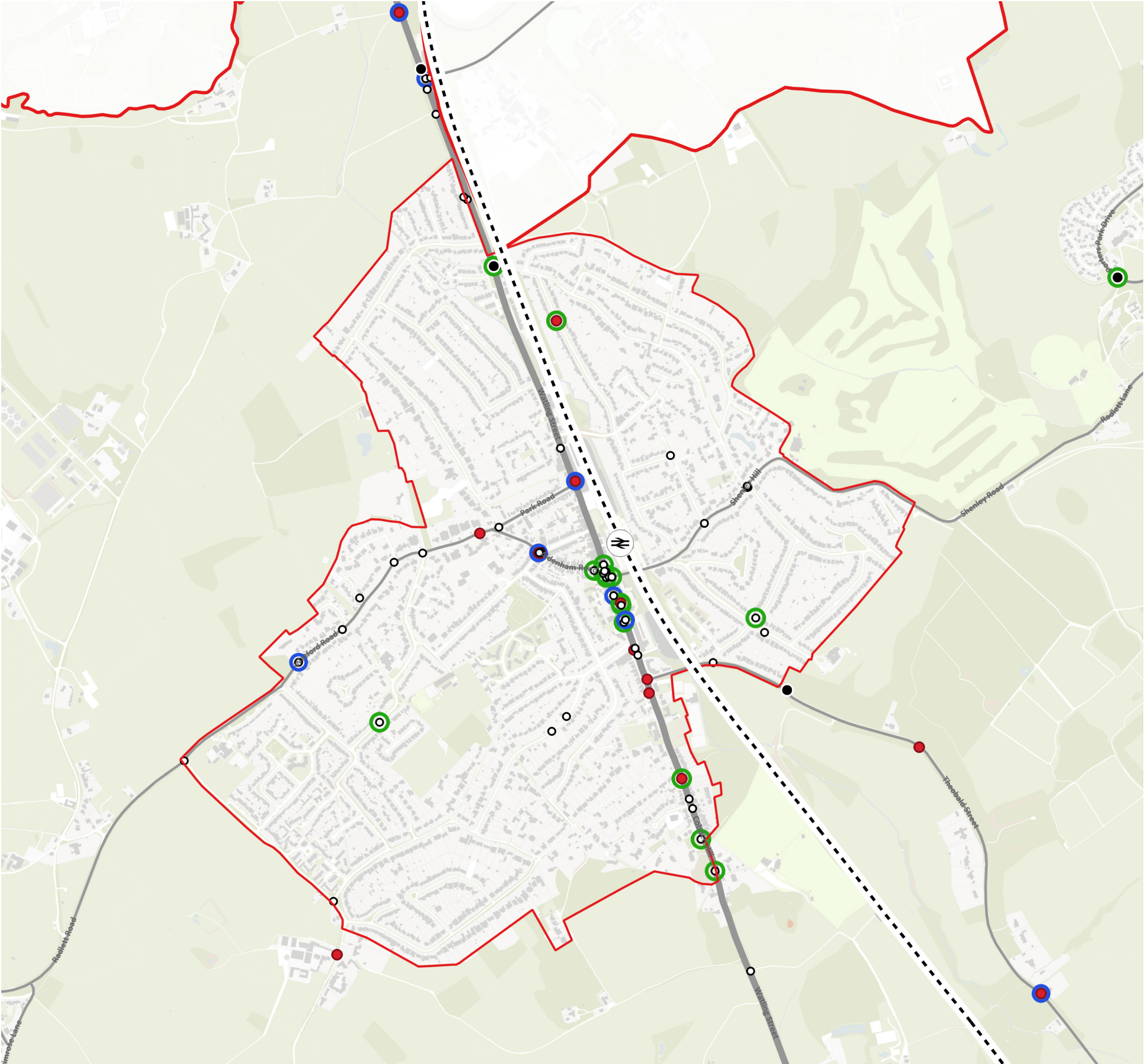
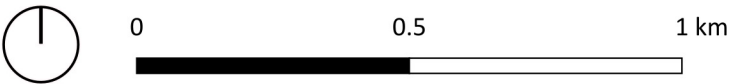
Distributor roads

Local connectors

--- Railway

Hertsmere Borough boundary

Radlett settlement boundary



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Movement - Key Findings

Opportunities

- Radlett station offers frequent Thameslink services to London, St Albans, Luton, and other destinations, with most residents within an 800m catchment. This supports high levels of sustainable commuting, particularly to London, with 52% of residents working in London and 48% of these travelling by train.
- While patchy, bus services do provide connections to St Albans, Borehamwood, and Watford, helping to fill gaps not served by rail. Most residents are within 400m of a bus stop.
- Some residential areas have low traffic flows and speeds, making them conducive to on-carriageway cycling. There are shared use footways and a limited network of bridleways and byways, which could be improved and better connected.
- Radlett benefits from a large station car park (295 spaces) and a public HBC car park (196 spaces), supporting both rail users and local parking needs. Controlled Parking Zones (CPZs) help manage on-street parking near the centre.
- Despite high car ownership, Radlett demonstrates high levels of sustainable travel, reflecting the importance of rail for commuting.
- Consideration should be given to creating meaningful active travel links between Borehamwood and Radlett via Theobald Street.

Constraints

- Bus coverage is localised and less frequent than in other settlements, with some routes operating only once per day. There is a notable lack of bus provision to Potters Bar and limited east-west connectivity.
- Cycle infrastructure is sparse, poorly connected, and does not meet current design standards. Severance caused by the A5183 Watling Street and the railway line limits active travel opportunities, and private roads and cul-de-sacs further fragment pedestrian connectivity.
- Movement within Radlett is car-dominated, with high levels of car ownership and reliance, especially in areas further from the station and bus stops. Through-traffic and street-based parking contribute to congestion. East-west links are congested during peak hours, reflecting heavy car use and limited alternatives. The main through-route (A5 Watling Street) experiences significant vehicle movement, impacting the village centre. It highlights the need for visitor access and travel options that do not add to congestion.



Fig 71. Radlett is largely car-dominated. The village centre appears grey and solid, and the abundance of front parking spaces detracts from its otherwise appealing character.

4.4 Townscape

Urban Grain

4.4.1. Figure-ground mapping is a tool for analysing urban form by showing the relationship between buildings and open space.

4.4.2. Radlett’s figure-ground illustrates a clear divide north-south along the railway line, separating the settlement into east and west neighbourhoods. These two neighbourhoods are connected by three vehicular and pedestrian bridges which enable but also limit cross-village permeability, while the busy centre is concentrated along the High Street and around Radlett Station, predominantly on the eastern side of the railway.

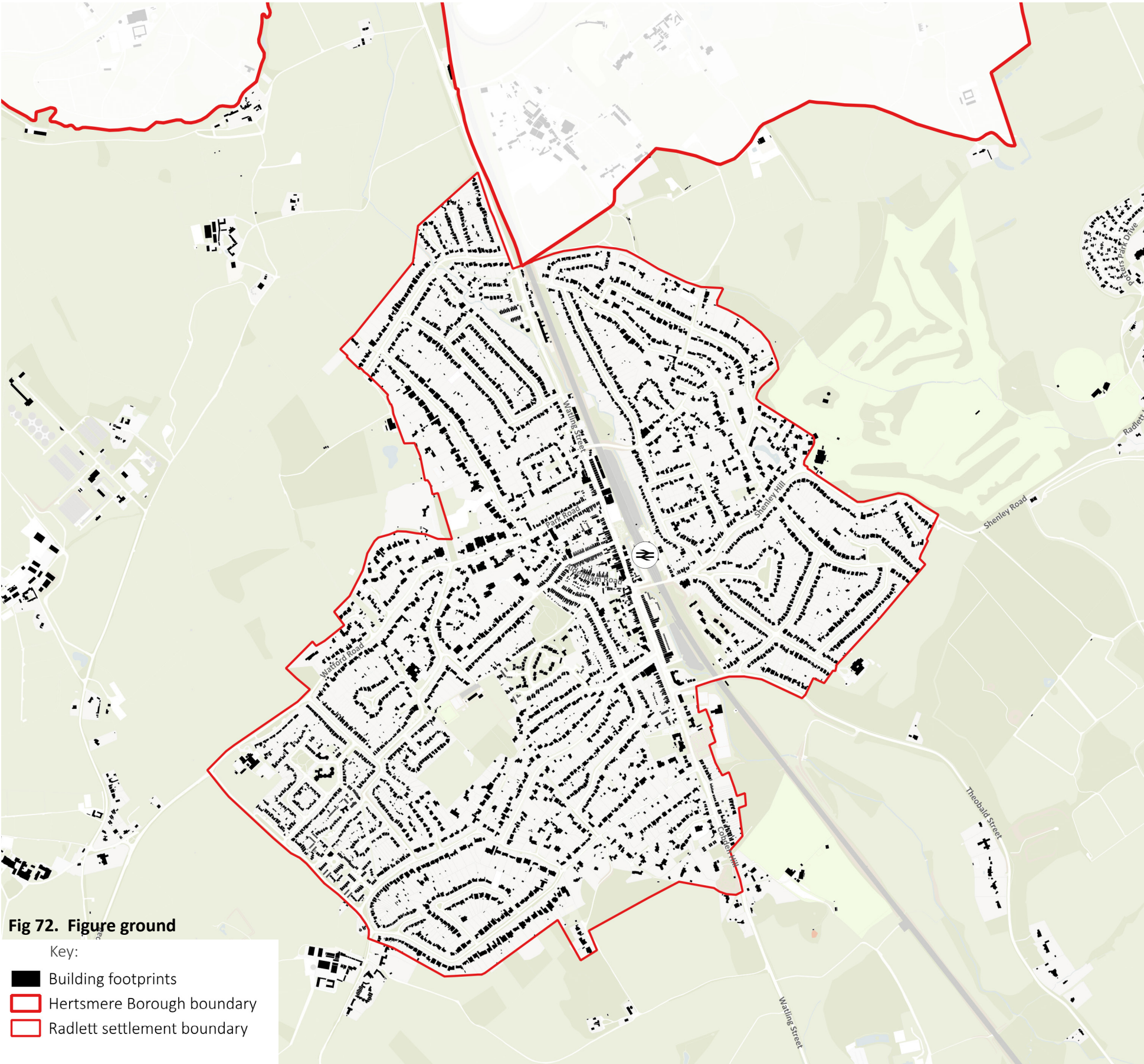
4.4.3. Residential neighbourhoods fan outwards from the centre, with varying plot sizes and housing types, generally (but not entirely) increasing in scale and exclusivity toward the edges. Urban block sizes are generally very large, with some blocks extending up to 1 km, reflecting a reliance on car-based movement and there is very little ‘cross-permeability’ to, for example, encourage pedestrian or cycle access to the centre rather than driving.

4.4.4. The urban grain is predominantly residential, largely detached houses with some semi-detached and a smaller number of terraced units. The historic centre exhibits a finer grain, with continuous building footprints, while several recently built mansion apartments display larger footprints along Watford Road.

4.4.5. Building-to-building distances along suburban streets are typically around 25 metres, which is unusually wide, although the front gardens help define street enclosure, creating a pleasant public space (discussed further in the character section). Back-to-back distances are also considerable, with most gardens reaching around 30 metres, presenting potential opportunities for further development without significantly impacting neighbouring properties.

4.4.6. The older core of the village, on both sides of the railway line, generally has smaller blocks and good accessibility, along with multiple routes reaching east and west. However, vehicle routes north and south (apart from Watling St itself) are frequently discontinuous, making the overall block size much larger than usual for a village of this size and contributing to a perception that distances are greater than they are. There are some useful pedestrian links through larger blocks, however these are not necessarily in the best occasions and can also be discontinuous or lacking at critical points.

4.4.7. In addition to residential uses and the town centre core, there is an edge of centre retail park at Battlers Green Farm to the west, providing a cluster of independent shops and services in a converted farm setting, adding a commercial presence to the predominantly residential landscape.



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Character Areas

4.4.8. As shown on the map , Radlett is loosely formed of several character areas:

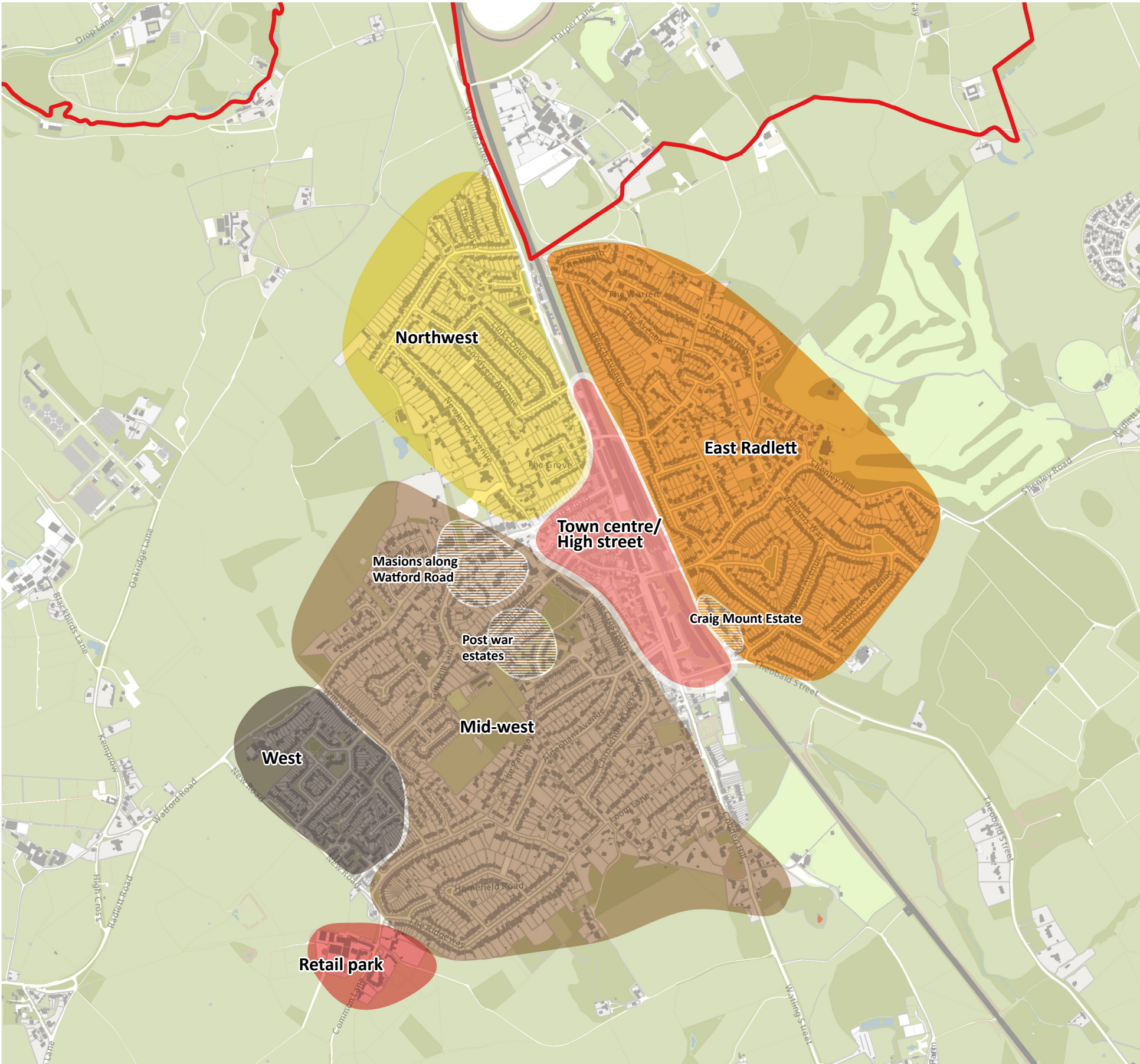
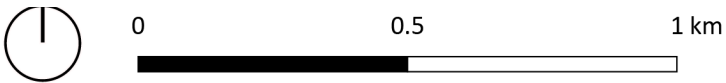
- East Radlett;
- Town centre/high st;
- Northwest;
- Mid-West;
- West;
- Retail park-Battlers Green Farm.

4.4.9. Radlett is a compact village, predominantly residential in character and set within the Green Belt. The north–south railway line acts as both a physical and perceptual divide, creating a broad east–west distinction, while the village as a whole remains leafy and suburban with mature trees and gardens.

4.4.10. The eastern area feels more exclusive and is less well connected to the core. Street blocks are larger and less walkable, although front gardens are attractive and well-maintained. Streets often feature shared surfaces, with limited through routes, so movement generally relies on car use. The bridges to western Radlett are heavily used. In the southeast part of the area, there are a number of small, three-storey blocks of flats set back from the street on Craig Mount, in a cul-de-sac along the railway line, which gives them their own character; however, this is not very visible from the Main Street.

4.4.11. The larger western side contains a broader mix of character areas. Its historic and lively town centre/high street is focused along Watling Street and around Radlett Station, forming the heart of the community. Here, civic, religious, cultural, leisure, and retail activities coexist, giving the area a vibrant and dynamic atmosphere. While some uses are accommodated within single buildings, many independent retail units occupy the ground floors of narrower, tightly packed plots, adding to the human-scale character of the streetscape. The centre also includes two conservation areas and benefits from a continuous frontage, reinforcing its sense of cohesion and historic identity. The residential streets around the High Street are more permeable, with houses arranged in a linear pattern, mostly semi-detached and terraced.

Fig 73. Character Area



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4.4.12. The village slopes gently down toward the east and southeast, creating an interesting topography: on some streets, one side sits at street level while the opposite side is elevated, requiring steps to reach buildings; in other areas, only the upper floors and roofs are visible from the street. This character is very evident in the eastern and town centre areas.

4.4.13. Residential neighbourhoods extend outwards from the centre, with varying street block sizes, housing types, and characteristics. On the northwest side, the neighbourhood is organised as a self-enclosed site with two access points onto Watling Street. It contains a few blocks with large, high-end detached houses and bungalows at a lower density, with larger gardens. The land is generally level, and all streets are private, featuring shared surfaces. Some streets resemble those in the eastern area, where houses vary in style but generally have landscaped front gardens.

4.4.14. The midwest area is the neighbourhood around the Phillimore Recreation Ground and Scrubbits Wood. The majority of the residential buildings are semi-detached and detached houses, built at various times. They are on publicly adopted roads, which benefit local accessibility and amenity. However, there is some exceptional housing within the area. For example, along the north side of Watford Road, there are a few newly built three- to four-storey luxury mansion blocks with larger footprints along the busy road. In the middle of the neighbourhood, there is a modest post-war estate of blocks of flats set within green space, without forming perimeter enclosures.

4.4.15. The west end area has a slightly different character of its own. It is on the edge of Radlett, on the east side of the boundary streets. There are simpler, smaller semi-detached houses, with more use of render in the façades. It was built as a planned development, so the appearances are more repetitive, with fewer features on the buildings.

4.4.16. On the south-western edge, Battlers Green Farm, a converted single-storey farm cluster, adds a rural touch to the village, with small independent shops and services enhancing the area's character within the predominantly residential landscape.



Fig 74. East Radlett feels more exclusive but less permeable.



Fig 75. Radlett Town Centre is thriving along a Roman road.



Fig 76. A private Street in Radlett Northwest



Fig 77. A modest post-war estate in Midwest Redlett



Fig 78. Luxury mansion blocks in along Watford Road



Fig 79. West edge of Radlett



Fig 80. Battlers Green Farm

Building Heights and Density

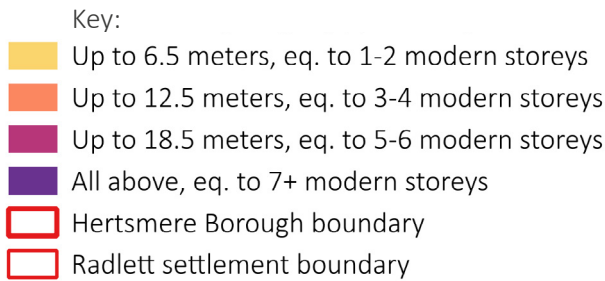
4.4.17. The tallest structure in Radlett is the Christ Church spire, which stands prominently along Watling Street. Historically a clear landmark in daily life, it now provides a beautiful backdrop to the village centre. There are no recent structures which challenge the primacy of the spire and the overriding impression of Radlett is that of two and three storey buildings, both within the village centre and throughout the housing areas.

4.4.18. Outside the village centre the general form in Radlett is low-rise housing within a leafy suburban context, with most buildings being two to three-storey houses with a range of sizes. The varying footprint size of buildings throughout the village creates differences in mass and form, with older terraced blocks common in the centre and very large single houses found closer to the village edges.

