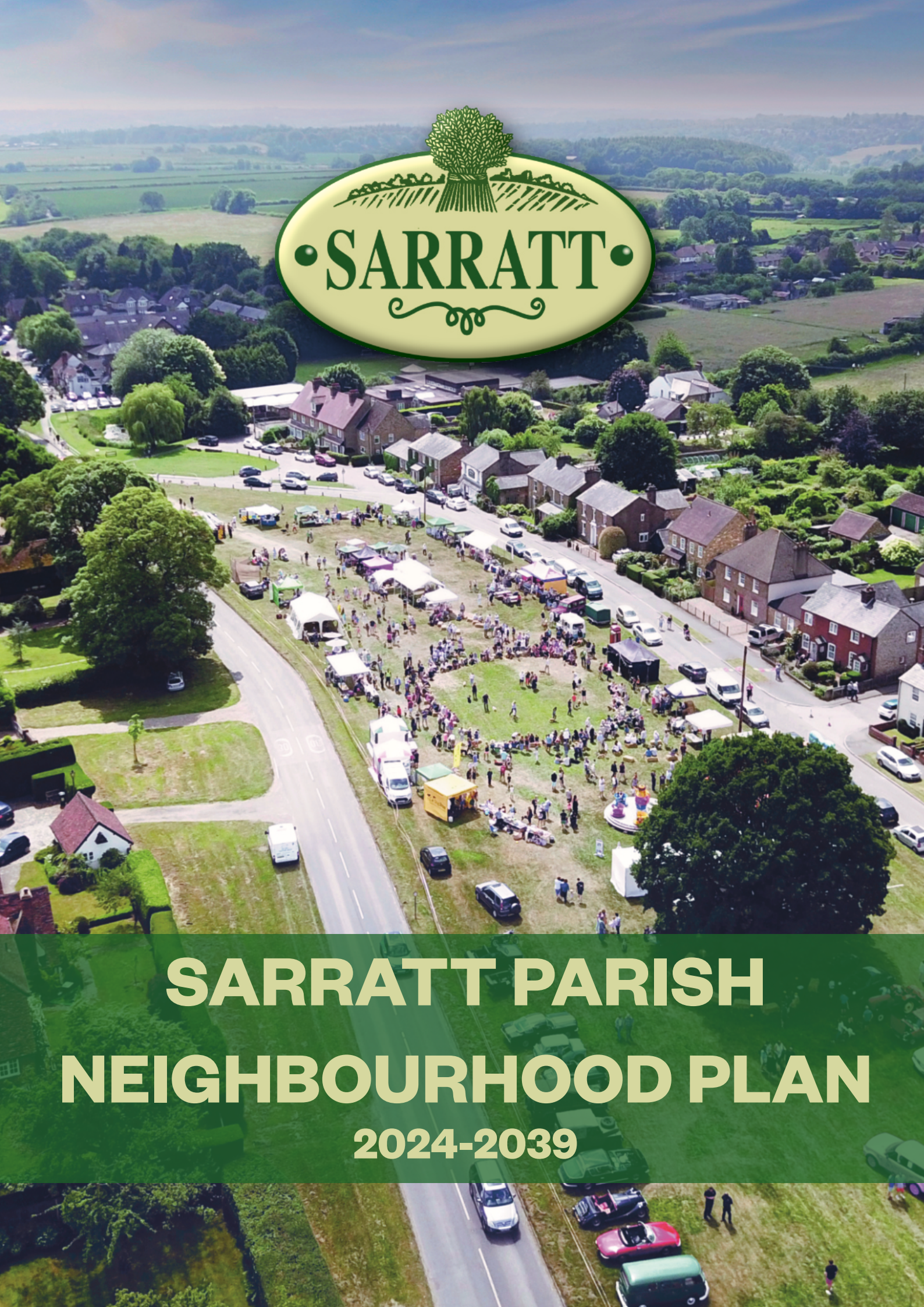


SARRATT PARISH NEIGHBOURHOOD PLAN

2024-2039

John Carter

John passed away on 17 November 2023. He was the Chairperson of the Neighbourhood Plan Working Committee from its inception, through the public and statutory consultation processes to the preparation of the final document.

The Neighbourhood Plan is dedicated to his memory.

Quick Reference

	Page *(clickable)*	Direct link to Associated Policy *(clickable)*
The Process	**11**	
Parish Overview	**14**	
Objectives	**23**	
Sections		
Development in Villages and Hamlets	26	Policy 1
Design Principles	28	Policy 2
Historic Character	30	Policy 3
Housing Mix	36	Policy 4
Affordable Housing	37	Policy 5
Biodiversity	38	Policy 6
Landscape	41	Policy 7
Public Rights of Way	46	Policy 8
Community Facilities	48	Policy 9
Car Parking	49	Policy 10
Local Green Spaces	52	Policy 11
Renewable Energy and Green Infrastructure	55	Policy 12


SARRATT
COMMUNITY
POST OFFICE STORES

FOREWORD

The residents of the parish of Sarratt take immense pride in the area they live in – the unique history and character and the inclusive and vibrant community spirit that enables our area to thrive. To preserve and build on this legacy for future generations, they have developed this Neighbourhood Plan.

