

A photograph of Hitchin Town Centre, Hertfordshire, showing a market area with striped awnings and a church tower in the background. The image is overlaid with a blue diagonal graphic element.

# Hitchin Town Centre, Hertfordshire

Churchgate Development Area Planning Brief  
Addendum - Appendix B  
for North Hertfordshire District Council

November 2005



# APPENDIX

## APPENDIX B - RELEVANT PLANNING POLICY

POLICY NUMBER	POLICY TITLE	DESCRIPTION
<b>NATIONAL POLICY GUIDANCE</b>		
<b>PPG1</b>	<b>General Policies and Principles (February 1997)</b>	<p>PPG 1 reaffirms the role of the planning system to enable the provision of homes, buildings, investment and jobs, in a way that is consistent with the principles of sustainable development. The guidance promotes the re-use of previously developed land and developments which minimise the need to travel.</p> <p>The guidance states that within town centres, mixed-use development can help to create vitality and diversity and reduce the need to travel. It can be more sustainable than development consisting of a single use. PPG 1 states that Local Planning Authorities should include policies in their development plans to promote and retain mixed uses, particularly in town centres.</p>
<b>PPS1</b>	<b>Creating Sustainable Communities (2005)</b>	<p>PPS 1 puts sustainable development at the heart of planning principles and policy. The four aims of sustainable development (should be integrated to help create Sustainable Communities:</p> <ul style="list-style-type: none"> <li>High and stable levels of employment and economic growth;</li> <li>Social inclusion;</li> <li>Environmental protection; and</li> <li>Prudent use of resources.</li> </ul> <p>PPS1 also highlights the importance of protecting and enhancing the historic environment, the importance of high quality urban design and the need to focus on long-term objectives. The main objectives for sustainable development and Sustainable Communities are:</p> <ul style="list-style-type: none"> <li>to promote urban and rural regeneration;</li> <li>to promote sub-regional and local economies;</li> <li>to create healthy, inclusive and safe communities;</li> <li>to focus development which attracts large numbers of people in town centres;</li> <li>to make the most efficient use of land; and</li> <li>to reduce the need to travel.</li> </ul>
<b>PPG3</b>	<b>Housing (March 2000)</b>	<p>PPG 3 puts emphasis on sustainable residential development via the most effective use of previously developed land within existing urban areas. The guidance encourages Local Authorities to facilitate mixed-use development by constructing more housing, including affordable housing, in town centres. The conversion of space above shops and the use of vacant commercial buildings should be promoted.</p>
<b>PPS6</b>	<b>Planning for Town Centres (April 2005)</b>	<p>PPS6 reaffirms the Government's 'town centre first' message. It reinforces the need for Local Authorities (LPAs) to positively plan for sustainable and inclusive town centres. It also emphasises the importance of:</p> <ul style="list-style-type: none"> <li>ensuring access for all to a wide range of everyday goods and services;</li> <li>promoting more sustainable patterns of development by reducing reliance on the car and providing a range of transport means;</li> <li>high-density, mixed-use development;</li> <li>good design;</li> <li>quality public open spaces;</li> <li>protecting and enhancing the architectural and historic heritage of centres;</li> <li>the potential for economic growth, investment and employment opportunities; and</li> <li>town centre management and partnerships to improve and manage urban areas.</li> </ul> <p>LPAs are encouraged to identify sites within and adjoining existing town centres for growth.</p>

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POLICY NUMBER	POLICY TITLE	DESCRIPTION
<b>NATIONAL POLICY GUIDANCE</b>		
<b>PPG 13</b>	<b>Transport (March 2001)</b>	PPG 13 seeks to integrate planning and transport at the national, regional and local level to promote sustainable transport for jobs, shopping, leisure facilities and services and to discourage the use of the private car. The guidance also promotes a mix of uses in central locations, where one trip can serve several purposes, and it encourages higher density development around transport nodes.
<b>PPG 15</b>	<b>Planning and the Historic Environment (September 1994)</b>	PPG 15 provides a full statement of Government policies for the identification and protection of historic buildings, Conservation Areas and other elements of the historic environment. The Guidance advocates early consultation with Local Planning Authorities and English Heritage during the design of a proposed development in such areas.

<b>SOUTH EAST REGIONAL GUIDANCE (RPG9), ADOPTED IN AUGUST 2001</b>		
<b>POLICY Q1, Q2, Q3</b>		Policy Q1 states that urban areas should be the prime focus for new development and redevelopment. Policy Q2 aims to raise the quality of life in urban areas by making them more attractive places to live, work, shop, spend leisure time and invest, in order to reduce dispersed patterns of residence and travel. Policy Q3 states that new development and in particular residential development should make more efficient use of land.
<b>POLICY HI</b>		Policy HI states that during the period 2001-2006, provision should be made for an average of 39,000 net additional dwellings per year in the South East. In Hertfordshire, the guidance suggests that 3,280 net additional dwellings should be provided.
<b>POLICY TI</b>		<p>Policy TI states that new development should minimise the distance which people need to travel whilst enhancing choice and ensuring ease of access for all users. In order to ensure that new development is consistent with the overall spatial, social, economic and environmental strategy for the region, regard should be had to the following criteria:</p> <p>New development should be planned holistically to minimise the need for vehicular movement and to facilitate and encourage safe movement by foot, cycle and public transport;</p> <p>Development that generates a large number of passenger movements (e.g. cultural facilities or places of employment) should be located at or close to sites which provide, or have the potential to provide, ready and convenient access by foot, cycle and public transport;</p> <p>Development should make the best use of existing transportation networks and have regard to strategic priorities; and</p> <p>Development should be planned to enhance the viability of new and existing public transport services.</p>
<b>POLICY EN2</b>		Proposed alterations relating to energy efficiency and renewable energy aim to promote a more sustainable pattern of energy use whilst ensuring that development does not harm the Region's environment. Policy EN2 states that Development Plans should encourage the incorporation of high standards of energy efficiency in all development.

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POLICY NUMBER	POLICY TITLE	DESCRIPTION
<b>HERTFORDSHIRE STRUCTURE PLAN (1998)</b>		
<b>POLICY 25</b>	Car Parking	<p>Development proposals with potentially significant car parking demand will only be permitted where the applicant has agreed to take measures to address the problems (of traffic generation, congestion, and on-street parking pressure) likely to arise from the parking demands generated by the development.</p> <p><b>Non-Residential Development</b> - the main emphasis shall be on maximum standards, on minimum provision to meet operational and customer requirements, and on catering for the travel needs of employees either by public transport or, to the extent that car usage is necessary, by provision shared with other users.</p> <p><b>Residential Development</b> - full parking needs should be met on site except in suitable town centre and other locations with good access to passenger transport, where reduced provision may be sought associated with commuted payments as appropriate. Car free residential development may also be considered in suitable locations, subject to satisfactory site covenants, on-street parking controls and provision of alternative means of transport.</p>
<b>POLICY 38</b>	Environmental Assets	Policy 38 seeks to protect important environmental assets which would be lost or damaged due to development. These include listed buildings and their settings, other buildings of architectural, archaeological or historical merit and conservation areas.
<b>POLICY 39</b>	<b>Water Environment</b>	Indicates that development will be required to take full account of the need to protect and enhance the water environment to include the water corridors, flora and fauna, and ground and surface water quality.
<b>POLICY 46</b>	<b>Open Space in Towns</b>	Open spaces which are necessary and appropriate to the character or operation of the town will be protected and managed to ensure their continuing value. The overall stock of open space within a town will be maintained or increased, taking account of urban form and neighbourhood needs.