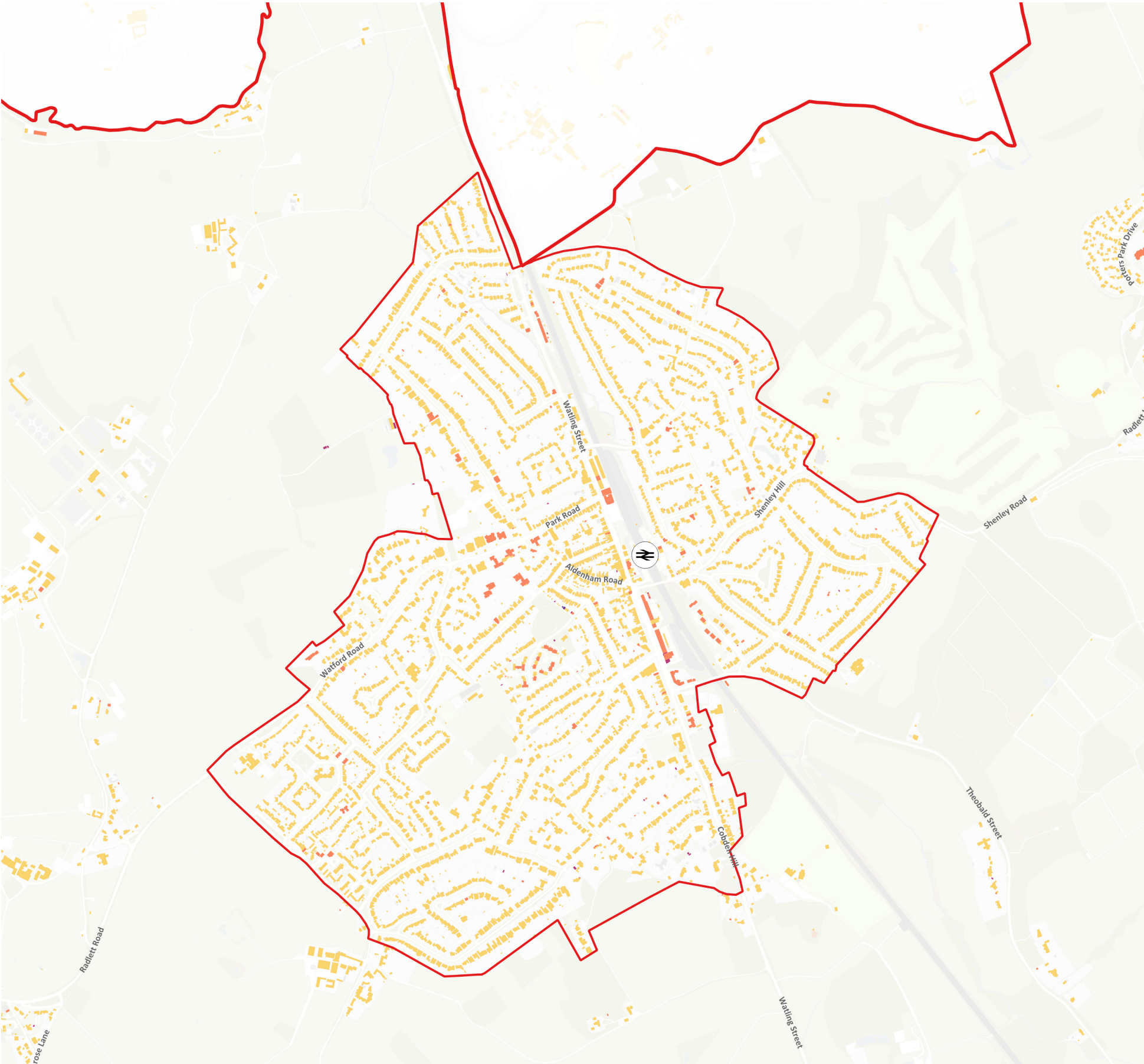
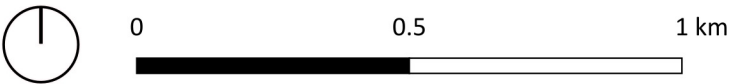
4.4.19. More recent developments in the village, as well as adding new detached houses, are providing large, higher density apartment blocks which are typically four or even five storeys over basement or undercroft parking areas. The upper floors of these blocks are usually stepped back or partly within roof areas to reduce their visual impact on the street, however the blocks provide a substantial increase in dwelling numbers, as well as increases in the typical mass and form, over the usual single house formerly located on their sites.

4.4.20. The overall density of Radlett is relatively low, reflecting its village character, however there are areas where this is significantly higher- within the village core, older housing areas and new apartment blocks. While there is ample private green space with mature trees in back gardens, along with some communal recreation and woodland areas, the low density and large block urban grain contributes to car dependency. Opportunities for new development present both the potential and the challenge of increasing density while maintaining a sensitive relationship with neighbouring buildings and attractive public spaces.

Fig 81. Building Height



Number of storeys*
*The storey heights are shown as equivalent to a modern storey height (approx. 3m)



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Building Typologies

4.4.21. Apart from the town centre core and a range of cultural and community buildings (schools, churches etc), Radlett is very much a dormitory commuter town where the majority of its buildings provide housing in a variety of shapes and forms.

4.4.22. The predominant typology is the detached house, often on large plots with generous frontages, however there is also a significant provision of smaller detached houses, semi-detached houses, terraced housing and flats. All of this housing is to be found along suburban streets, with some limited provision within the town centre itself. There are several large areas where the access is along private (non-adopted) roads where there are usually no footpaths or other formal street edges. These areas tend to attract the most exclusive houses while also entrenching car-use through the lack of encouragement of pedestrians or cyclists. The north part of West Radlett is the largest privately accessed area and this appears to be relatively exclusive and less integrated with the rest of the village.

4.4.23. Houses on large sites often include garages, additional parking spaces, wide driveways, and landscaped front gardens.

4.4.24. Recent development tends to favour high-end apartments or smaller new housing clusters, with some back garden developments as well as replacement of single houses with large blocks, often along the busier connecting routes. Some of these developments are flat-roofed and have larger footprints, but they generally respect the surrounding scale through setbacks with landscape trees and careful choice of materials. Some of the apartments provide semi-basement or podium parking to meet the high demand for parking spaces.

4.4.25. Affordable housing in Radlett is limited, reflecting a broader affordability challenge across Hertsmere Borough. High demand and the village’s desirable location have driven up house prices, leaving few options for lower- and middle-income households. According to the South West Hertfordshire Local Housing Needs Assessment (LHNA), the annual need for affordable housing is 503 homes, but the Council has delivered an average of only 43 per year over the past decade. Hertsmere’s affordability ratio rose to 14.5 in 2023, compared with a median of 9.76 for the East of England, highlighting the pressure on local housing. This shortfall underscores the need for more affordable and mixed-tenure developments to support a balanced community.



Fig 82. Large detached houses and bungalows on a suburban street



Fig 83. Art-craft time detached house



Fig 84. Detached house



Fig 85. Detached house



Fig 86. Contemporary detached house



Fig 87. Early 20th century Semi-detached houses



Fig 88. Contemporary semi-detached houses

4.4.26. Radlett’s architectural form and style reflect its layered development, with the oldest surviving building within the village dating from 1852 and the majority of the stock constructed in the 20th century. Along the High Street, the heritage spine, the buildings are eclectic but coherent as far south as Shenley Hill Road. They display strong influences of Arts and Crafts, as well as some Gothic Revival, Georgian, and Neo-Georgian styles. Elsewhere, a diverse mix of architectural forms prevails. This variety is a defining feature, with almost no two buildings identical along some of the village’s streets. Materials include red brick, half-timbering, flint, and render, often complemented by period detailing, contributing to a visually rich streetscape. Most roofs are pitched — often steeply — with a mix of double-pitch and hipped forms, frequently incorporating dormer windows that add to the varied character. The skyline is punctuated by the church spire, providing a strong landmark when viewed from the south. Despite the introduction of a few larger-footprint or contemporary buildings, these have been integrated sensitively, preserving Radlett’s predominantly low-rise, suburban character. The overall effect is a cohesive yet varied village form, combining historic interest with the adaptability of a commuter town.

Housing types:

- Detached houses- medium and large- all ages- 2 and 3 storeys;
- Semis and terraces- close to centre, 19-20th century;
- Flatted blocks- council/RSL, recent luxury and older quality;
- Flats over retail- limited, on high st and retail parade.

Retail types:

- High street and small parade;
- Rural edge retail park.

Other:

- Cultural- library, theatre, faith buildings, schools- old and new (new church).



Fig 89. Terraced houses



Fig 90. Terraced houses



Fig 91. Post-war flats



Fig 92. Flats



Fig 93. Flats over retails



Fig 94. Modern mansion flats



Fig 95. Retail building



Fig 96. Public house



Fig 97. Civic building



Fig 98. Religious building

Public Realm and Street Character

4.4.27. Radlett’s public realm can broadly be understood as its High Street, neighbourhood streets, and open spaces, within the context of its Greenbelt location and boundaries.

4.4.28. Watling Street forms the spine of Radlett’s centre, approximately 400m long and active, lined with retail, food & beverage and service activities as well as a series of civic, cultural, and religious facilities, along with a small park (Watling Green Garden), while the railway station is tucked discreetly behind the High Street. The village centre is a traditional hub that naturally draws people together, in spite of the busy traffic.

4.4.29. The southern end of the centre is visually terminated by the historic church and its churchyard, although the commercial section finishes at the Radlett Centre and Library. This middle section of the High street is more commercial, with some activity on both sides of the street- interspersed with community and civic activities- before reducing to one side beyond the village green and garden. (Watling street, see photos on the right)

4.4.30. The built form here is more continuous and strongly defines a cohesive townscape with ground floors generally occupied by commercial uses, with cafés, restaurants, and pubs clustered near the railway station. Several catering establishments provide outdoor seating that spills onto the pavement, adding vitality and animation to the street scene, although at times this can be car-dominated with parking taking more space than spill-out uses.

4.4.31. Building to building widths across the streets and pavement widths along the street are quite variable and the frequent provision of street edge parking- both parallel and nose-in- negatively impacts space available for pedestrian movement, spill-out space or any landscaping.

4.4.32. Traffic levels through the centre are heavy, as Watling Street also serves as a key route between St Albans and Watford. A large front-facing parking is located adjacent to Watling Street in the commercial section giving parts of the centre a vehicle-dominated character that feels unwelcoming to pedestrians. Vehicle speeds are generally high, pedestrian crossings are limited, and no traffic-calming measures are in place. As a result, crossing the street can often be slow and difficult. (Fig 102)

4.4.33. Street furniture has been considered, and the centre is attractively presented with flower boxes. However, cycle parking provision appears to be absent. (Fig 103)



Fig 99. Watling Street south



Fig 100. Restaurants and pubs around the station on Watling Street.



Fig 101. Retails on Watling Street



Fig 102. The mid-section of Watling Street feels dominated by cars.



Fig 103. Provision for cycle parking is limited.

4.4.34. The suburban streets are mainly residential, green and leafy with many mature trees in private gardens. There are significant areas of private streets, which do not provide dedicated pedestrian footpaths. (Fig 104)

4.4.35. The presence of mature trees and hedges throughout the village play an important role in defining the space, providing enclosure, and offering seasonal variation. Most of these trees and hedges are found within private front and rear gardens with some pockets of public woodland. Deep garden plots are often bounded by tall hedges, providing privacy while also creating a secondary layer of enclosure. Plots in Radlett are generally wide, so front drives and car parking do not appear dominant in many of the streets. This contributes to Radlett’s distinctive character while making overall proportions of the streetscape seem more generous. (Fig 105 & Fig 106)

4.4.36. Radlett’s open spaces include Watling Street Garden, Scrubbitts Wood, and Phillimore Recreation Ground. (Fig 107 – Fig 109)These areas offer a variety of environments, from street gardens and natural woodlands to managed greens in the heart of the village. The surrounding Green Belt landscape plays a key role in defining Radlett’s containment. Several trail routes are available, providing locals and visitors with spectacular countryside views around the village.

4.4.37. A minor watercourse, the Radlett Brook, runs parallel to the railway line through the settlement. This brook contributes to the local landscape character by providing a natural feature within an otherwise urbanised corridor. It also plays an important role in drainage; however, sections of the brook are susceptible to flooding, particularly during periods of heavy rainfall. Any future development or landscape interventions in the vicinity should take into account the brook’s ecological value and potential flood risk, ensuring that appropriate mitigation measures are incorporated to maintain both safety and environmental quality. (Fig 110)



Fig 104. Private streets usually do not have a dedicated pedestrian footpath.



Fig 105. Mature trees throughout the village



Fig 106. Trees and hedges providing privacy while also creating a secondary layer of enclosure.



Fig 108. Open Space – Scrubbitts Wood



Fig 107. Radlett’s Open Space – Watling Street Garden



Fig 109. Radlett’s Open Space – Phillimore Recreation Ground.



Fig 110. The Brook

Recreation and Leisure Facilities

4.4.38. Radlett offers a range of recreation and leisure opportunities, including outdoor spaces such as public parks, sports pitches and playgrounds, as well as indoor facilities like the library and community halls. A notable example is Phillimore Recreation Ground, located in the western part of Radlett. It provides a variety of facilities, including allotments and a cafe, catering to a broad spectrum of users. While there is no dedicated indoor leisure centre, a gym at Battlers Green Farm helps meet local demand for fitness and activity.

4.4.39. The surrounding Green Belt and countryside provide spaces for walking, cycling, and informal recreation, while golf courses and equestrian facilities add to the diversity of leisure options. While many recreational facilities are concentrated near the village centre, particularly on the west side of the railway and there are good pedestrian links to the Phillimore Centre, activities closer to the edges often require private transport to access, highlighting the need for future development to consider improving accessibility and connectivity.



Fig 111. Phillimore Recreation Ground

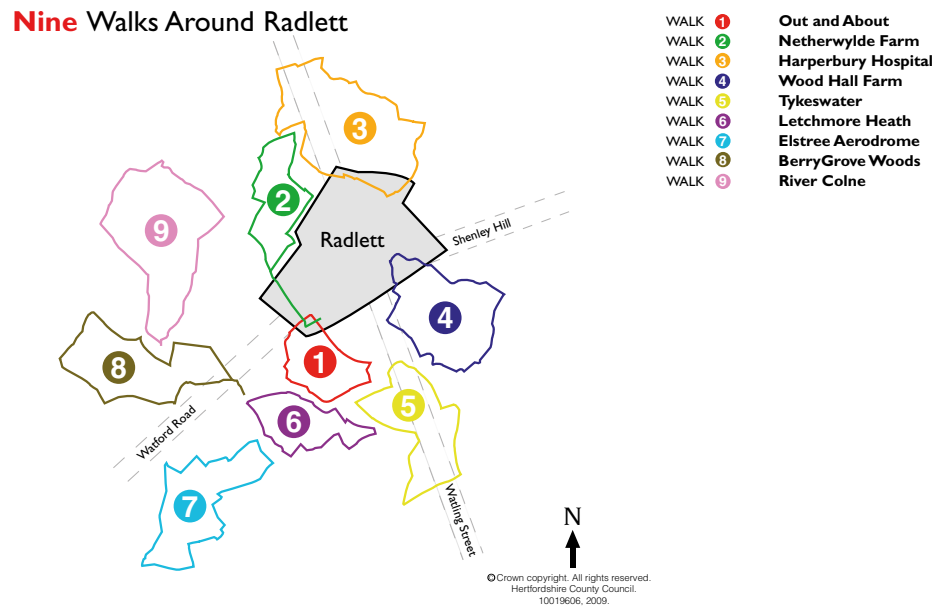


Fig 113. Local walks



Fig 114. Radlett golf course



Fig 112. Phillimore Recreation Ground playground



Fig 115. Radlett sports club

Edge Conditions

4.4.40. Radlett retains a clear sense of settlement identity, with its edges largely defined by the surrounding Green Belt and open countryside. The village is framed by extensive private gardens and mature tree belts, creating a strong visual buffer that separates the residential areas from adjoining farmland and undeveloped land. This edge pattern helps preserve the suburban and semi-rural character of the settlement.

4.4.41. Many of the boundary edges to Radlett are formed by private rear gardens which, while generally secure, could be more vulnerable to intrusion and also do not provide a public view into the defining countryside from the street. There are several streets- Shenley Hill to the east, overlooking the golf course and Watford Road and New Road to the west- which provide a clear understanding of Radletts’ countryside context.

4.4.42. Future development should respect existing edge patterns and particularly should ensure that clear visual and physical connections to accessible Greenbelt areas are incorporated where appropriate.



Fig 116. Many of the boundary edges to Radlett are formed by private rear gardens.



Fig 117. Streets on the village edge



Fig 118. Gardens on the open green could be more vulnerable to intrusion.



Fig 119. Streets provide a clear understanding of Radletts’ countryside context.

Materiality

4.4.43. Most of Radlett’s buildings date from the late 19th to 20th centuries (with some much older heritage structures). Traditional materials include flint, red and brown brick, render, clay tile roofs, half-timber detailing, and arch features, reflecting influences from period artistic movements and the typical Green Belt vernacular. Many of the area’s most charming characteristics are derived from historical decorative elements, such as gables, high chimneys, white sash windows, and bay windows. Intricate brickwork patterns can also be found on some buildings.

4.4.44. Twentieth-century and post-war developments typically combine brick with light render or weatherboarding. Roof forms across the village are predominantly deep single or double-pitched, often with small dormers, while modern flats incorporate flat roofs and contemporary materials, such as glass balconies.

4.4.45. Recent new single dwellings and apartment blocks are not always well-proportioned with large footprints and generally mimicking traditional styles, however these usually use appropriate materials and the small number of these within the overall eclectic variety of buildings, means they do not have a negative impact on the overall built environment. (Fig 128)



Fig 120. Red bricks with patterned detail



Fig 124. Decorative masonry details



Fig 125. Timber window detail



Fig 121. Flint stone



Fig 122. Tiled roof



Fig 123. Gable and dormer



Fig 126. Chimney detail



Fig 127. Bay window



Fig 128. New house-a missed opportunity

Views

4.4.46. Radlett does not have formally designated view corridors, but both planning policy and community feedback highlight the importance of protecting rural and heritage views.

4.4.47. The public particularly values the long vistas toward the surrounding open fields. The Radlett Conservation Area is also highly regarded, especially along Watling Street and several side streets, in relation to historic and landscape features such as Loom Lane. These views of the countryside and heritage assets are widely recognized as integral to Radlett’s character.



Fig 129. Views along Watling Street



Fig 130. Views towards the open fields



Fig 131. Views along Watling Street

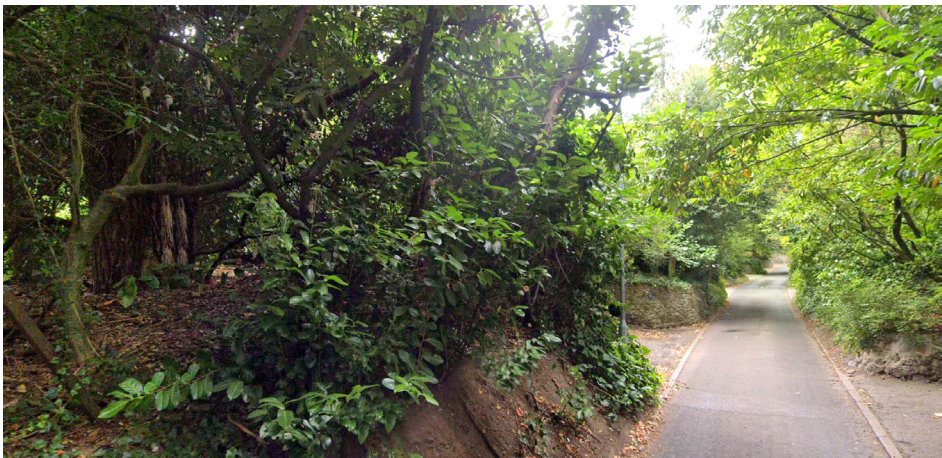


Fig 132. Views along Loom Lane within the conservation area.

Townscape -Key Findings

4.4.48. Set within the green belt, Radlett is a thriving village with strong railway connections and a long, lively High Street, originally a historic Roman Road, which serves both local residents and attracts visitors. Many streets have well-maintained front gardens with mature trees and hedges, providing visual framing and a sense of enclosure, while gentle changes in topography add interest to the streetscape. The church spires and the character of the conservation areas are widely appreciated and help define the village's distinctive character.

Issues

- The village has many large houses but lacks affordable smaller homes.
- Less connected street blocks in the north (with private roads) and east lead to high reliance on car use.
- The three junctions crossing the railway are very busy.
- The area around the parade is dominated by parking, reducing its attractiveness.
- Limited pedestrian crossings, combined with heavy and fast through traffic, make crossing streets unsafe and may negatively affect retail activity on both sides.
- There are few large sites available for development within the village.

Opportunities

- Improve the public realm along walking streets to make the centre more user-friendly and visually appealing.
- Introduce well-structured cycle routes to support sustainable travel.
- Encourage small-scale, boutique development and sensitive densification.
- Promote sustainable development and travel patterns to reduce reliance on private vehicles and encourage more balanced transport use.



Fig 133. Through-traffic congestion has been identified as a key issue in Radlett.

4.5 Heritage

Designated assets

4.4.49. Radlett is rich with historic buildings but statutory listings are few. These are concentrated around the original crossroads (Flint Cottages, Primrose Cottages, the War Memorial and 247-249 Radlett Street) with some outliers at Christ Church and the former Cat and Fiddle pub. Historic England these days concentrates its listing surveys by building type but it would be worth reviewing Radlett as a place (and the other towns being studied as part of this baseline) to consider if spot-listings are appropriate.

4.4.50. A full list of the half dozen statutorily listed buildings can be found at: <https://historicengland.org.uk/listing/the-list/map-search>

4.4.51. The two conservation areas have had boundary changes within recent decades so further extensive boundary reviews are unwarranted but the appraisals should be updated with more extensive design guidance as part of their management sections.

Fig 134. Heritage and conservation context map

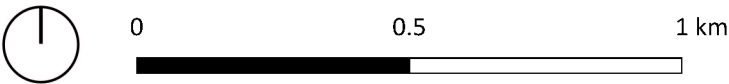
Key:
*The map excludes locally listed buildings – work TBC

Listed building Grade

- I
- II
- II*

Conservation areas

- Conservation areas
- Hertsmere Borough boundary
- Radlett settlement boundary



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Non-Designated

4.4.52. There are dozens of local listings – set out below – some of which could be considered for additional protection measures including Article 4s and/ or inclusion within a conservation area where they are outside the boundary. Development management opportunities for enhancement include greater control of shopfronts, window replacements and advertisements.

Watling Street

- Oak Chambers, No 34 Watling Street
- 72 Watling Street
- Former pub, 82 Watling Street
- Natwest Bank, 84 Watling Street
- The Terrace 86-96 (even) Watling Street,
- Former Post Office, 122 Watling Street
- The Oakway and rear outbuildings, 137 – 197 Watling Street
- Former Barclays Bank, 221 Watling Street,
- The Parade, 223-237 (odd)
- 239-245 (odd) Watling Street
- Newberries Parade, 257-267 (odd) Watling Street
- 269 & 271 Watling Street, Radlett
- Radlett & Bushey Reform Synagogue, 118 Watling Street
- Red Lion Hotel, Watling Street,

- Tykeswater Bridge, Newberries Car Park, off Watling Street
- Colney Street Bridge, Watling Street
- Village Institute, Watling Street
- Medburn Lodge, Watling Street
- Medburn Kennels, Watling Street

Cobden Hill

- 5-15 (odd) Cobden Hill
- 17-23 (odd) Cobden Hill, Radlett
- Cobden Hill Farmhouse, 57 Cobden Hill
- War Memorial, churchyard walls & lychgate
- The Bakery, 10 Cobden Hill
- Chantry Cottage, 65 Cobden Hill

Loom Lane

- Youth and Community Centre, 2 Loom Lane
- 4 Loom Lane

The Rose Walk

- 1 The Rose Walk
- 2 The Rose Walk

4.4.53. There are additional local listings on side streets and further afield including Aldenham Dam and other structures in the country park. Plus:

Beaumont Gate

- 1 & 2 Railway Cottages
- 3 & 4 Railway Cottages
- Station House

Beech Avenue Harper Lane

- 4 A Beech Avenue
- Bridge, Harper Lane

Hogg Lane

- Ham Farmhouse & Farm Buildings

Ridgeway

- 29 Ridgeway



Fig 139. Christ Church & St John's



Fig 141. Red Lion Hotel, Watling Street



Fig 142. War Memorial



Fig 140. Flint Cottages



Fig 143. The Oakway



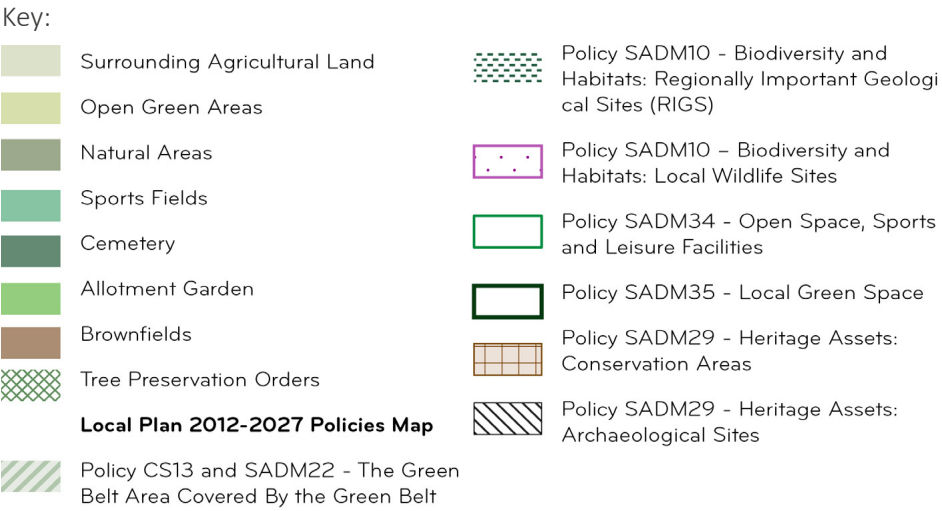
Fig 144. The Oakway rear building

4.6 Landscape

Landscape Typology

- 4.6.1. Radlett’s landscape is characterised by a varied typology that combines formal recreation grounds, managed community spaces, natural woodlands, and the surrounding Green Belt.
- 4.6.2. Key facilities include Phillimore Recreation Ground, King George V Playing Fields, Radlett Lawn Tennis and Squash Club, and Radlett Cricket Club, which together provide a strong recreational offer for residents. Smaller maintained greens and allotments, such as those at Phillimore, add to the provision of accessible local amenities.
- 4.6.3. Natural assets, including Fir Spring Wood and Scrubbits Wood, alongside wider woodland areas such as Field House Farm Woodland, Hounds Wood, and the Porter Park Golf Club landscape, contribute to biodiversity, informal recreation, and reinforce Radlett’s semi-rural setting.
- 4.6.4. Mature trees, hedgerows, and gently varied topography enhance both ecological value and visual character, while the settlement edges are clearly defined by woodland belts and open countryside, maintaining a distinct rural–urban transition.
- 4.6.5. There are no notable brownfield sites within the main urban area, although one site exists in the peri-urban fringe close to Field House Farm Woodland, reflecting limited redevelopment pressures on the village’s greenfield landscape.

Fig 145. Landscape map

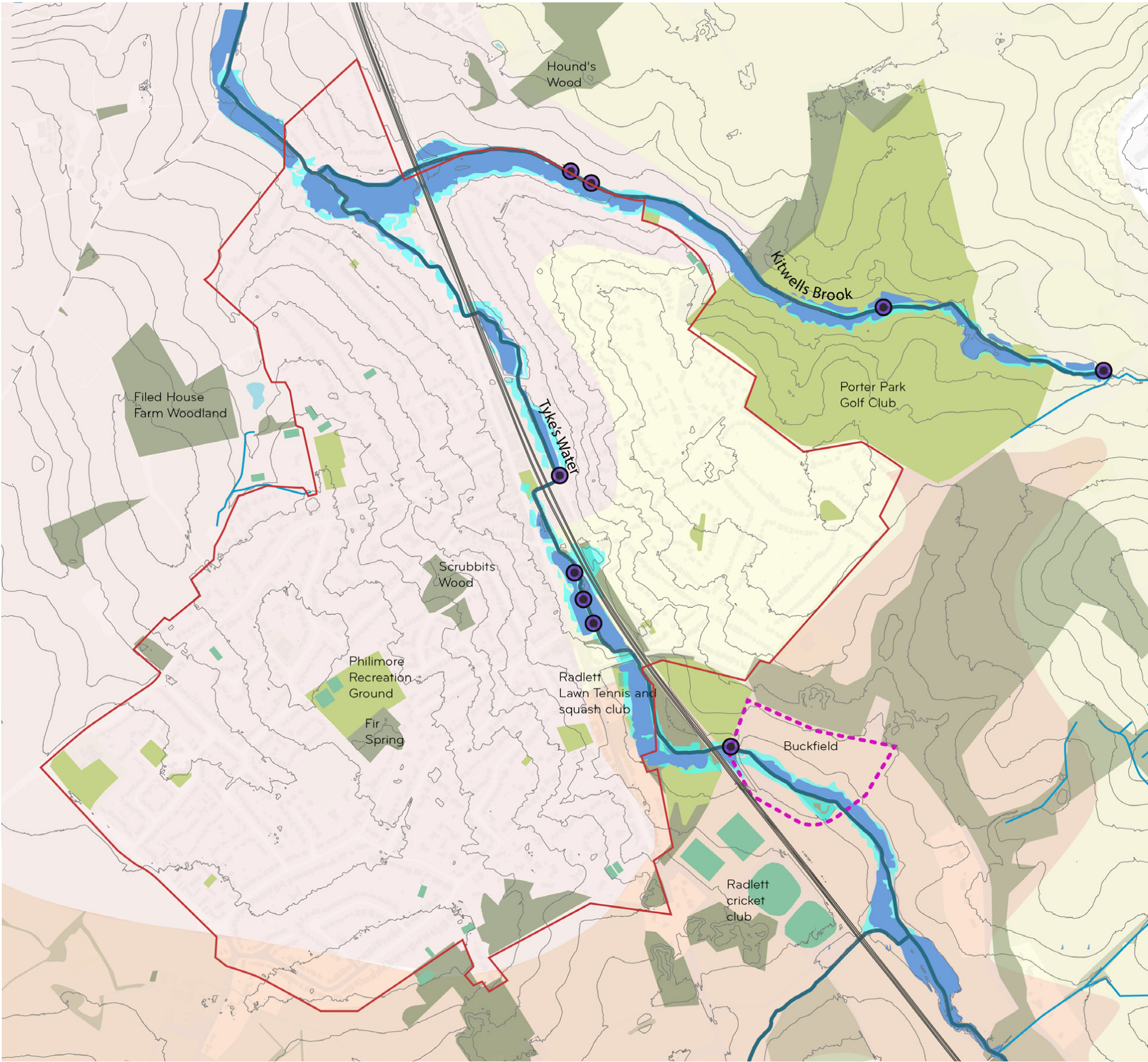
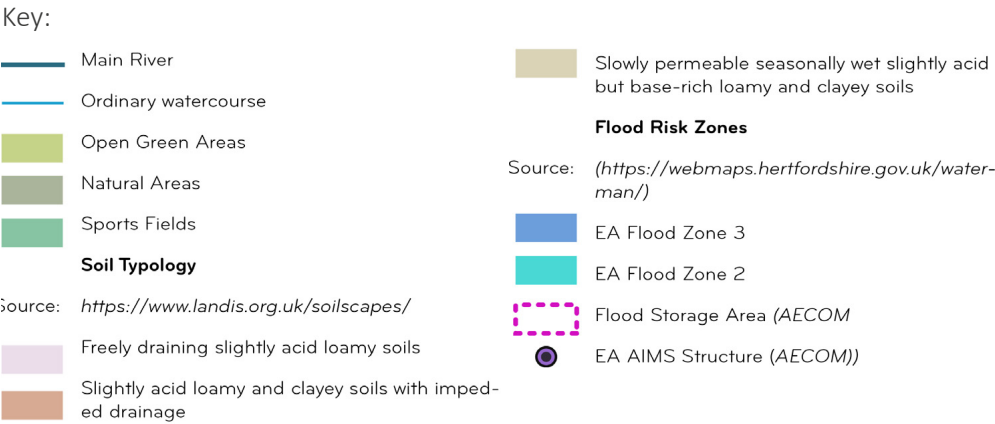


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Blue-Green Infrastructure

- 4.6.6. The Tyke Water Brook is a defining natural feature running north to south through Radlett, providing a green corridor that contributes to the settlement’s landscape character and drainage network.
- 4.6.7. Much of the urban area around the brook lies on freely drained, slightly acidic loamy soils, which support healthy vegetation and allow good infiltration, helping to reduce localised flood risk.
- 4.6.8. By contrast, the southern part of Radlett is underlain by heavier clayey soils with impeded drainage, creating wetter conditions and a greater susceptibility to surface water flooding.
- 4.6.9. To the east, the presence of slowly permeable but base-rich loamy and clayey soils, derived from underlying glacial and clay deposits, enhances soil fertility and supports a diverse vegetation cover, though these areas are more prone to waterlogging.
- 4.6.10. The settlement sits within gently varied topography, with higher ground in places draining towards the Tyke Water Brook, reinforcing the general north–south flow of water through the area.
- 4.6.11. This combination of soil conditions and landform produces a landscape that is at once leafy and resilient in the centre, heavier and wetter in the south, and more fertile and ecologically diverse to the east.

Fig 146. Blue – green infrastructure map



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Landscape – Key Findings

Issues

- The village's semi-rural character is reinforced by woodlands and mature vegetation, but peripheral green spaces are poorly connected to the pedestrian network.
- Lack of a central public square or communal green reduces opportunities for community gathering.
- Traffic-dominated High Street limits pedestrian comfort.
- Surface water flooding risk exists in southern parts due to heavy soils.
- Incremental development may fragment woodland belts.
- Tyke Water Brook, while a defining natural corridor, may be underutilized for recreation and biodiversity.

Opportunities

- Enhance pedestrian connectivity between the High Street and outer green spaces.
- Expand use of Tyke Water Brook corridor to support recreation and biodiversity.
- Create flexible communal squares or plazas to diversify the public realm.
- Protect and manage woodland belts to maintain semi-rural character and ecological connectivity.



Fig 147. The Tyke Water Brook corridor could be further utilized to support biodiversity and ecological connectivity.

4.7 Environment and Sustainability

4.7.1. Radlett lies within the larger upper Colne catchment area with Tykes Water (also stylised as Tykeswater and locally referred to as The Brook) bisecting the site along the central low-lying valley. This tributary follows a route adjacent to the Midlands Main rail line with part of the water culverted to cross the rail tracks near Radlett Station. The hydromorphology is not, however, considered to be heaving modified or designated as artificial as per the EA.

4.7.2. Parking for Radlett Station current abuts Tykes Water to the west and existing residential properties to the east. Tykes Water is currently considered to be of ‘Poor’ ecological status with a poor hydrological regime as defined by the EA in 2022. Tykes Water also is subject to phosphate pollution from poor nutrient management within the local rural and agricultural land.

4.7.3. The culverting and canalisation of Tykes Water was largely done to support the urbanisation and transport links within Radlett. Consequently, Tykes Water is largely disconnected from the urban landscape. As shown in the inset imagery, much of the water and valley is fenced off or abutted by hard landscape following its canalisation.

4.7.4. The Aldenham Parish Council drafted the Radlett Village Neighbourhood Plan in 2020, which seeks to “promote the protection and positive use of surrounding Green Belt” and “[improve] the public realm to make a positive contribution to the natural...environment”. Ways in which Tykes Water and its valley can be enhanced and reconnected with the community should therefore be explored.

Topography

4.7.5. The site levels vary between 65mAOD within the low-lying valley to 105mAOD to the southwest. The low-lying valley aligns with the existing Midlands Main rail line and Tykes Water which bisect the site at approximately 70mAOD. The section of Tykes Water which has been culverted to support the railway and existing development is shown in cyan



Fig 148. Radlett Site Context



Fig 149. Radlett topo with culverted watercourse

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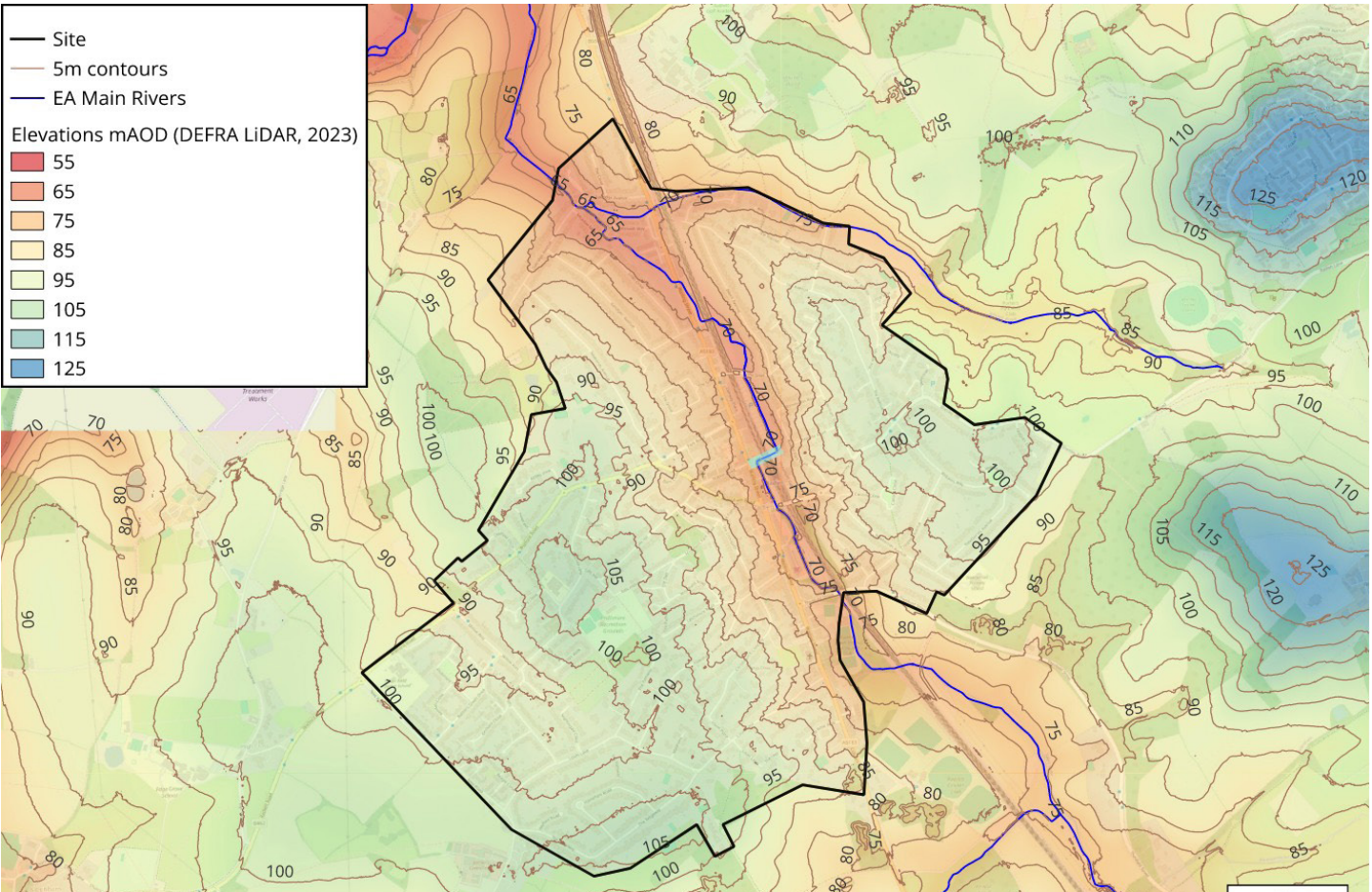
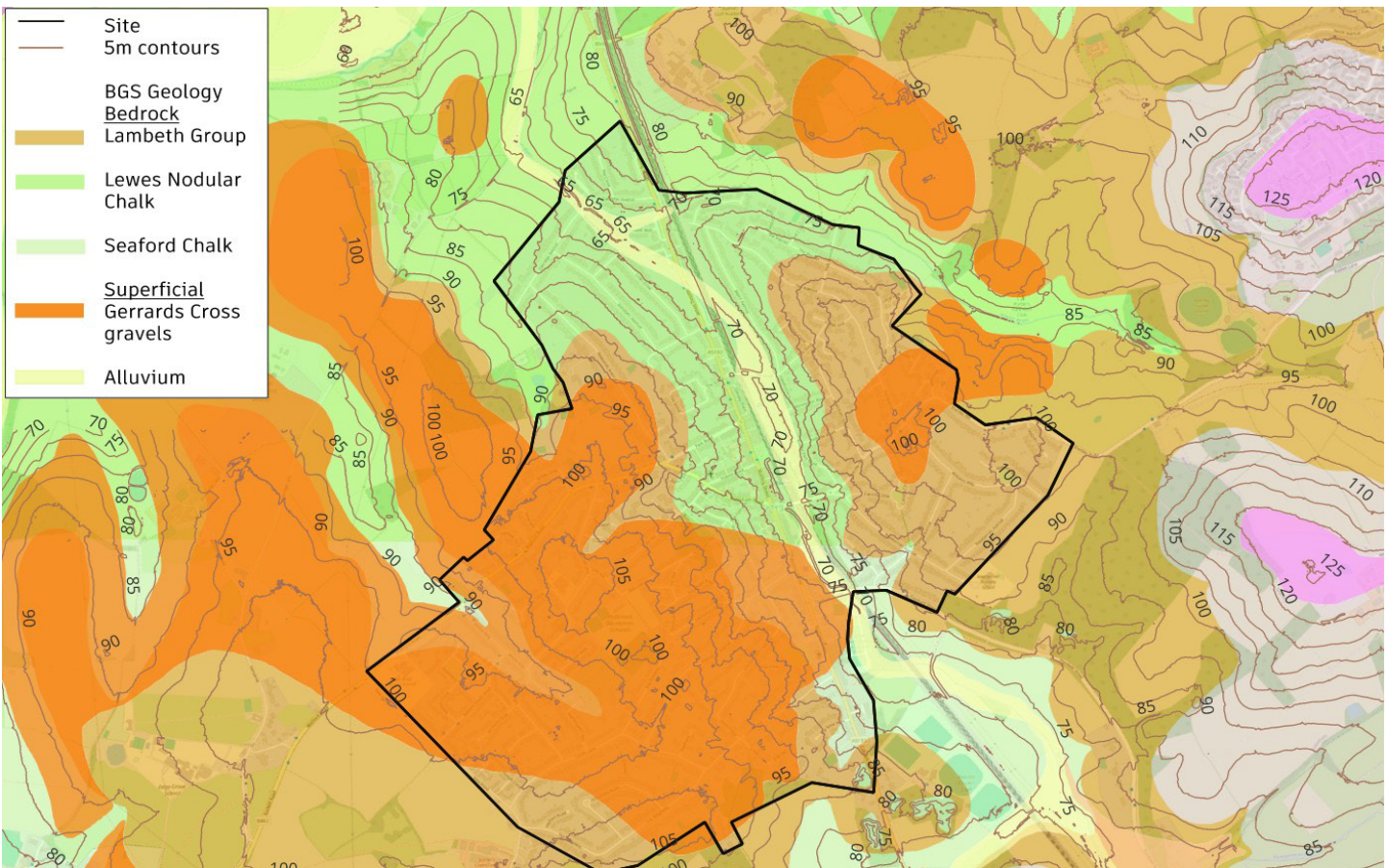


Fig 150. Radlett geology map

Contains British Geological Survey materials © UKRI 2025



Geology

4.7.6. The site is underlain by a mix of bedrock Lambeth Group in the higher ridges and Seaford and Lewes Nodular Chalks within the valley. Superficial deposits of Gerrards Cross gravels with alluvium are found in the base of Tykes Water.

4.7.7. Gravels and chalks typically offer good infiltration potential, and the geology suggests a low risk of groundwater flooding. However, concentrated infiltration in areas of chalk may lead to dissolution features.

Flood Zone and Risk

4.7.8. The site is largely in Flood Zone 1, though the low-lying valley which bisects the site north-to-south is in Flood Zones 2 and 3. This arises due to the low-lying valley being part of the banks of Tykes Water which flows through the site.

4.7.9. The lower valley to the west of the site is subject to risk of surface water flooding, along with localised depressions and the valley within which Tykes Water flows. Generally, the site is considered to be at a low risk, though with the effects of climate change the identified illustrated area increase in extent and risk classification.

4.7.10. Given the proximity to Aldenham and Hilfield Park Reservoirs, the site is subject to risk of flooding should these reservoirs breach. The extents of this floodplain align with the low-lying valley and Tykes Water.

4.7.11. Furthermore, the site has a notable number (between 6-10) of recorded sewer flood events which the local SFRA indicates is generally associated with foul sewer surcharge. These incidents are largely centred within the low-lying valley area (i.e., along the rail line), which could indicate system surcharge associated with intense storm events.

4.7.12. There is therefore an opportunity to improve the relationship between Tykes Water and the floodplain, which is currently hardened, fenced off and disconnected from the community. Re-naturalisation of the watercourse would improve flood conditions and protect the urban developments during intense storms and also enhance ecology and amenity value to the community. Considered integration of SuDS within the fine grain of proposed developments can also provide surface water management benefits, including improving the runoff water quality through the treatment of diffuse urban pollutants.

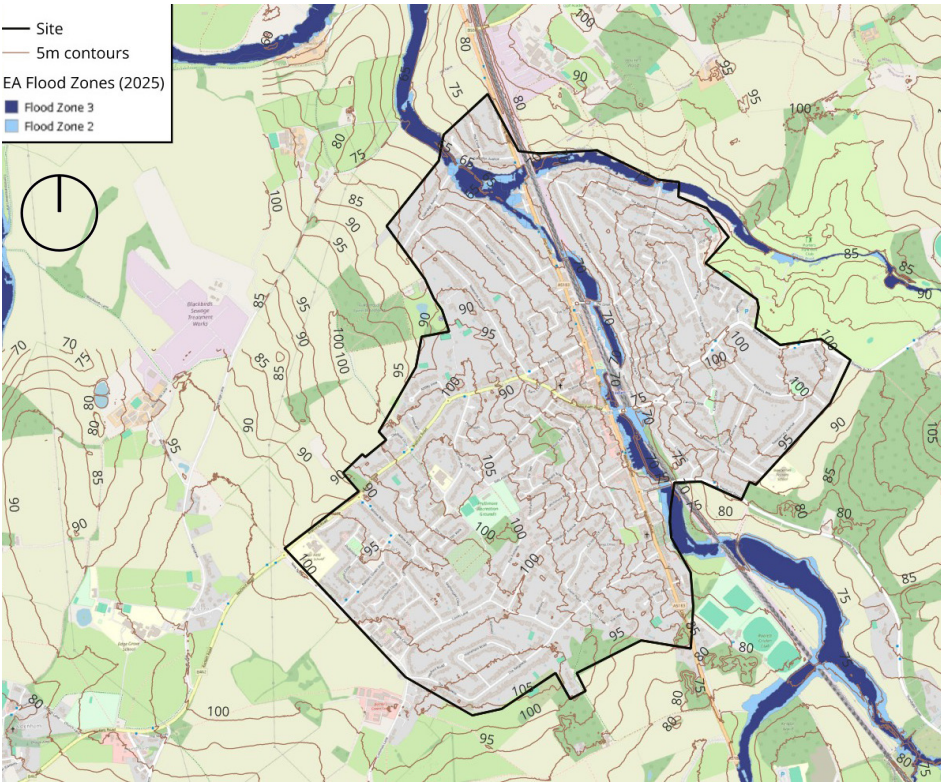


Fig 151. Radlett Flood Zones
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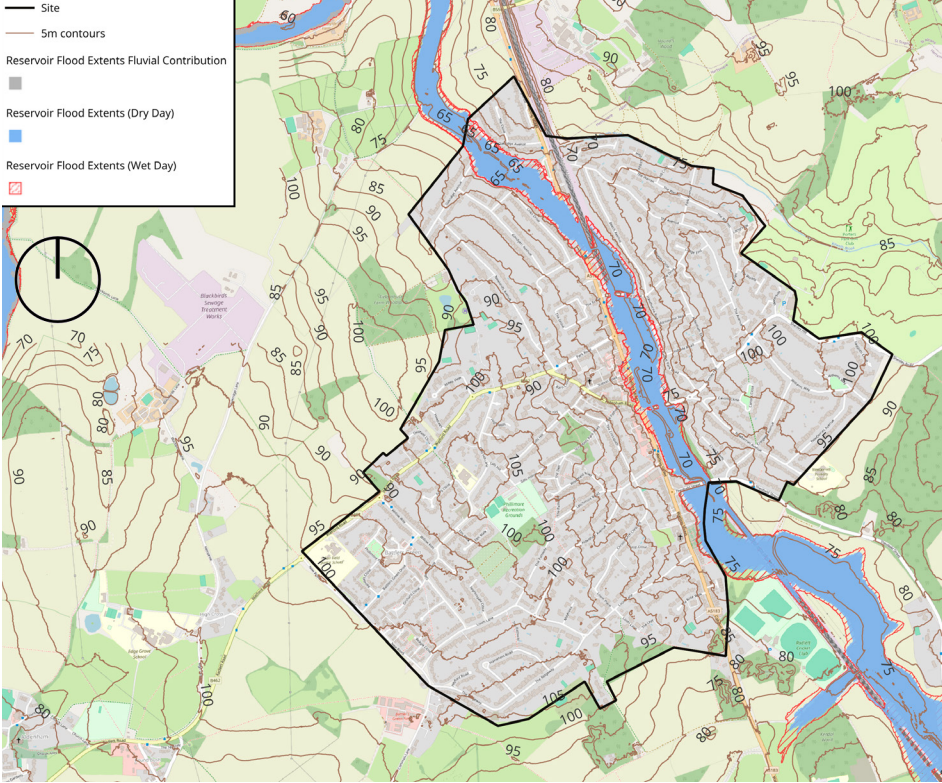


Fig 152. Radlett Reservoir Flood Risk
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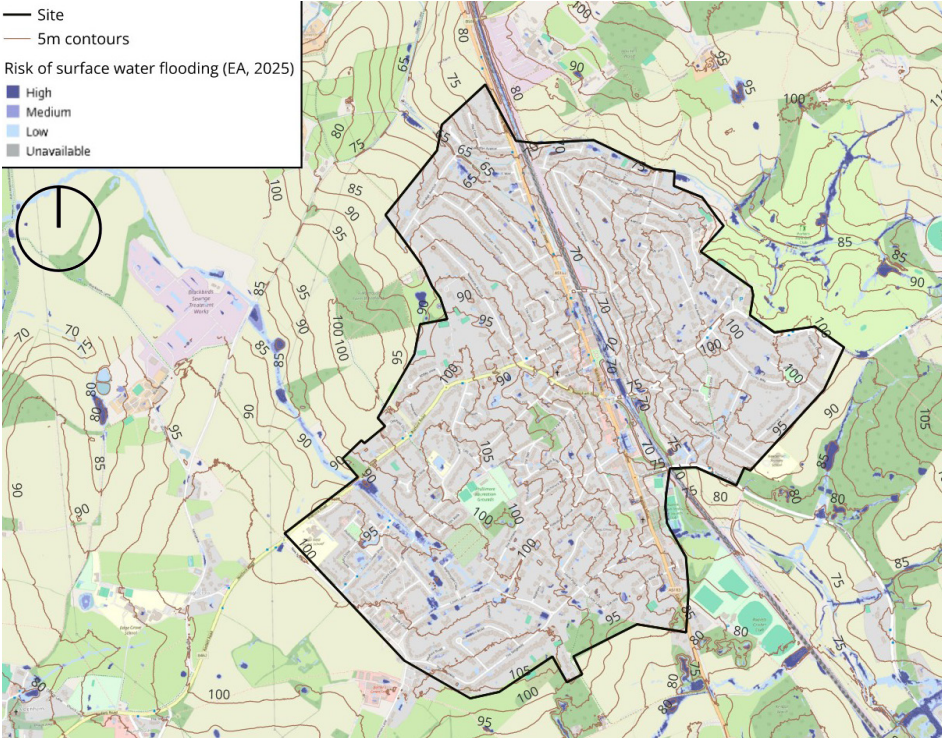


Fig 153. Radlett Risk of SW Flood NO CC
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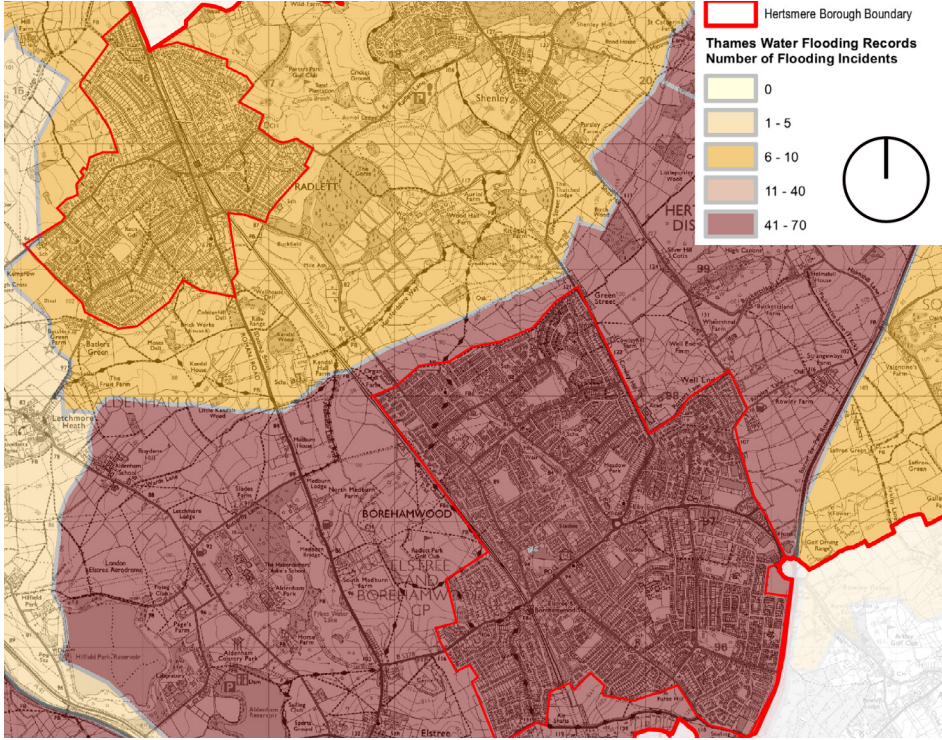


Fig 154. Recorded sewer flooding incidence, Borehamwood and Radlett
@ Hertsmere SFRA (AECOM, Sept 2023). Available from Borough Council webpage (public information)

Desk Study Method

4.7.13. The following ecological baseline forms part of the wider baseline assessment and provides an initial overview of the ecological opportunities and constraints associated with Radlett. This overview is intended to contribute to a broader understanding of each settlement within the study area and will inform the development of spatial frameworks and area-wide design codes. A desk study was carried out to identify the ecological baseline for the settlement.

Desk Study

European designated sites

4.7.14. The Habitats Regulations Assessment (HRA) of the Hertsmere Local Plan (LUC, 2021), could not rule out adverse effects from poor air quality on the integrity of Epping Forest SAC or Wormley Hoddesdonpark Woods SAC as a result of the Local Plan. Measures to manage air pollution, such as reduction in car use, would help avoid these issues.

Nationally designated sites

4.7.15. Table 10 lists the designated sites located within approximately 2 km of the settlement. No sites were identified within the settlement boundary. Opportunities to enhance and expand these habitats should be designed into the masterplan.

Priority habitat

4.7.16. The priority habitats shown in Table 11 are located within 1 km of the settlement. Opportunities to enhance and expand these habitats should be designed into the masterplan.

4.7.17. One parcel of ancient woodland was identified within the 1km search area. As with other settlements, deciduous woodland represented as green polygons below is the habitat with the greatest design opportunity. Where possible other low-density priority habitats would create a more rounded settlement from an ecological and recreational prospective.

Site Name	Designation
Bricket Wood Common	SSSI

Table 10. Nationally designated sites within approximately 2km. Source: The Multi-Agency Geographical Information for the Countryside (MAGIC)

Priority habitat	Count
Traditional orchard	3
Deciduous woodland	83
Ponds	1

Table 11. Priority habitats within 1km. Source: The Multi-Agency Geographical Information for the Countryside (MAGIC)

Species

GCN Risk zones

4.7.18. Amber zones likely have great crested newt populations, habitats and dispersal routes. Green zones are likely to have fewer areas with great crested newts. Fig 157 shows Radlett is mostly a ‘Green zone’ with only a small areas of ‘Amber zone’ within the settlement.

4.7.19. District level licensing is available in these zones and so these species shouldn’t represent a constraint to development in the settlement. However, where GCN are likely to be present, features to avoid trapping and killing GCN such as stepping road drains back from kerbs should be included in any future design codes.

4.7.20. Strategic Opportunity Areas for Great Crested Newts in Hertfordshire- areas where the addition of new ponds would benefit GCN populations, and are shown in Fig 155 These areas should be targeted in the emerging masterplan for provision of habitats suitable for GCN such as ponds, hedgerows and meadows.

Protected species Licences

4.7.21. A search for species licences granted within the last 10 years within 2km of the settlement was conducted. Species records within the settlement boundary and buffer can serve as an early warning system, helping to identify potential constraints while also highlighting opportunities for targeted habitat enhancements to support key species.

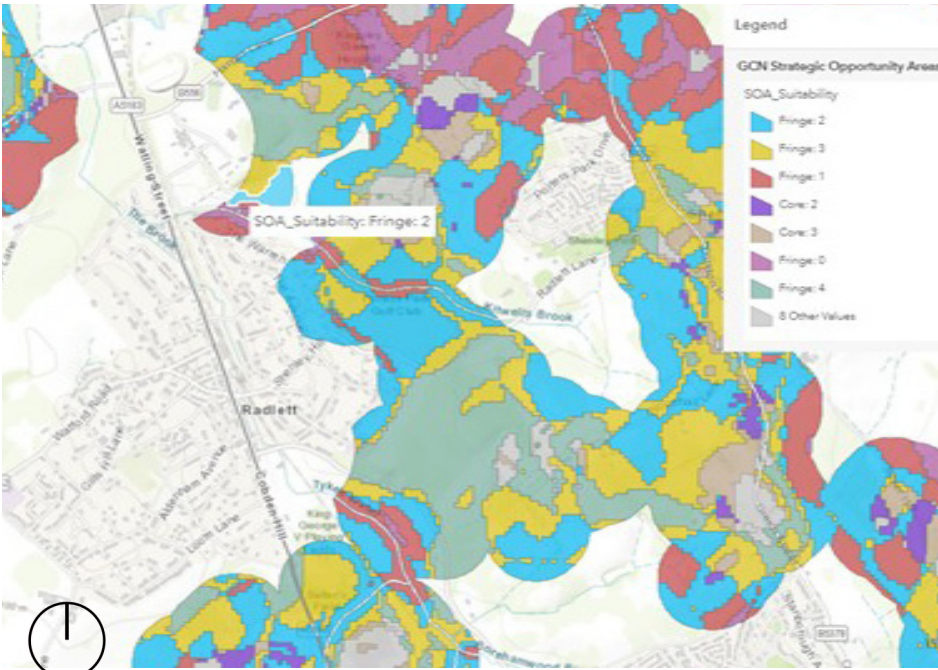


Fig 155. Natural England Open Data Geoportal search showing GCN Opportunity Areas for Great Crested Newts. Higher scores are associated with darker coloration and represent a greater presence of suitable habitat features. Source: Natural England Open Data Geoportal - <https://naturalengland-defra.opendata.arcgis.com/> © Crown copyright 2025

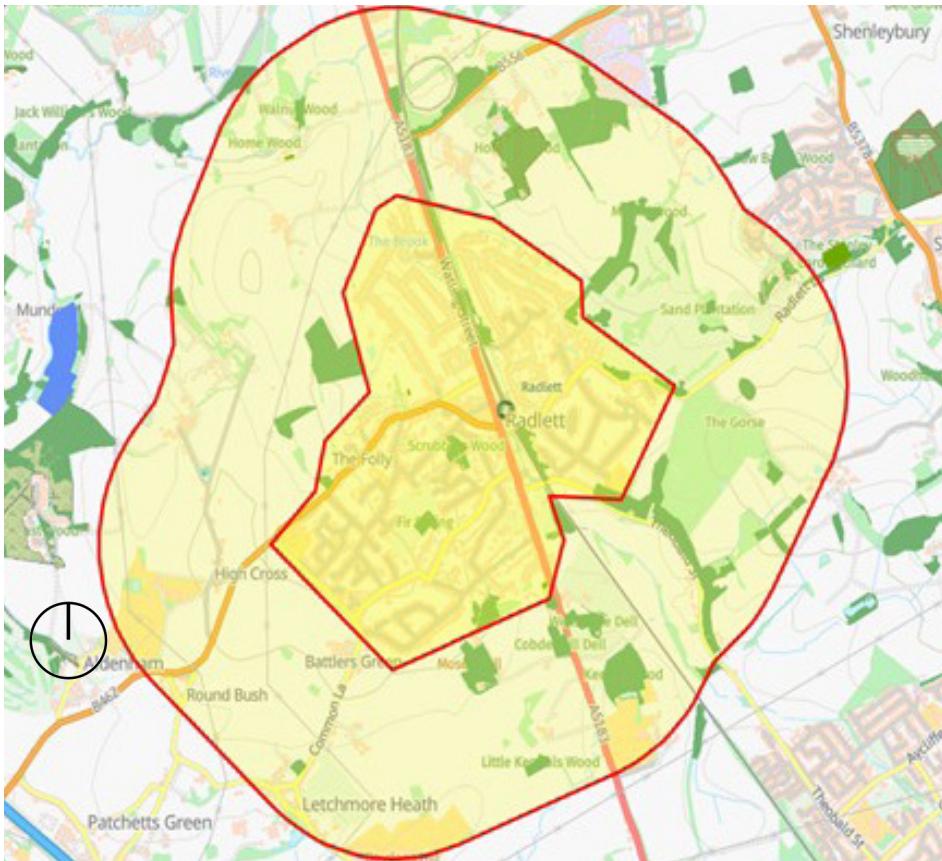


Fig 156. MAGIC search showing settlement boundary (inner) and 1km buffer (outer) showing priority habitats present. Source: The Multi-Agency Geographical Information for the Countryside (MAGIC) - <https://magic.defra.gov.uk/MagicMap.html> © Crown copyright 2025

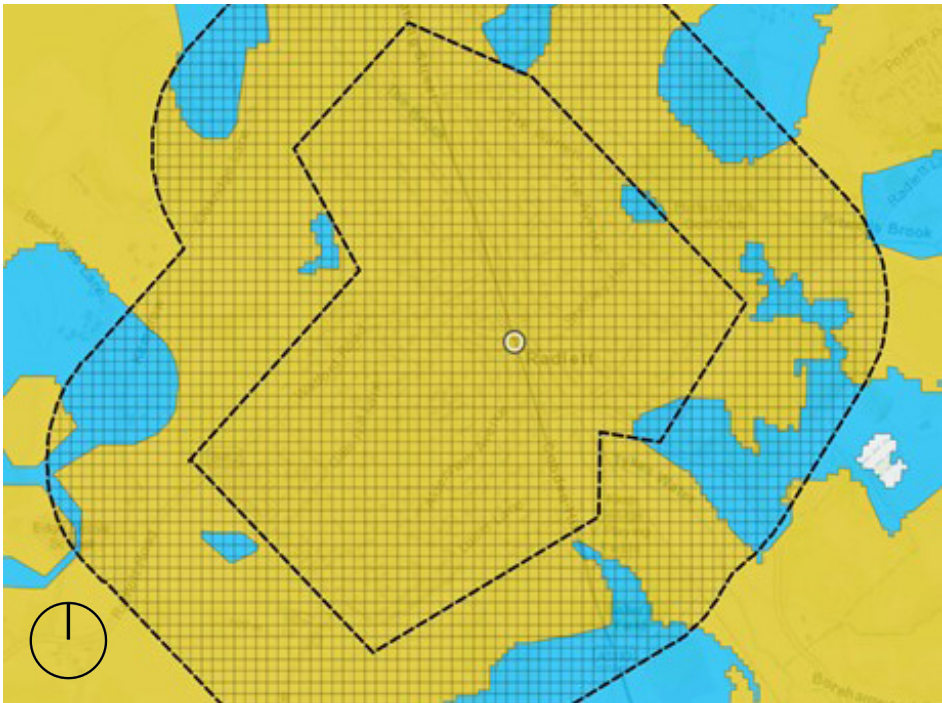


Fig 157. Natural England Open Data Geoportal search showing settlement red line boundary (inner) and 1km buffer (outer) showing the GCN risk zones. Blue = amber, yellow = green. Source: Natural England Open Data Geoportal - <https://naturalengland-defra.opendata.arcgis.com/> © Crown copyright 2025

Licence/ Survey Licence Return	Count
Bats: -Common Pipistrelle -Soprano Pipistrelle -Brown long-eared Bat	8
Hazel Dormouse	1

Table 12. Species Licences – Species records within the settlement boundary

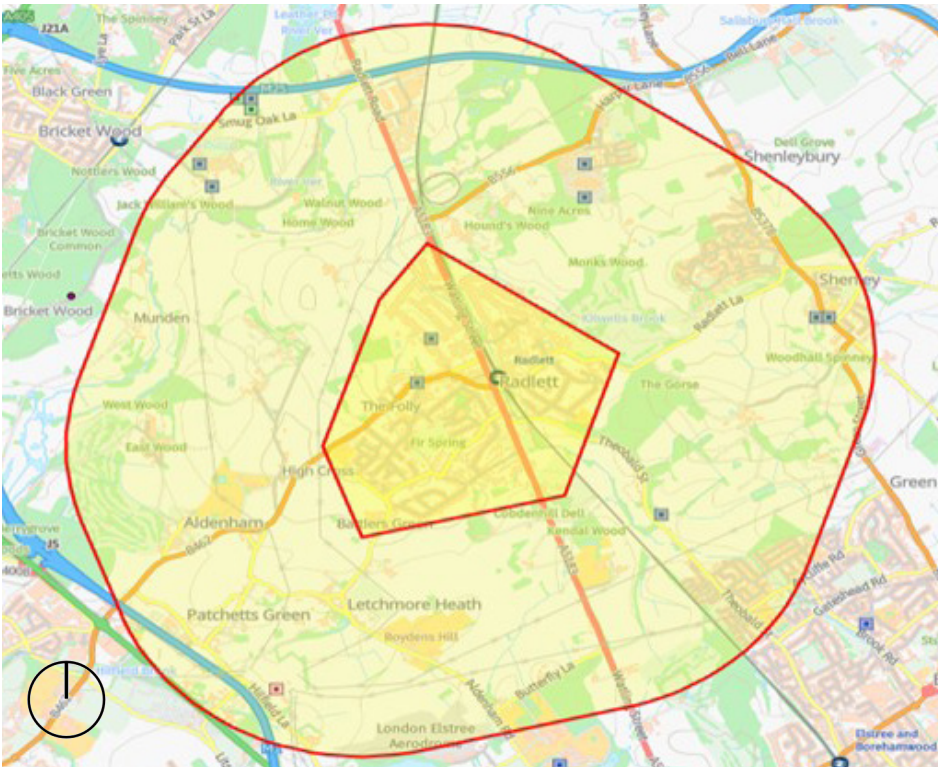


Fig 160. MAGIC search showing settlement red line boundary (inner) and 2km buffer (outer) showing European Protected Species Licencing. Source: Draft Habitat Regulation Assessment (HRA) – LUC, October 2021. © Crown copyright 2025

4.7.22. The dots on the Fig 160 represent granted licences within the search area. The Dormouse licence is the pink point in the south west part of the buffer, and all other points are bat licences.

Public Greenspace

4.7.23. Several areas of public green space are identified in the LNRS. These are fragmented and opportunities to expand and join them up would benefit both nature and people.

Areas of Particular Importance For Biodiversity

4.7.24. The areas highlighted in Fig 159 are identified as important for biodiversity within the Local Nature Recovery Strategy (LNRS). These are the areas identified for the delivery of actions outlined in the LNRS, excluding those mapped to Local Wildlife Sites or areas of irreplaceable habitat. These areas, as well as other target actions in the LNRS, should be used inform provision of green infrastructure ensure multiple benefits are provided.

Local Nature Recovery Strategy

4.7.25. It is recommended that any habitat creation and enhancement within the settlement is aligned with the actions identified in the Local Nature Recovery Strategy (LNRS), to support and complement the priority and other important habitats and ecological objectives set out in the strategy.

4.7.26. There are potential BNG as well as species specific (flagship species) benefits to this approach on a development-by-development basis.

4.7.27. The strategy also provides many practical approaches for delivery guidance and actions within urban areas that should become part of the plan.

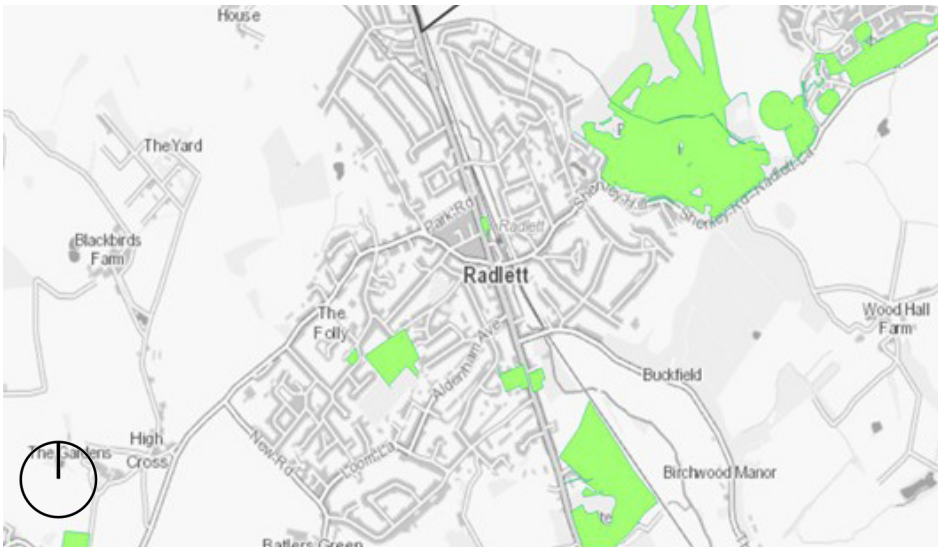


Fig 158. Public greenspace
Screenshot of Hertfordshire Local Nature Recovery Strategy showing the Public Greenspace within and around Radlett. © Hertfordshire County Council 2025.

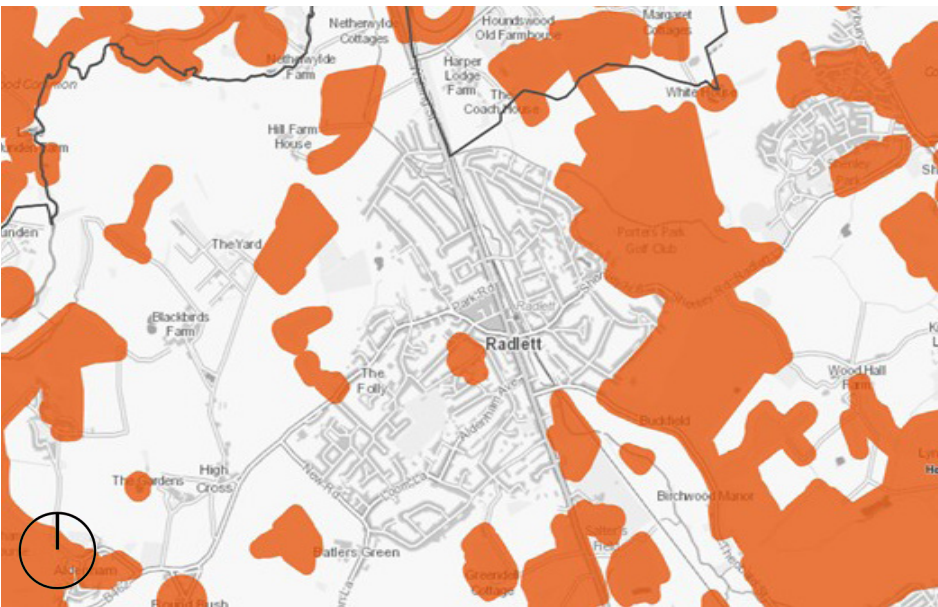


Fig 159. Areas of particular importance for biodiversity
Screenshot of Hertfordshire Local Nature Recovery Strategy showing the Areas of Particular Importance for Biodiversity within and around Radlett. © Hertfordshire County Council 2025

Limitations & Data Gaps

- 4.7.28. Mapping outputs
- Mapping has not been produced using GIS and so outputs should be treated as approximate. The outputs are considered appropriate to inform a settlement baseline. Buffer around the settlement boundary have been used to ensure the most important data has been captured.
 - Additional details such as specific location of habitat parcels and or species licence records is not possible at this stage. However, the information remains useful to inform a settlement baseline.
- 4.7.29. Data regarding Biodiversity Net Gain (BNG) planned and implemented within the settlement and surrounding areas has not been provided. This data would help to target future, strategic provision of biodiversity gain sites for the settlement.
- 4.7.30. Habitat data such as Phase 1 or UKHab has not been provided. This data would help inform a settlement-wide BNG baseline and identify BNG risk and opportunity areas. It would also support use of the Environmental Benefits for Nature Tool which would further support strategic targeting of green infrastructure and biodiversity gain interventions.

Environment and Sustainability – Key Findings

Issues

- Limited habitat data makes it hard to protect biodiversity.
- Sloping land and chalk geology create development challenges.
- Areas underlain with chalk have a higher risk of poor ground conditions and dissolution features.
- Air quality from increased traffic may impact statutory designated sites.
- Water scarcity and flood risks could restrict development.

Opportunities

- Plenty of space around the settlement for ecological enhancements, green corridors, and Biodiversity Net Gain (BNG).
- No GCN red zones present; any presence could be managed through district-level licensing.
- Low groundwater flooding risk and suitable geology for infiltration/SUDS.
- Flooding largely contained within watercourse banks.
- LNRS GCN Strategic Opportunity Areas (SOAs) offer potential to design features benefiting nature and people.
- Good habitat opportunities for bats and hazel dormouse.
- Existing greenspaces can be better connected through careful planning.
- Support local initiatives to improve Tykes Water and surrounding green spaces.
- Enhance connections between the river and the community.w

4.8 Public Land Ownership

4.8.1. This map illustrates the land and buildings owned by the local councils of Hertfordshire and Hertsmere. In Radlett, there are very few properties owned by the councils. The most significant asset is the Radlett Centre and Library, which serves as the heart of the community. Hertfordshire County Council also owns two schools in Radlett: St John’s Infant School and Newberries Primary School.

Fig 161. Public sector land ownership plan

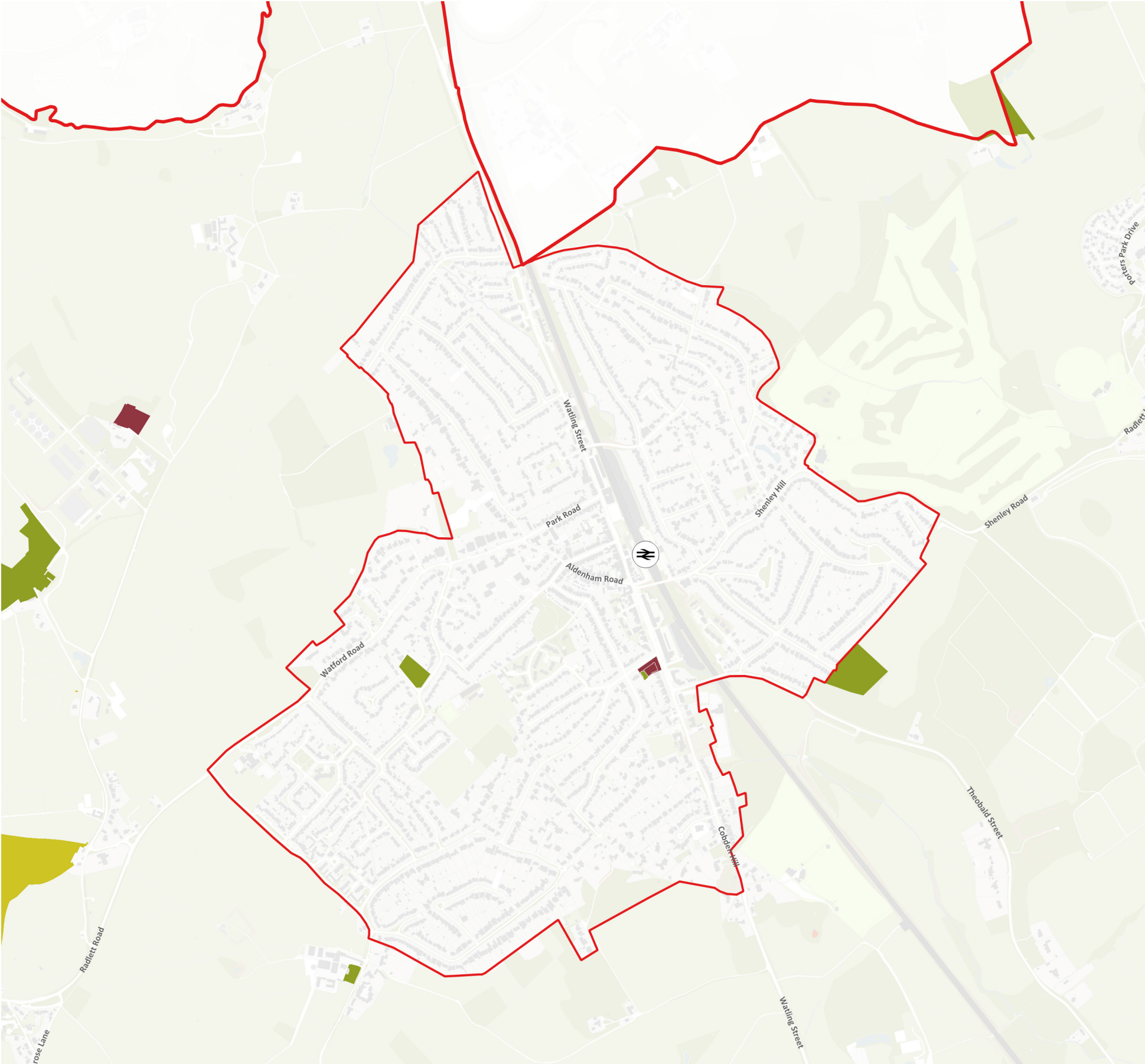
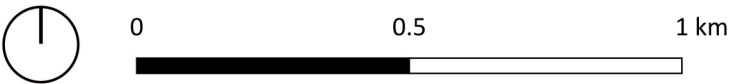
Key:

Borough council-owned assets

Land with permanent building

County council-owned assets

Land / Buildings



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4.9 Property Market

	Total Number of Homes	Number of Houses			Number of Flats		
		Owner-occupied	Private Rental	Social Rented	Owner-occupied	Private Rental	Social Rented
Radlett	3,185 100%	2,198 69.0%	180 5.7%	126 4.0%	260 8.2%	281 8.8%	130 4.1%

Fig 162. Existing Housing Stock. Figures will not total 100% as caravans, mobile homes and temporary structures have not been included.

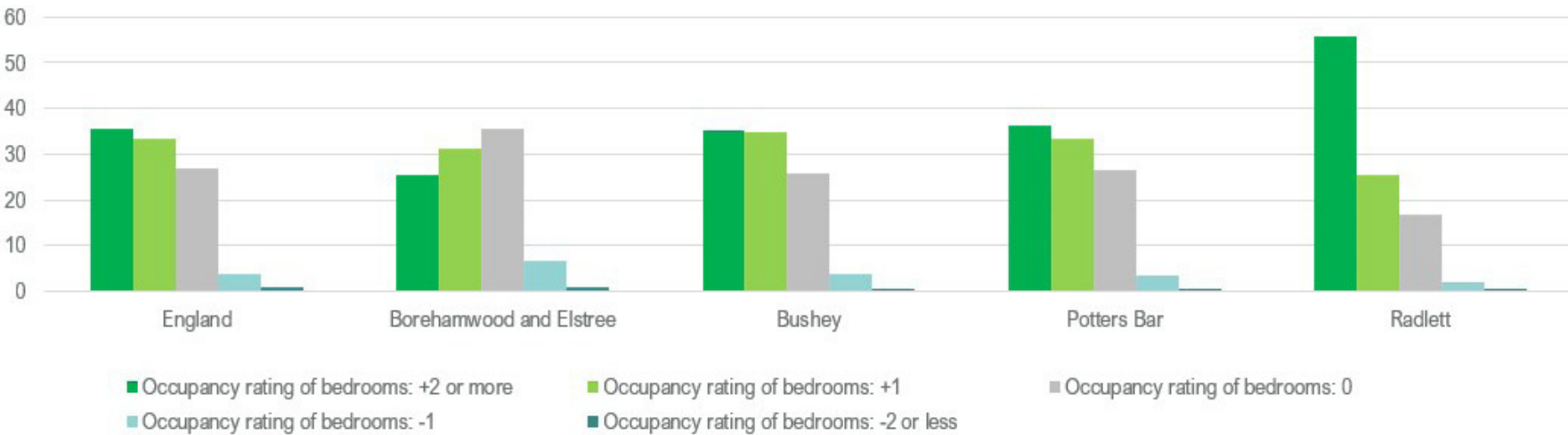


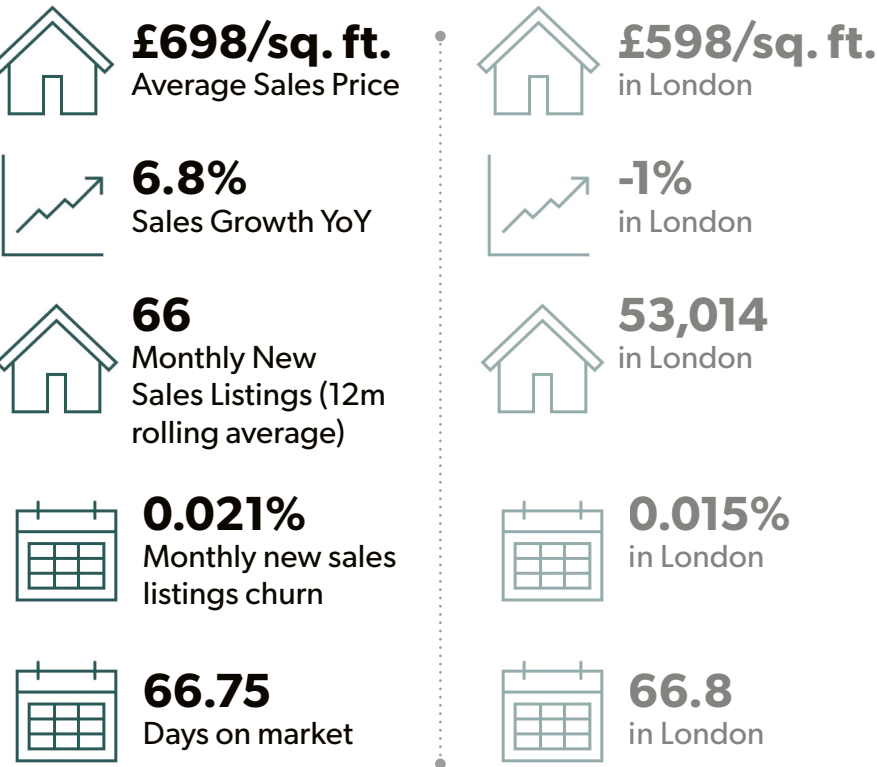
Fig 163. Hertsmere Housing profile, 2023. c. 58% of Radlett’s housing stock has a +2 occupancy rating (compared to 36% in England), indicating that many residents are living in homes that may be larger than required.

Beds	Count	%
1 bedroom	5296	12%
2 bedrooms	11400	27%
3 bedrooms	15472	36%
4 or more bedrooms	10514	25%

 **3,192**
Number of homes

Table 13. Distribution of households by bedrooms across Hertsmere (ONS, 2021).

Residential Sales



Demand and pricing remain significantly higher than national and regional averages for both home sales and rentals. High prices and sharp rental growth puts Radlett’s market ahead of neighbours.

4.9.1. Average sale prices of £698/ sq ft and growth of 6.8% year on year demonstrate a sales market that is outperforming the nearby settlements as well as the wider commuter belt. Sharp rises in rents possibly reflect constrained supply in a market where demand is driven by commuters.

4.9.2. Radlett demonstrates a prime residential market, c. 25% higher than Bushey and Potters Bar. Any new housing in this location should be carefully targeted towards optimising value, making the most of the premium values whilst also delivering public value through social housing and associated public realm and community facility improvements.

Homes are more liquid in the market, whilst flat listings have reduced since 2021 peak

4.9.3. In terms of supply, house listings have consistently outperformed flats (roughly 55-90 vs 25-70). We see a sharp fall in 2025 for both, however this may be due to a data lag. Notwithstanding, this could also indicate a tightening of supply as economic headwinds have slowed market sales due to uncertainty in the market.

4.9.4. In terms of absorption, houses are typically selling at faster rates in Radlett. Days on market for houses dropped from 80-85 days in in 2023/2024 to roughly 60-70 in 2025, whilst flats stay on the market longer with greater oscillation.

4.9.5. Given Radlett’s premium location across the commuter belt, demand appears to favour homes as opposed to flats, evidenced by their relatively slower absorption rates.

4.9.6. Larger family homes dominate the market in Radlett at over 53% for 4 and 5 bed homes. Only 1% of homes are 1 beds, compared to 12% across Hertsmere.

Limited churn is reflected in number of days on the market

4.9.7. 66 new sales listings in the last year indicates a limited number of homes coming onto the market compared to other towns within this commission. Days on market also reflects this, indicating that housing stock in Radlett moves quickly once listed.

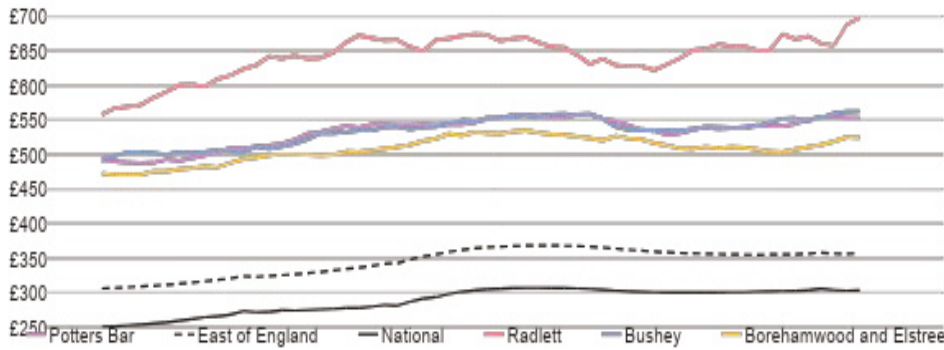


Fig 165. Average sales price, £/sq.ft.

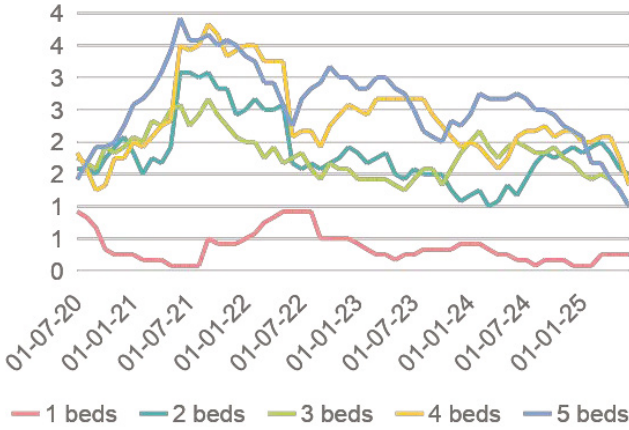


Fig 164. Sales transactions by no. of bedrooms show range of homes in settlements

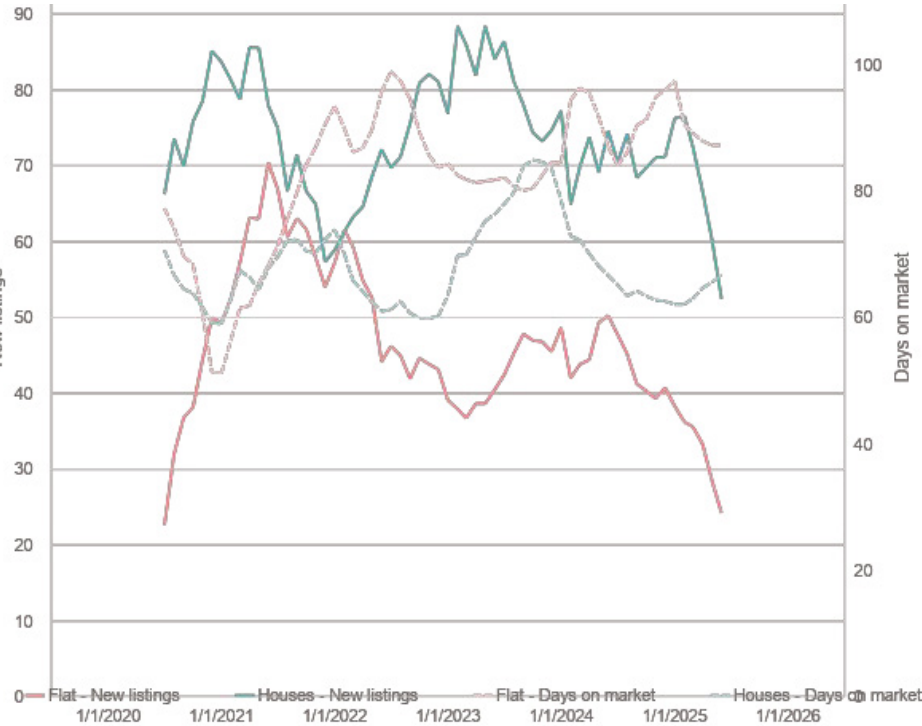


Fig 166. Homes vs Flats – New sales listings and Days on Market

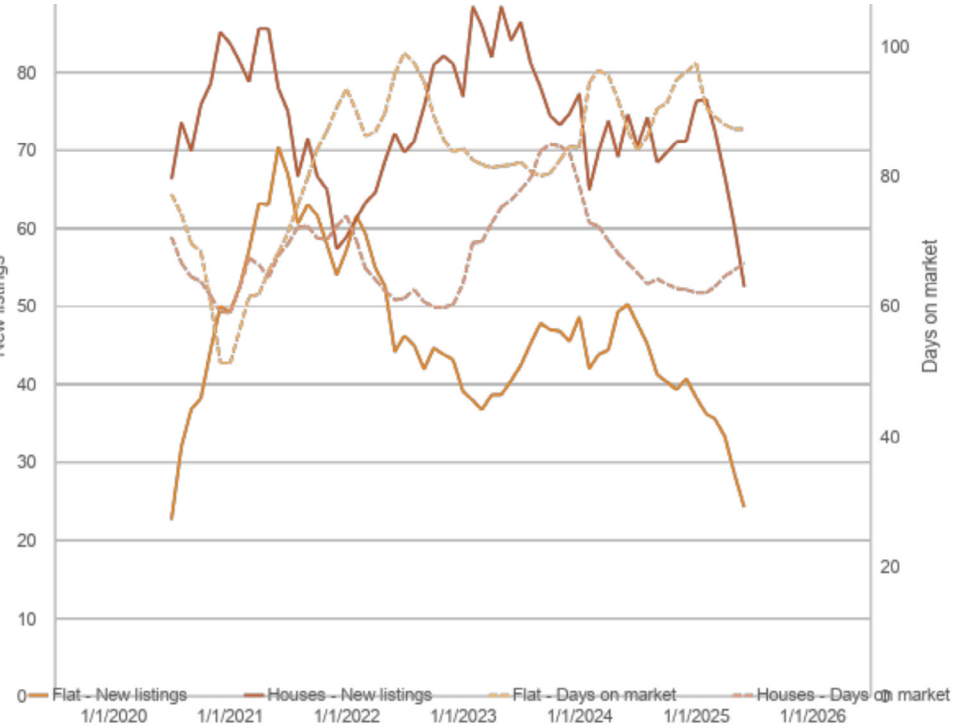


Fig 167. 1-bed vs 2-bed listings – New sales listings and Days on Market

Retirement Sales

4.9.9. The chart below shows average monthly sales of retirement units per month in each town. Noting the low quantum of retirement sales and therefore stock, one can conclude the lack of retirement properties available or transacting presents an opportunity for that kind of housing to be provided in these Hertsmere towns.

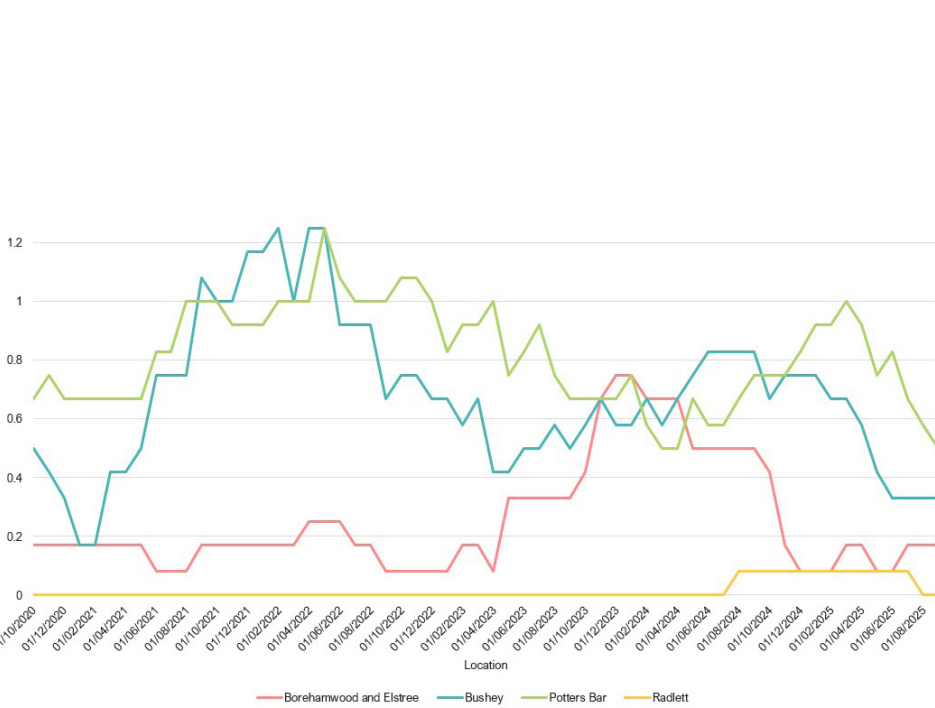


Fig 169. 12 month moving average of sales transactions of retirement properties

Residential Rentals

4.9.8. High prices often puts Radlett’s market ahead of neighbours.

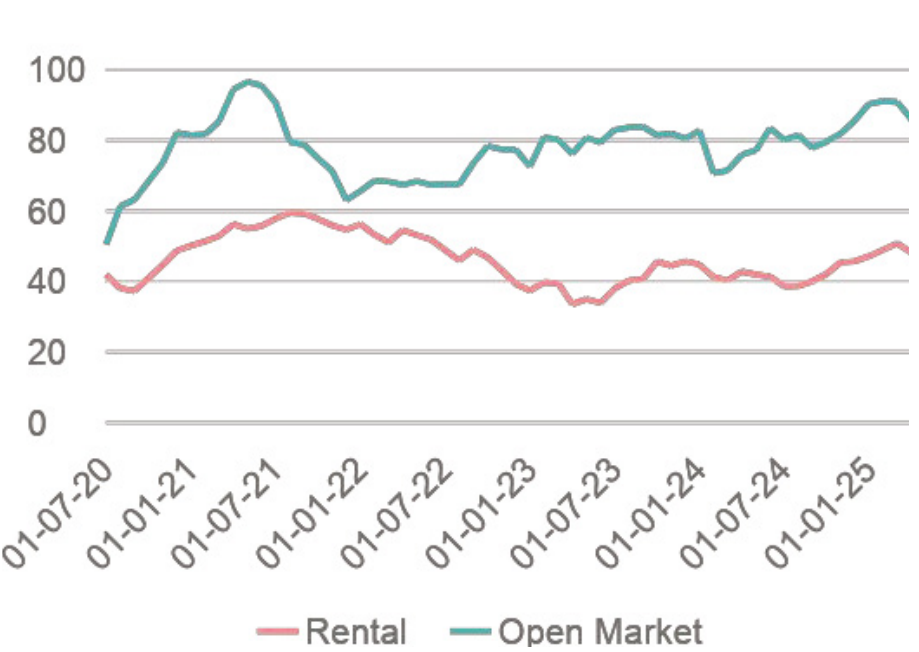


Fig 170. Residential: New rental listings

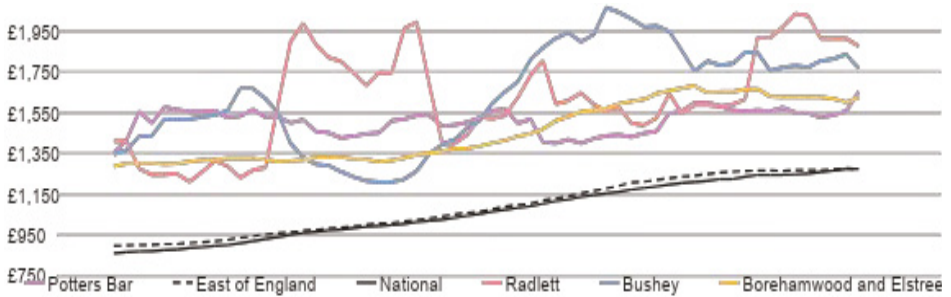


Fig 168. Average rent/month

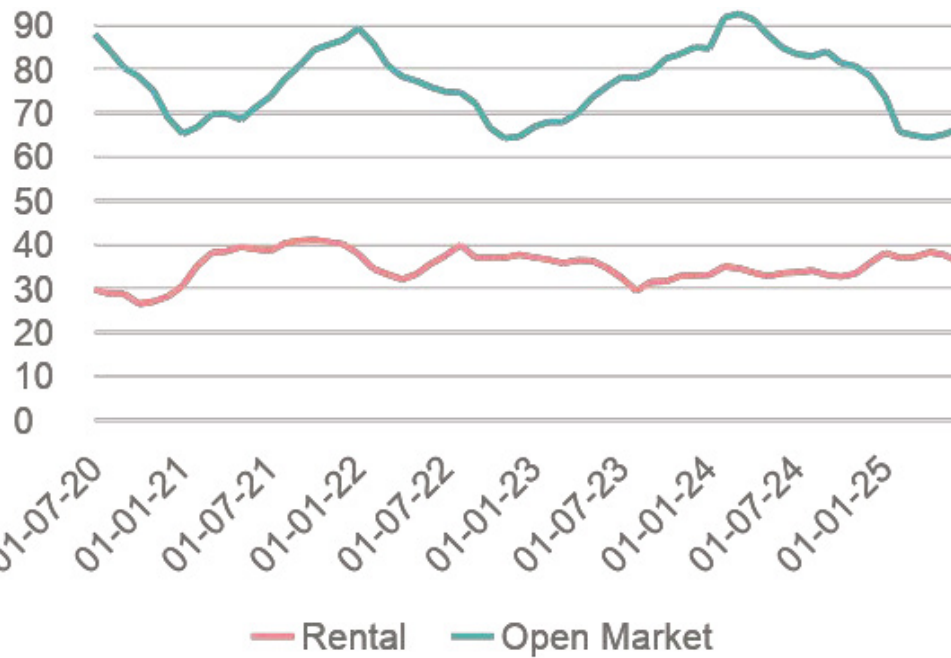


Fig 171. Residential: Number of days on market (rentals)

Residential Comparables

4.9.10. PRD research indicates that recent sales in Radlett show a broad range in values, from c.£473 to £647 psf. Premium semis on prime roads achieve above £600 psf, while terraces sit closer to £470 psf and take longer to sell. This suggests values are less about size and more about property type, quality, and location within Radlett.



Fig 172. 68, Loom Lane, Radlett, WD7 8PA

- Price asked/price sold: £1,375,000/£1,260,000
- Size: 1948 sq. ft.
- £/sq. ft.: £647
- Beds: 4
- Type: Semi-detached, 3 storey
- Days on market: 21 day



Fig 173. Highbridge Close, Radlett, WD7 7GW

- Price asked/price sold: £879,500/£830,000
- Size: 1754 sq. ft.
- £/sq. ft.: £473
- Beds: 4
- Type: Terrace, three storey
- Days on market: 63



Fig 174. Watling Street, Radlett - WD7 7JG

- Price asked/price sold: £700,000/£680,000
- Size: 1270 sq. ft.
- £/sq. ft.: £535
- Beds: 3
- Type: Semi-detached, 2 storey
- Days on market: 57

Office

Radlett has hardly anything to offer for office space. Modest market demonstrates high yields and signals investor caution.

4.9.11. Rents have seen modest growth whilst high yields potentially reflect a lack of depth in the occupier market. With only 45k sq. ft stock, Radlett’s office market is too small to attract major occupiers. Localised coworking or hybrid workspace could serve small professional firms and home-based workers, though this needs to be market-tested. Given residential values and demand, conversion pressure to residential is likely.

Office Comparables

4.9.12. Radlett’s office market is characterised by small-scale converted stock, reflected in the examples below. The Corn Works offers refurbished space at £29/sq. ft., suitable to SMEs. By contrast, 42 Watling Street is an example of dated converted office stock.

4.9.13. PRD’s comp research highlighted a shallow office market, with demand made up largely of micro-businesses.

Fig 175. Office: Market Rent £ per sq. ft.



Fig 176. Office: Vacancy Rate

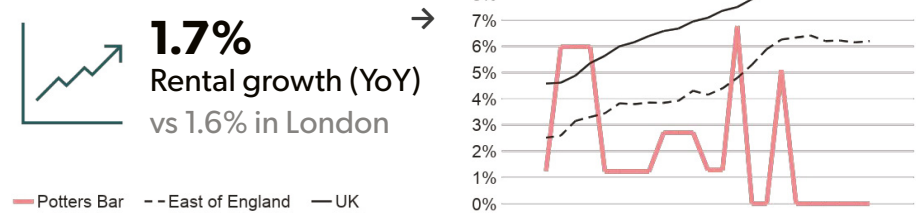


Fig 177. Office: Market Yield

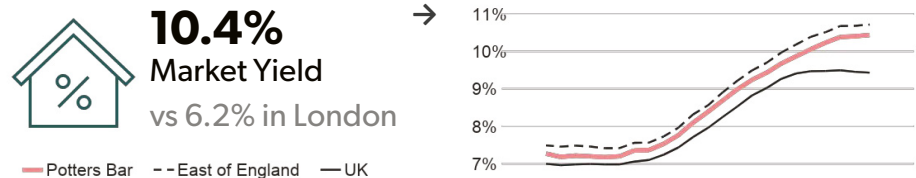


Fig 178. Station Road, The Corn Works - Available

- | | |
|-------------------------------|--|
| 4.9.14. Building information: | 4.9.15. Sales information: |
| • NIA: 2,586 sq. ft. | • Sold price: N/A |
| • Year built: 1930 | • Sold date: N/A |
| • Parking ratio: N/A | 4.9.16. Lease information: |
| • Spaces: N/A | • Rent: £29.00/sf (p.a) (asking) |
| | • Area available: 1251 and 1335 sq ft. |
| | • Time on market: 3 months 11 days |



Fig 179. 42 Watling Street - Available

- | | |
|------------------------------|--|
| 4.9.17. Building information | 4.9.18. Sales information |
| • NIA: 1388 sq. ft. | • Sold price: N/A |
| • Year built: 1939 | • Sold date: N/A |
| • Parking ratio: N/A | 4.9.19. Lease information |
| • Spaces: N/A | • Rent: N/A – est. £17-20/sf |
| | • Area available: up to 1388 sq. ft. |
| | • Time on market: 11 years (TBC) – coworking space |

Retail

Limited retail space with minimal growth. Posh coffee shops and a fairly animated high street but little to no demand to expand.

4.9.20. Retail stock is limited at 164,000 sq ft though rents are holding at £28.96/sq ft. Yields of 7.1% are consistent with similar small towns and growth appears constrained.

Retail Comparables

4.9.21. Retail rents in Radlett are strong for a town of its size, likely sustained through an affluent customer base. Low growth reflects wider shifts noted in the retail sector post-Covid, however independent cafes, shops and service retail are likely to remain in demand.

Fig 182. Retail: Market Rent £ per sq. ft.

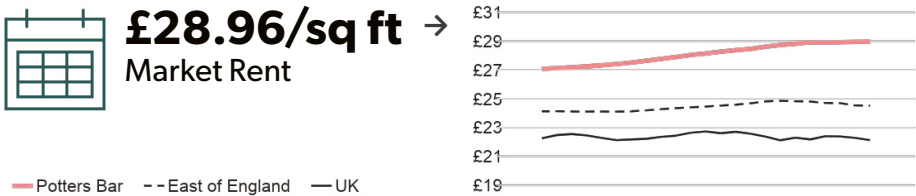


Fig 183. Retail: Vacancy Rate

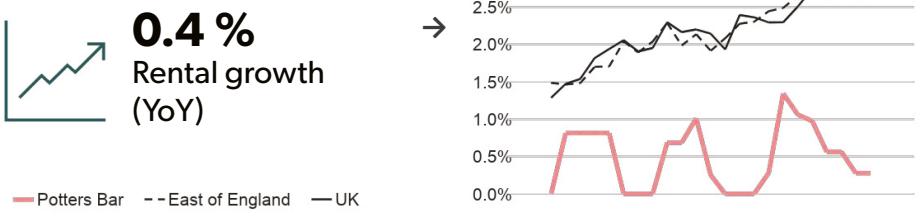


Fig 184. Retail: Market Yield

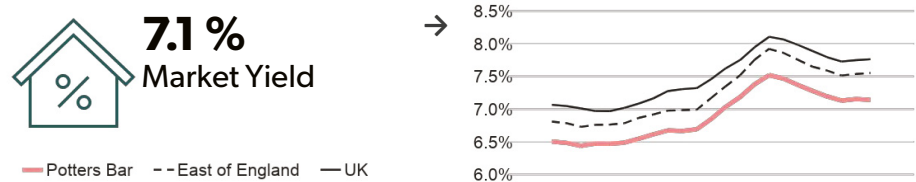


Fig 180. Watling Street - Let

4.9.22. Unit information:

- NIA: 922 sq. ft.
- Year built: 2014
- Frontage: 30' on Watling Street

4.9.23. Sales information:

- Sold price: N/A
- Sold date: N/A

4.9.24. Lease information:

- Rent: £30,000k/year (£32.54/sf) (achieved)
- Area leased: 922 sq. ft.
- Date leased: May 2025
- Lease term: 5 years



Fig 181. 355 Watling Street - Let

4.9.25. Building information:

- NIA: 1345 sq. ft.
- Year built: 1956
- Frontage: 25' on Watling Street

4.9.26. Sales information:

- Sold price: N/A
- Sold date: N/A

4.9.27. Lease information:

- Rent: £30,000k/year (£44.57/sf) (asking)
- Area leased: 673 sq. ft.
- Date leased: Oct 2024

Industrial

Steady growth with vacancy rates impacted by listing of redevelopment opportunity. One industrial space skews the whole market – not an industrial scene. This also aligns with influx of professional workers to the area, esp. in more expensive residential areas – indicating less reliance in Bushey or Radlett for industrial space, potential future opportunity for reuse

Fig 186. Industrial: Market Rent £ per sq. ft.



Fig 187. Industrial: Vacancy Rate

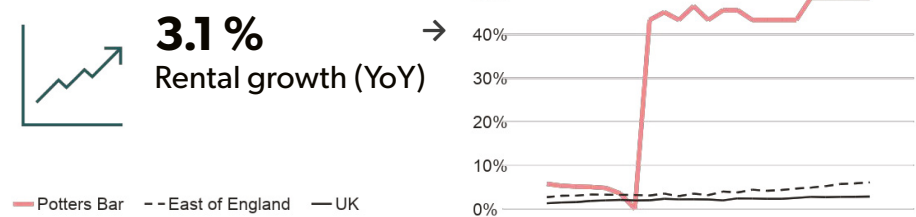
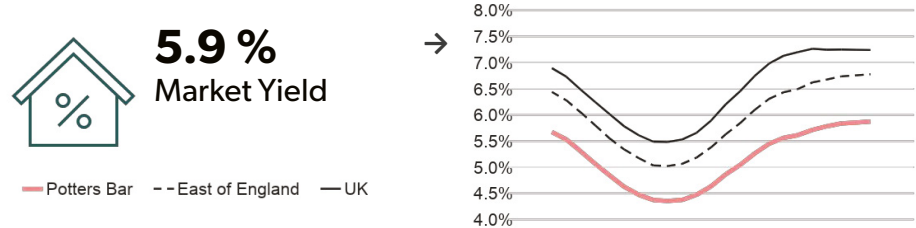


Fig 188. Industrial: Market Yield



4.9.28. Industrial stock is more established to the north of Radlett and a high local vacancy rate can be seen in comps such as the c. 45k sq ft sales listing of Radlett One. However, yields of 5.9% indicate investor confidence, strengthened by activity at Ventura Park.

4.9.29. It should be noted that Radlett One skews vacancy data, as smaller units for local trades and other uses remains relatively resilient although there is not significant demand in this small community for industrial expansion.

Industrial Comparables

4.9.30. Industrial comps are limited in Radlett- Radlett One, below, is the only property on the market. The scale and floorplate on offer here is not indicative of the wider market which is smaller and relatively resilient.



Fig 185. Watling St - Radlett One – For sale

4.9.31. Building information

- NIA: 45,621 sq. ft.
- Year built: 2001
- Parking spaces: N/A

• Rent: N/A

• Area leased: N/A.

• Date leased: N/A

• Lease term: N/A

4.9.32. Sales information

- Sold price: £9,750,000 (£213.72/sq. ft.)
- Sold date: Oct 2018
- Asking price: £6,000,000 (£131.52/sq. ft.)

4.9.33. Lease information

Property Market – Key Findings

4.9.34. Radlett is a popular commuter village on the Thameslink line, with strong demand for housing driven by London-based professionals seeking larger homes for new or growing families. The area also has a high proportion of older residents living in very large, high-value family homes, which limits the availability of smaller units needed by incoming families.

Issues

- High Property Values: £698/sf at the top end, increasing profitability for developers but limiting accessibility for many buyers.
- Housing Shortage: Limited available houses, bought quickly, resulting in constrained access.
- Limited New Developments: No significant new build developments currently; shortage of available developable land drives scarcity.
- Affordability Pressure: Rising interest rates and cost-of-living increases make homes less affordable.
- Development Restrictions: Greenbelt protection, NIMBY-ism, and health & safety concerns on brownfield/grayfield sites restrict development options.

Opportunities

- High Demand: Influx of professional-class buyers.
- Smaller Unit Developments: Targeting downsizers who wish to stay in the area could free up larger homes for families.
- Strategic Development: Carefully planned projects on available land could meet demand without compromising local character.
- High-Value Market: Developers can still achieve high profitability due to strong market demand.

4.10 Town Centres / High Streets

Hertsmere Baseline - Retail and Town Centres

4.10.1. Retail and town centre land uses across the borough were last considered as part of the sub-regional South-West Hertfordshire Retail and Leisure Study, published in September 2018 ('the joint Study'). Commissioned by Dacorum Borough Council, Hertsmere Borough Council, Three Rivers District Council and Watford Borough Council, the joint Study provided the Councils with an objective assessment of retail and leisure development needs, together with a clear understanding of retail and leisure provision, the vitality and viability of each respective town centre, and possible strategic responses.

4.10.2. The Hertsmere town centre hierarchy relevant to this masterplan shown in Table 15.

4.10.3. The joint Study followed a period of particularly strong growth in online spending and changing consumer patterns, with the retail and leisure sector undergoing a period of unprecedented change. Recognising the need for a refreshed planning approach, the relaxation of permitted development had already

commenced, but this evolution gathered pace following publication of the joint Study in the aftermath of the Covid-19 pandemic, which led to further planning reform, including amendments to the Use Classes Order and introduction of Use Class E. Out of necessity, planning reform has enabled town centres to become more than simply a place to shop, evolving into multi-purpose destinations.

4.10.4. The joint Study recognised that Hertsmere Borough Council lies in close proximity to a number of large, strategic retail destinations, including Watford Town Centre, Brent Cross in North London, Colney Fields, Hatfield Galleria and St Albans City Centre (Fig 189). Within the catchment area of these larger shopping destinations, the scale, breadth and depth of offer in the network of Hertsmere town centres is more limited, reflected in the market share outputs from shopper survey results (detailed in Table below). Watford, Hemel Hempstead, St Albans, Milton Keynes and Harrow have the greatest influence on the catchment area in terms of comparison goods.

4.10.5. The Hertsmere town centres do, however, perform important functions at the more local level within this wider network of higher order town centres. A number of key conclusions were drawn in the joint Study, based on the evidence presented. Borehamwood Town Centre is ranked alongside Berkhamsted, Harpenden and Rickmansworth in terms of role and scale, being the largest in the borough and offering a range of convenience, service uses and also comparison goods.

4.10.6. When considering geography and composition, the centres of Bushey and Bushey Heath were concluded to have a complementary relationship. Located only a mile apart, Bushey was found to have an oversupply of retail, leisure and financial and business services, whilst Bushey Heath provided much more in the way of convenience and comparison goods retailing. While on their own, the joint Study concluded that neither centre would be considered particularly viable, but that together they provide a healthy composition.

Borehamwood	Town Centre	54,620 sqm
Potters Bar (Darkes Lane)	Local Town Centre	11,650 sqm
Potters Bar (High Street)	District Centre	5,500 sqm
Bushey	District Centre	5,800 sqm
Bushey Heath	District Centre	6,050 sqm
Radlett	District Centre	11,900 sqm

Table 15. Total Town Centre Floorspace sq m gross, Source: Core Strategy 2018

Town Centre/Shopping Destination	Comparison Goods Market Share (%)
Watford	21.1%
Hemel Hempstead	6.0%
St Albans	5.6%
Milton Keynes	4.8%
Harrow	4.3%
Colney Fields	2.7%
Brent Cross Shopping Park	1.9%
Borehamwood	1.7%
Potters Bar	0.5%
Bushey	0.2%
Radlett	0.1%

Table 14. Comparison Goods Market Shares from Survey Area (%)

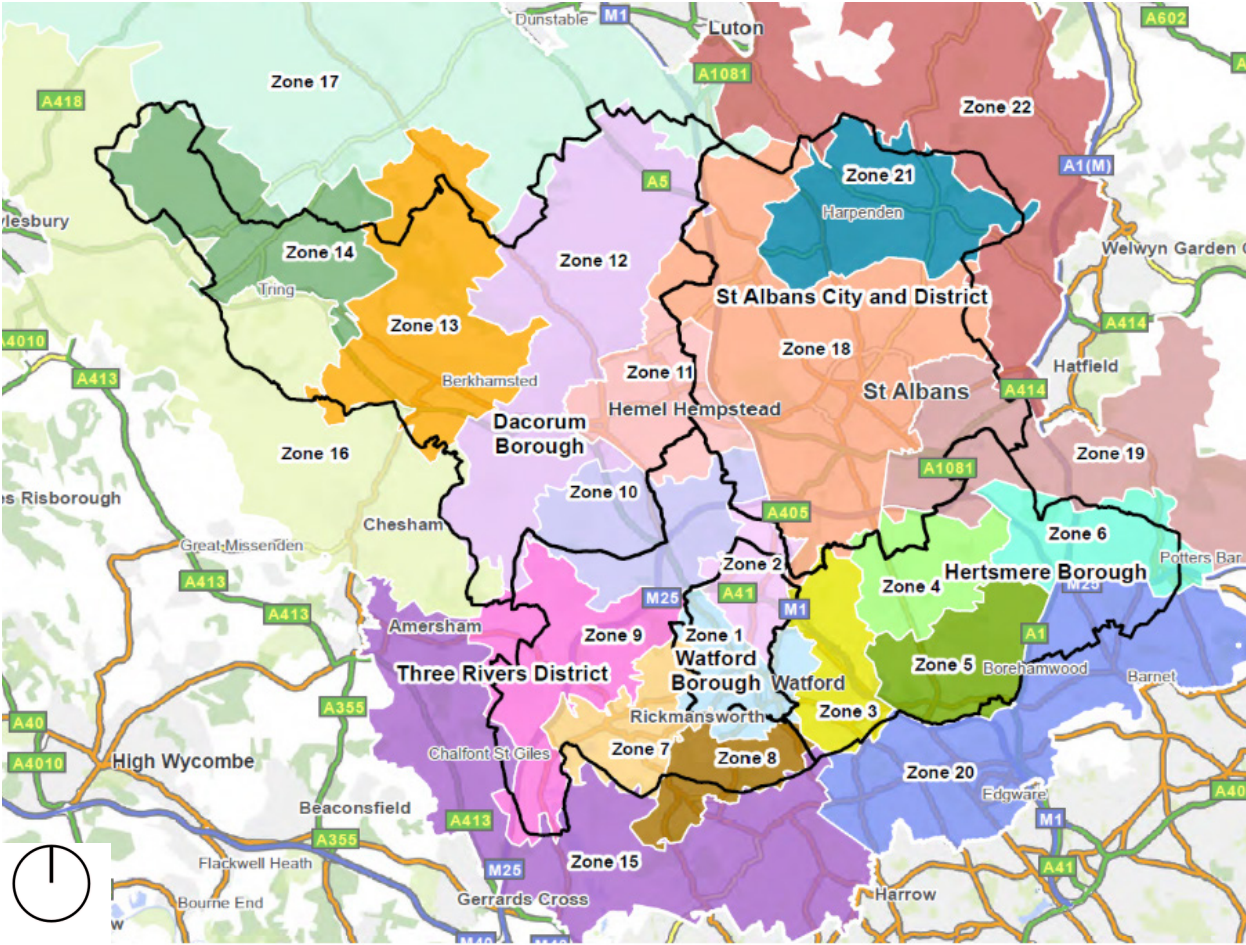


Fig 189. Survey Area Plan, South West Hertfordshire Retail and Leisure Study

4.10.7. Similar to Bushey and Bushey Heath, the two Potters Bar centres were found to complement each other with their centre composition. Potters Bar High Street had a particularly high proportion of retail and leisure services, whilst Potters Bar Darkes Lane had a significant comparison goods offer and financial and business services.

4.10.8. Overall, the joint Study concluded there was no need for additional convenience or comparison goods shopping floorspace over the plan period, pointing to a strategy of consolidation and enhancement. As a consequence, no changes were recommended in respect of town centre boundaries.

Radlett Town centre/ High Street

4.10.9. Radlett is located in the southern part of the borough between St Albans to the north and Borehamwood to the south. It serves as a local hub for nearby villages and hamlets, offering many of the day-to-day services expected in a small town, centred around Watling Street.

4.10.10. The historic core of Radlett is protected within the Radlett North and Radlett South Conservation Areas. The district centre remains a key retail and leisure hub, including a high proportion of independent shops, cafés and restaurants compared to other parts of the borough. Watling Street hosts a range of local services, including a GP surgery, multiple places of worship, health and beauty outlets, and the Radlett Centre, known for its cultural and entertainment programme.

4.10.11. Radlett functions primarily as a commuter settlement, with the railway providing connections to London and surrounding towns. Future development is guided by the Radlett Neighbourhood Plan (RNP).

Radlett: Local Issues Identified, 2018

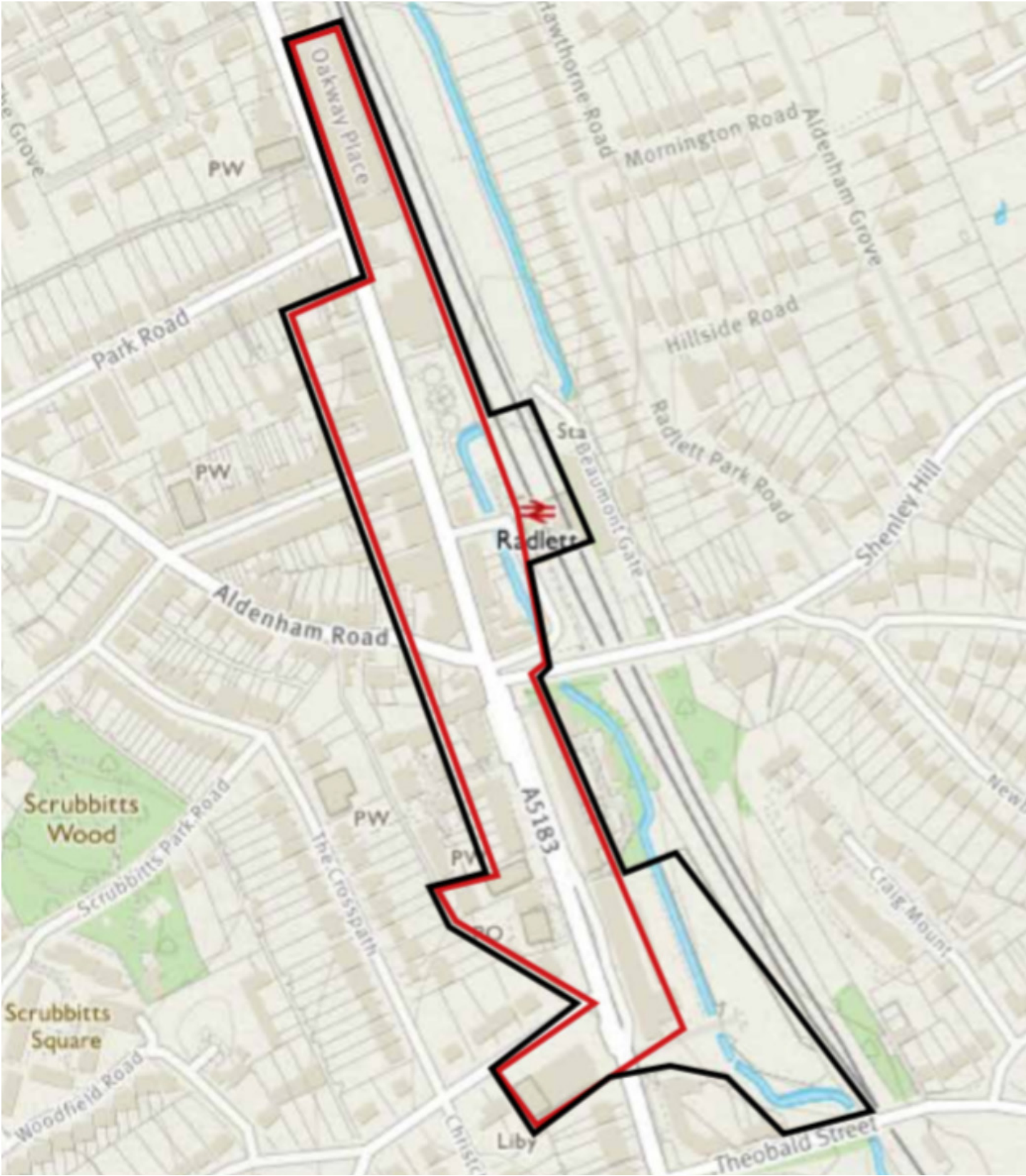
- Instances of poor shop frontages on Watling Street
- Limited evening economy

The joint Study concluded that Radlett functions well for the local catchment, though retail shop frontages would benefit from investment. Opportunity to create a more diverse evening economy was highlighted and the joint Study recommended that the Council should be open to the introduction of a greater level of diversity across this sector. Recommendations included the need to carefully consider any expansion proposals for Battlers Green Farm and potential harmful impacts on Radlett town centre. Diversity of Uses and Retailer Representation



Fig 190. Radlett Town Centre boundary (black), primary shopping area (red)

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Diversity of Uses and Retailer Representation

4.10.12. Radlett town centre comprises 12,750 sq m gross of retail, leisure and service floorspace across 103 units. Table 16 and Table 17 below set out the diversity of uses in Radlett compared to the national average in respect of town centre composition. The data demonstrates the strong role of ‘retail services’ and ‘financial & business services’, both being above the national average, and the lower representation of ‘comparison’ and ‘leisure services’. The proportion of convenience goods operators is broadly in line with the national average, and the vacancy rate remains below the national average.

4.10.13. The proportion of retail services is the strongest in the town centre, comprising 25 units (24.3% of total units), which is 8.5% above the national average. Within this category, 15 businesses are barbers/hairdressers, and there is also a travel agent, clothing alterations, opticians, the Post Office, and three dry cleaners/laundrettes. The financial and business category (13.6%) is also above the national average (7.9%) but only one business provides a banking service – the Harpenden Building Society on Watling Street. The remaining businesses are estate agents, solicitors, accountants and building supplies/services.

	No. of units	% of Total Units 2017	% of Total Units UK Average 2017	% Change 2012-2017
Convenience	9	8.7	9.3	-0.6
Comparison	22	21.4	26.1	-4.7
Leisure Service	22	21.4	26.5	-5.2
Retail Service	25	24.3	15.8	8.5
Financial & Business	14	13.6	7.9	5.7
Vacant	11	10.7	14.1	-3.5
Total	103	100	100	-

Table 16. Radlett Composition of uses (Units)

	Floorspace	% of Total Units 2017	% of Total Units UK Average 2017	% Change 2012-2017
Convenience	1,220	9.6	15.3	-5.7
Comparison	2,630	20.6	28.7	-8.1
Leisure Service	3,860	30.3	27.7	2.6
Retail Service	1,880	14.7	7.2	7.5
Financial & Business	1,460	11.5	6.1	5.4
Vacant	1,700	13.3	14.5	-1.1
Total	12,750	100	100	-

Table 17. Radlett Composition of Uses (Floorspace sq m gross)

4.10.14. The remaining categories are all below the national average. The centre has 9 convenience goods operators (8.7% of total), including Tesco Express, Budgens and Gail’s Bakery; independent operators include bakers, deli’s, and a greengrocers, butcher and health food shop. In the comparison goods category, there is a strong range of good quality businesses throughout the main high street (22 in total), many of which are high end. These include art galleries, carpets and flooring, bathroom and kitchen showrooms, jewellery shops, bridal wear, and clothing boutiques including, for example, women’s boutique Myla Clare.

4.10.15. The leisure services category (21.4%) is below the national average (26.5%), but there is a good range of quality food and beverage businesses, including cafés, restaurants, an ice-cream parlour, bar, and the Red Lion hotel/public house – an historic coaching inn occupying a prominent, central location in the village centre. Aside from Pizza Express, all businesses are independent and offer a range of international cuisine including Chinese, Indian, Italian and Mediterranean, for example. The evening economy in terms of eating and drinking is observed as good quality and vibrant.

4.10.16. The Radlett Centre is located toward the southern end of the main high street having opened in 1996. The venue provides an important cultural and community venue offering theatre, music, comedy and event space for hire within the 300-seat auditorium. The town centre also offers a range of other uses, including The Proud Project pilates and yoga centre; Radlett library; the Post Office Sorting Office; dentists, veterinary surgery; places of worship; and the Bayit Community Centre.

Diversity of Uses: Town Centre Change 2012-2025

4.10.17. The table below compares the town centre composition by number of units since 2012. The figures and analysis highlight a relatively unchanged/stable composition, particularly amongst the convenience, retail service, leisure service and financial and business services categories. The greatest fluctuation is the fall in comparison goods businesses and the increase in the proportion of vacant units since 2017. It should be noted, however, that the percentage of vacant units remains below the national average.

	% of Total Units 2012	% of Total Units 2017	% of Total Units UK Average 2017	% Change 2012-2017
Convenience	9.5	11.2	8.7	-0.8
Comparison	25.3	22.5	21.4	-4.2
Retail Services	24.2	27.0	24.3	+0.1
Leisure Services	22.1	20.2	21.4	-0.7%
Financial and Business	13.7	13.5	13.6	-0.1
Vacant	5.3	5.6	10.7	+5.4
TOTAL	100.0%	100.0%	100	-

Table 18. Source: South-West Hertfordshire Retail and Leisure Study, September 2018

Town Centre/ High Street – Key Findings

Strength

- Strong top-up shopping role. The 2018 Council Retail Study highlights that the local catchment are largely using Radlett Town Centre for their top-up food shopping.
- Good range of retail services and other town centre uses, driving daily footfall.
- Good quality of retail and leisure operator, many of which could be described as high end and/or boutique.
- The town centre offers a good range and breadth of comparison goods, including clothing.
- Vacancy rate remains below the national average, albeit has increased in recent years.

Issues

- No main food shopping function. The local catchment are largely travelling to Borehamwood Town Centre and the large out-of-centre Sainsbury’s at London Colney for their main food shopping.
- Comparison goods have decreased and the vacancy rate has increased in recent years. Whilst not identified as having a detrimental impact on the town centre at the current time, this continued trend would lead to a potential weakness if voids are not occupied.

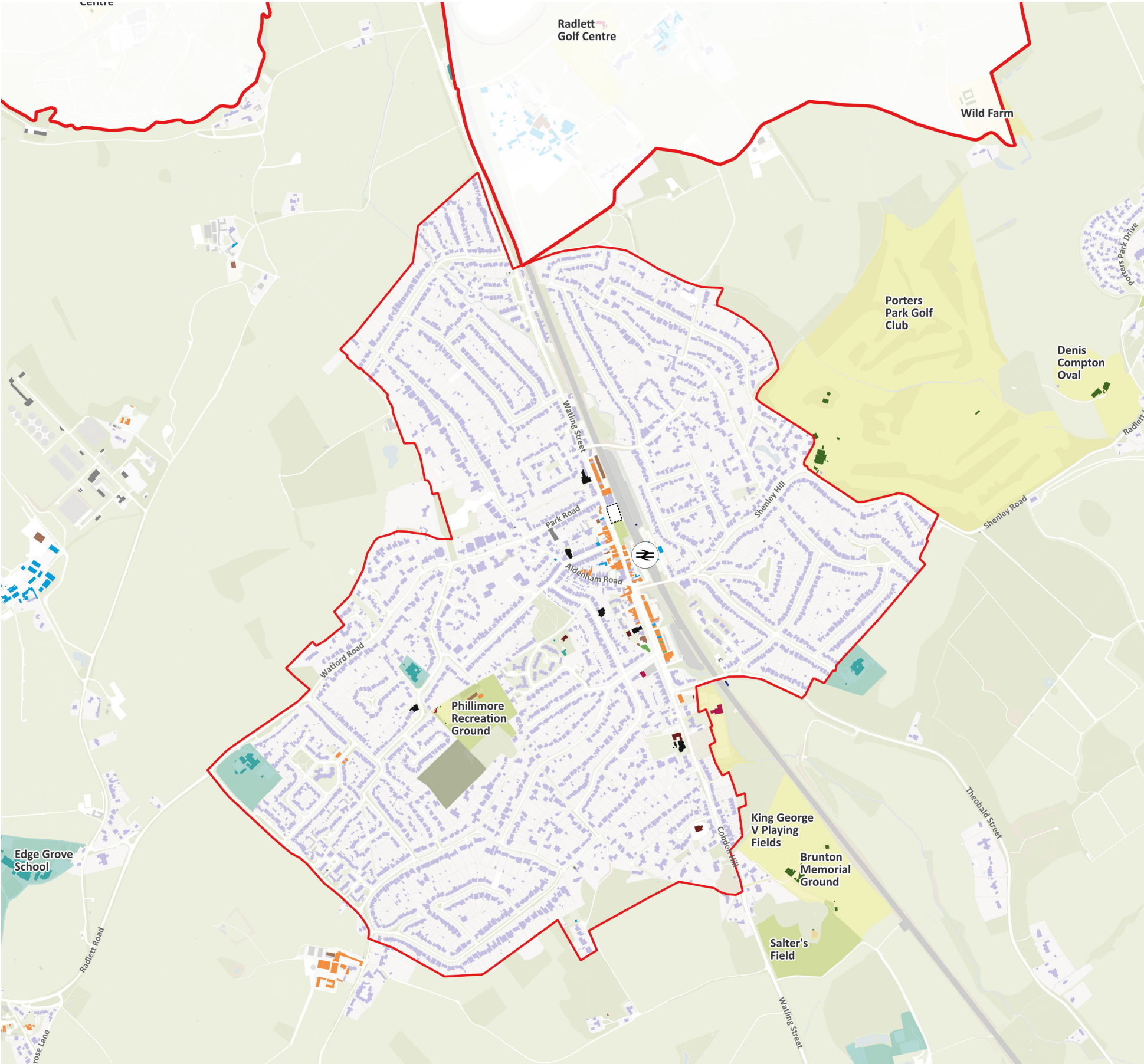
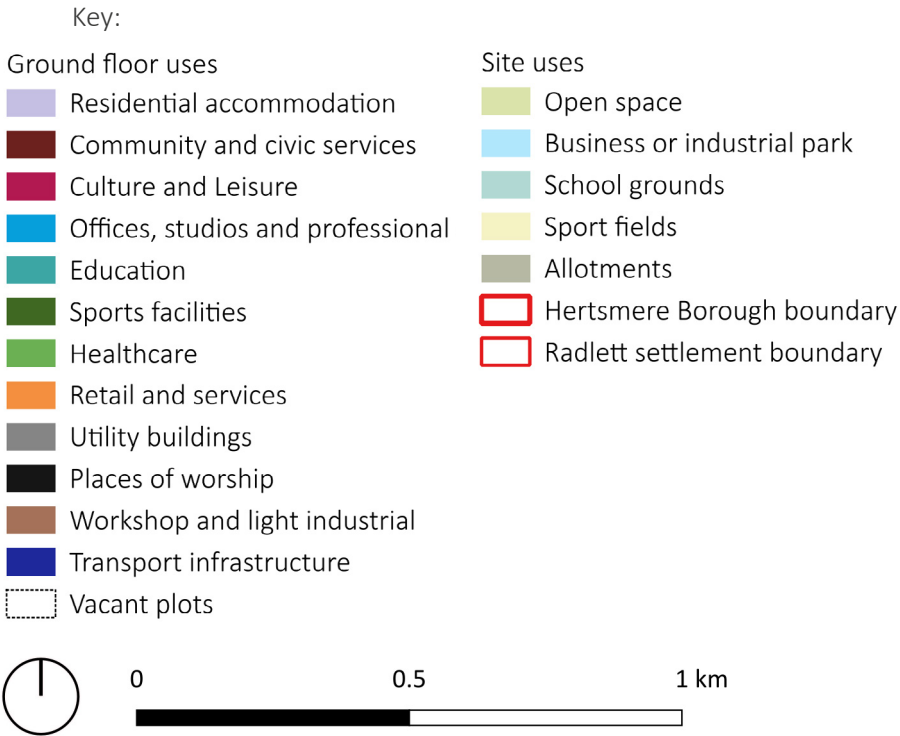
Opportunities

- Continued investment in shop fronts and signage to enhance the visitor experience, promote footfall and retain the good quality range of shops and services.
- Potential to introduce a medium sized foodstore into the town centre, provided it is well-integrated with the shop frontages to encourage visitor footfall and linked trips.
- To retain the strong level of diversification across the town centre in order to encourage visitors and linked trips.

4.11 Land Uses & Activities

- 4.11.1. Most of Radlett’s land is used for housing, with many detached and semi-detached homes set along tree-lined streets. Generous gardens and green spaces around the houses give the area a low-density, suburban feel.
- 4.11.2. The main shops and services are found along Watling Street, where there are independent stores, cafés, and restaurants sit alongside civic and cultural facilities. Schools, places of worship, and healthcare services are also distributed throughout the area.
- 4.11.3. Recreational land is scattered among the residential areas , with Phillimore Recreation Ground, sports clubs, and smaller parks used by families and the community.
- 4.11.4. Around the settlement, much of the land is part of the Green Belt, which protects the countryside, farmland, and woodland from large-scale development. This keeps Radlett’s semi-rural character and provides space for walking and outdoor activities.

Fig 191. Land and ground floor uses map



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Community and Culture

4.11.5. Radlett’s cultural identity is shaped by its role as an affluent commuter settlement with a vibrant local scene. The Radlett Centre, a key cultural venue, hosts theatre, music, and community events throughout the year and the Phillimore Recreation Ground is another popular gathering place where young families meet and play.

4.11.6. The area benefits from a parish council, an active residents’ association, faith communities, and sports clubs. Seasonal events, markets, and charity fundraisers foster social cohesion, while local independent businesses contribute to a strong sense of place. Proximity to the countryside and walking trails supports outdoor community activities, reinforcing Radlett’s semi-rural appeal.

4.11.7. For detailed information on amenity locations, please refer to the ‘Land and Ground Floor Uses’ map on the preceding page.



Fig 192. Local events and activities



Fig 193. Radlett Centre

Land Uses & Activities – Key Findings

- Almost all of Radlett’s amenities are located on the west side of the railway line.
- Residents in north-east Radlett face long travel distances to reach primary schools. There are no secondary schools located within Radlett. If future large development occurs, it is necessary to assess whether current educational facilities can accommodate the resulting population increase.
- The east side of the village lacks a recreational ground.



Fig 194. Christ Church & St Johns



Fig 195. Radlett synagogue



Fig 196. Radlett Horticulture Society



Fig 197. Radlett Library

4.12 Development Context

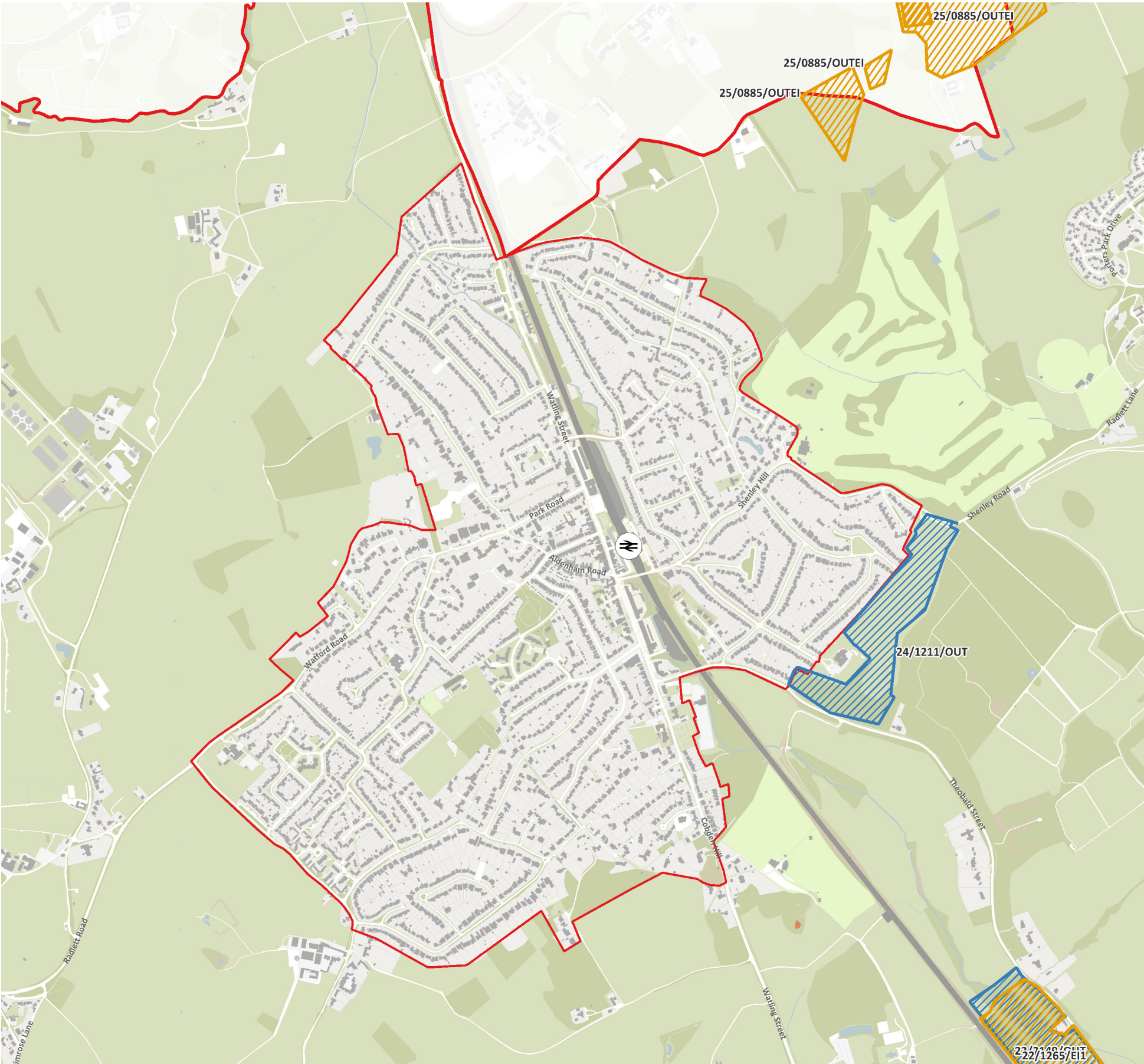
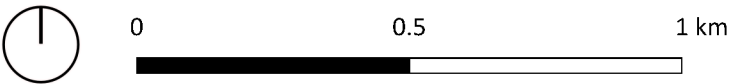
Major Developments

4.12.1. Rolfe Judd have prepared a schedule of all major planning applications within the Borough that have been submitted within the last five years, split by the four designated study areas and those within other areas of the Borough. These case studies will be used when identifying proposals for the study areas to ensure that recent proposals have been taken into consideration alongside sites identified in emerging policy and the call for sites exercise.

24/1211/OUT Land South Of Shenley Hill Radlett Hertfordshire	Outline permission (with all matters reserved except for means of access) for the erection of up to 195 new homes (50% affordable), safeguarded land for the expansion of Newberries Primary School and provision of a new medical centre, along with associated access, landscaping and parking.	Pending
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Fig 198. Planning applications

- Key:
- Planning applications
 - Pre-application stage
 - Hertsmere Borough boundary
 - Radlett settlement boundary



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4.13 SWOT Analysis

- 4.13.1. Radlett is an affluent residential village situated on a historic Roman road, surrounded by the Green Belt. It offers very charming large houses in a very leafy environment. The community is active and engaged, with a strong sense of local identity.
- 4.13.2. The immediate priority for Radlett is to enhance the town centre’s public realm while addressing the friction caused by heavy traffic. Measures such as traffic calming, reorganising surface parking, and introducing landscaping can create a safer and more pedestrian-friendly environment, enhancing the centre’s visual appeal and supporting local businesses.
- 4.13.3. Radlett faces ongoing pressure to accommodate new housing while balancing Green Belt constraints and community concerns about overdevelopment. Key challenges include delivering infill sensitively, managing traffic and parking, and addressing the need for affordable housing and ensuring a balanced infrastructure. New development presents an opportunity to promote high-quality, low-impact design.
- 4.13.4. Sustainability priorities focus on enhancing energy efficiency in housing, preserving mature landscape character, and expanding access to community infrastructure. While rail commuting supports lower-carbon travel, improvements to local bus services and encouragement of cycling and walking are needed to strengthen sustainable transport options and ensure that Radlett continues to thrive in a balanced, resilient, and community-focused way.



Strengths	Weaknesses	Opportunities	Threats
Townscape			
• A prosperous village with strong railway connections and a long, lively High Street that functions well with the locals and also attracts visitors. • Many streets have well-maintained front gardens with mature trees and hedges, which provide secondary framing and enclosure, while subtle changes in topography add visual interest. • Most of the west-side neighbourhood is within walking distance of the station, which could encourage greater use of public transport. • Views of the church spires and across the conservation area are highly valued.	• The village has many large houses but lacks affordable smaller homes. • The less connected street blocks in the north (with private roads) and east show a high reliance on car use. • The three junctions crossing the railway are very busy. • The area around the parade is dominated by parking, which reduces its attractiveness. Limited pedestrian crossings, combined with heavy and fast through traffic, make crossing the street unsafe and may negatively impact retail activity on both sides. • There are few large sites available for development within the village.	• There are good opportunities to improve the public realm along the walking streets, making the thriving centre more user-friendly and visually appealing. • Introducing well-structured cycle routes. • Opportunities for small-scale, boutique development with sensitive densification • Encouraging sustainable development and travel patterns could help reduce reliance on private vehicles and promote more balanced transport use.	• Car parking is a sensitive issue for local communities. Hertsmere’s 2014 car parking standard, reflecting the high number of parking spaces, has not been updated for a long time. • Radlett’s existing character could be undermined by large-scale, monolithic developments that do not respect its existing built qualities.
Heritage			
• It is important to recognise the contribution of views and glimpses to Radlett’s wooded sloping setting to its overall character.	• There are issues with shopfront design and the control of advertisements which are detracting from the conservation area.	• The greatest opportunity for enhancement is the large areas devoted to tarmac and parking south of the main crossroads. A focus on reducing unnecessary tarmac, relocating parking where reasonable and of greening would be a considerable benefit. • Greater protections include the consideration of an Article 4 Direction to protect The Oakway parade and others. (The historic mews to its rear offers opportunities for sensitive adaptive re-use.) • New development needs to be sensitive to the wooded horizon. The characteristic steep roof forms and gables of Radlett offer lessons in how to accommodate buildings above three floors.	
Planning			
• The April 24 Reg 18 Local Plan consultation report sets out an aspiration to deliver 627 homes per anum. This only falls slightly short of the government target of 641 homes per anum. • Strong national and local policy support for brownfield redevelopment, reducing pressure on Green Belt land. • Radlett has a proactive residents’ committee that developed the 2021 neighbourhood plan, showing strong community engagement.	• Limited supply of brownfield sites and many have already been identified. • Development that does not reflect the low density, two-storey large family sized homes pattern of development that is typical of the area is likely to face local opposition. • Lack of affordable housing delivered on-site as part of housing schemes. • The absence of a secondary school within Radlett.	• The government have introduced a new definition of Grey Belt Land, which sets out a framework for identifying low-quality Green Belt land that may be suitable for development	• There is strong local opposition to the release of Green Belt sites for development. • HBC is currently subject to a presumption in favour of sustainable development as set out in Paragraph 11 of the NPPF.

Strengths	Weaknesses	Opportunities	Threats
Town Centre / High Streets			
- Strong top-up shopping role: the 2018 Council Retail Study highlights that the local catchment largely uses Radlett Town Centre for top-up food shopping. - Good range of retail services and other town centre uses, driving daily footfall. - High-quality retail and leisure operators, many of which could be described as high-end or boutique. - The town centre offers a good range and variety of comparison goods, including clothing. - Vacancy rate remains below the national average, although it has increased in recent years.	- No main food shopping; locals travel to Borehamwood or Sainsbury’s at London Colney. - Comparison goods have declined and vacancies risen, posing a potential future weakness.	- Radlett has the potential to promote crafts, local agriculture, and cottage industries. - Invest in shopfronts and signage to enhance the visitor experience, footfall, and quality of shops. - Consider a medium-sized foodstore, integrated with frontages to encourage visits and linked trips. - Maintain strong town centre diversification to attract visitors and support linked trips	Further expansion of the nearby Battlers Green Farm Shop and facilities.
Movement			
- Frequent rail services, with most residents within an 800m catchment, supporting high levels of sustainable commuting, especially to London. - Most residents are within 400m of a bus stop. - Despite high car ownership, Radlett demonstrates high levels of sustainable travel for commuting, with 52% of residents working in Greater London and 48% of these travelling by train	- Bus coverage is localised and less frequent than in other settlements, with some routes operating only once per day. There is a notable lack of bus provision to Potters Bar and limited east-west connectivity. - Cycle infrastructure is sparse, poorly connected, and does not meet current design standards. Severance caused by the A5183 Watling Street and the railway line limits active travel opportunities. - Movement within Radlett is car-dominated, with high levels of car ownership and reliance, especially in areas further from the station and bus stops. - Through-traffic and street-based parking contribute to congestion.	- Whilst patchy, bus services do provide connections to St Albans, Borehamwood, and Watford, helping to fill gaps not served by rail. - Some residential areas have low traffic flows and speeds, making them conducive to on-carriageway cycling. There are shared use footways and a limited network of bridleways and byways, which could be improved and better connected. - The existing infrastructure and travel patterns suggest scope for further modal shift towards sustainable travel, especially if active travel and bus networks are enhanced. - Radlett’s heavy through-traffic highlights the need for visitor access and travel options that do not add to congestion. - Creating meaningful active travel links between Borehamwood and Radlett via Theobald Street.	- East-west links are congested during peak hours, reflecting heavy car use and limited alternatives. The main through-route (A5 Watling Street) experiences significant vehicle movement, impacting the town centre. - Private roads and cul-de-sacs fragment pedestrian connectivity, limiting opportunities for active travel. - The dominance of private vehicles, especially for east-west travel, may persist if public transport and active travel options are not improved, risking further congestion and reduced sustainability.
Socio-economics			
- Low levels of deprivation - Affluent 60% of residents are in high-skill occupations - Scores well on AHAH (Access to Healthy Assets and Hazards)	- High rates of economic inactivity (due to retirement-aged population) - Exclusive, high barrier to entry for home ownership with limited rental options	- Bushey, Potters Bar and Radlett, over 1 in 5 residents are of retirement age and have high homeownership rates- opportunity for 65+ communities and increasing stock of family homes - High rate of residents over 65- more likely to use high streets: consider high-street activation strategies based on aging population - Attractive to families moving in. - Given the aging population, opportunities to promote continued vibrancy in Radlett should be explored.	- Aging population - Less families than previously - Owner-occupiers stay in own home longer, holding family-sized assets from returning to the market

Strengths	Weaknesses	Opportunities	Threats
Property Market			
• Highest values at £698/sf equates to high profitability developers • Houses sell fast • Prime commuter village on Thameslink	• Highest values at £698/sf impedes accessibility to housing market • Shortage of houses on market, bought quickly, constrained access • No significant new build developments	• High demand for housing • Opportunity for smaller unit developments to accommodate downsizers who want to stay in area whilst freeing housing stock for families and larger households	• Shortage of available developable land drives up housing prices and scarcity of new homes • Influx of professional class demanding more housing drives up prices and increases housing scarcity • Cost of living crisis plus rising interest rates makes homes less affordable • Greenbelt NIMBY-ism and H&S concerns re: building on brownfields/gray belt restricts development
Environment and Sustainability			
• No designated sites within the settlement boundary • Lots of space around the settlement for enhancements, corridors and BNG. • No great crested newt (GCN) red zones present – presence of GCN may be addressed through district level licensing. • Low risk of groundwater flooding and good geology to allow infiltration SUDS • Areas of flooding contained within banks of watercourse	• Limited green space and areas of particular importance to biodiversity within the settlement • Absence of baseline habitat data for the settlement limits the extent to which development can be focused to areas of low biodiversity value, and avoid areas of high biodiversity value. • Sloping topography along the watercourse valley makes development more challenging • Areas underlain with chalk have a higher risk of poor ground conditions and dissolution features	• The Local Nature Recovery Strategy (LNRS) GCN strategic opportunity Areas (SOAs) present opportunities to design in a range of features to achieve multiple benefits for nature and people where combined with green infrastructure provision. • Plenty of design opportunity for bats and hazel dormouse due to their presence in the search area. • Existing areas of greenspace already mapped, with opportunities to join these up through careful planning and design. • Support local initiatives to improve the ecological quality of Tykes Water and green spaces • Improve connection between the river and community	• Air quality from increased traffic may impact statutory designated sites, noted in the Habitats Regulations Assessment (HRA) of the current Local Plan. • Water quantity – an increasing threat in north London and Hertfordshire and requires strategic approaches at plan level to address or risk of a ‘water neutrality’ situation occurring which would halt development until a solution is found. • Residual flood risk from reservoir failures
Landscape			
• Semi-rural character reinforced by woodlands and mature vegetation. • Tyke Water Brook provides a defining natural corridor.	• Lack of a central public square or communal green. • Peripheral green spaces are poorly connected to the pedestrian network. • Traffic-dominated High Street reduces pedestrian comfort.	• Enhance pedestrian connectivity between High Street and outer green spaces. • Expand use of Tyke Water Brook corridor for recreation and biodiversity. • Create flexible communal squares or plazas to diversify the public realm.	• Surface water flooding risk in southern parts due to heavy soils. • Potential fragmentation of woodland belts from incremental development.

Appendix: Relevant Planning Application List

Development Framework Settlements

Relevant Planning Application List

RADLETT				
Reference	Address	Description	Status	Type
23/0440/FUL	The Cat & Fiddle 14 Cobden Hill Radlett Hertfordshire WD7 7JR	Demolition of existing modern extension and conversion of the former public house into a single residential dwelling. Erection of 7 residential dwellings (3x3 bed and 4x2 bed) with associated landscaping, parking, amenity space and refuse store (Associated LBC under reference 23/0441/LBC).	Approved	Backland / infill
18/0479/FUL	Regency House And 203-205 Watling Street Radlett Hertfordshire	Demolition of existing building (Regency House) and removal of existing petrol filling station (Radlett Service Station). Erection of a part 3/ part 4 storey building to provide offices (Class B1) and ancillary flexible co-working, retail, communal and/ or leisure uses on the ground floor (classes A1, A2, B1, D1 or D2) with two levels of basement car parking, cycle parking, refuse storage and public realm improvements.	Approved	Town Centre
23/1454/FUL	Garages To Rear Of 23-25 Park Road And Land To The Rear Of 38-40 Watling Street Radlett Hertfordshire	Demolition of existing garages on Plot B, to enable the development of new three-storey residential apartment block comprising of 5 units (3 x 3 bed flats and 2 x 2 bed flats) to include basement and surface level parking, bin store, bike store, amenity space, associated landscaping and access from Park Road. Redevelopment of middle block approved under application 20/0384/FUL to create 2 x 2 bed units on Plot A. (Revised application)	Approved	
23/1736/FUL	1 - 44 Craigmount Radlett Hertfordshire	Construction of an additional level to each of the eight blocks creating 8 x additional dwellings (4 x 2-beds, and 4 x 3-beds) with associated refuse storage and car and cycle parking	Approved	
24/1211/OUT	Land South Of Shenley Hill Radlett Hertfordshire	Outline permission (with all matters reserved except for means of access) for the erection of up to 195 new homes (50% affordable), safeguarded land for the expansion of Newberries Primary School and provision of a new medical centre, along with associated access, landscaping and parking	Awaiting determination	

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