The Neighbourhood Plan expresses the development policies of the village to 2036 and beyond, collectively defined by its residents. The Sarratt Neighbourhood Plan Working Group has led the process of drawing up this plan with community members. Key stages of development have been a first public consultation in September 2021 together with presentation to Three Rivers District Council (TRDC). The plan was then amended taking account of the various comments and suggestions and a second public consultation held in August/September 2022. A final draft of the plan is due to be provided to TRDC and will form the basis of a final public consultation prior to going to a referendum in 2023.

In drawing up this document, the Sarratt Neighbourhood Plan Working Group consulted extensively with national and local agencies, including Three Rivers District Council (TRDC) and many special interest groups in the parish. Work was undertaken within the national legislative and regulatory framework, including the Localism Act 2011 and the Neighbourhood Planning (General) Regulations 2012.

I should like to thank all those who have helped to compile the plan.

John Carter
Chairperson
Sarratt Neighbourhood Plan Working Group

The Sarratt Parish Neighbourhood Plan Working Group:
Clare Bennett, Tony Bond, John Carter, Lee Gilmour, Will Hobhouse, and Anthony Soothill

Typesetting, Layout, and Website: Michael Edmund

INTRODUCTION


Sarratt Neighbourhood Area

N

1:15,500

WHY DEVELOP A NEIGHBOURHOOD PLAN FOR SARRATT?

At the end of 2018, Sarratt Parish Council decided that in anticipation of the Local Planning Authority (Three Rivers District Council) issuing a New Local Plan to address housing development targets set by central government, Sarratt would benefit from a Neighbourhood Plan, as provided for in the Localism Act 2012.

Whilst the parish of Sarratt is entirely Green Belt, whose aim is to prevent urban sprawl (with 5% included within the Chilterns National Landscape), TRDC's New Local Plan will provide the means to move or lift Green Belt boundaries.

The Localism Act 2011 gives communities the legal right to prepare a Neighbourhood Plan that will set out policies to direct development and the use of land in a neighbourhood plan area.

This decision enabled Sarratt to benefit from the provisions of the National Planning Policy Framework, which allows communities to use Neighbourhood Plans to set out more detailed policies for specific area (para.28), and to:"*...develop a shared vision for their area...and help deliver the sustainable development...*" (para.29);

This plan does not address how much development there should be – that is for others to decide. It sets out policies that will help ensure that future development protects the rural nature and historic feel of the core hamlets and villages ***and*** meets local needs, so that the parish remains a vibrant community. Most importantly, whilst it does not provide a right of veto, it is a legal requirement that the Local Planning Authority (TRDC) MUST consider the policies within relevant Neighbourhood Plans when making a determination on planning applications. Therefore, having a Neighbourhood Plan is one of the best ways of preventing inappropriate development in our parish. All neighbourhood plan documents are available from the website: *sarrattneighbourhoodplan.org*

WHAT WAS THE PROCESS FOR DEVELOPING THE NEIGHBOURHOOD PLAN?

In 2018 Sarratt Parish Council resolved that the Neighbourhood Plan, in line with best practice, should be community-led. The Parish Council asked residents to volunteer to help develop a Neighbourhood Plan and a Neighbourhood Plan Working Group was formed from volunteers in 2018 with an independent Chairperson. Experienced consultants (Bell Cornwell) were engaged to support the work of the lay Neighbourhood Plan Working Group and specialists AECOM were engaged to produce specific reports. These include the Sarratt Design Code that has already been adopted by Sarratt Parish Council. After some delays due to Coronavirus restrictions in 2020 and the first half of 2021, a public consultation was scheduled in September 2021, to canvass the views of residents on the draft Neighbourhood Plan.

Following a review of the public consultation, an initial draft of the Neighbourhood Plan was submitted to TRDC for review. After further consultation, the plan will be finalised and sent to TRDC for approval prior to a conducting a public referendum before it is formally adopted, before TRDC's New Local Plan, expected in 2026.

WHAT ARE THE ESSENTIAL ELEMENTS OF THE NEIGHBOURHOOD PLAN?

As set out in section 2.3 of the Basic Conditions Statement, an early key decision during the consultation process was that the plan should be future-proofed. As such, it is principles-based and does not address specific sites that may be considered for development, either now or in the future. Therefore, it does not include (or exclude) recommendations regarding sites for development; and hence there is no associated map in the SNP.

In brief the plan includes an introduction to the area, an overview of the process of producing and ratifying the overall plan, a list of policies and references to the Housing Needs Assessment and Sarratt Design Code produced by AECOM.

THE PLAN PROCESS

Stage 1

Gather Baseline Information

Review relevant policies and plans

Three Rivers Settlement Appraisal

TRDC Local Plan Sustainability Appraisal working note

2018 Parish Plan

Stage 2

Early stage public consultation and independent evidence

Fact finding questionnaire sent to a cross section of Parish organisations and business, key stakeholders

Attendance at the Sarratt Freshers Fair

AECOM Housing Needs Assessment

AECOM Design Code

Stage 3

Develop Neighbourhood Plan Objectives

Use information gathered in steps 1 and 2 to draw down a list of issues identified and amend draft plan appropriately

Formulate objectives for the Neighbourhood Plan

Stage 4

Develop List of Policies

Formulate policies that will deliver Plan objectives

Stage 5

Mid-stage public consultation

Consultation Forums to evaluate legitimacy of Plan's objectives and policies

Revise Plan based on feedback from consultations

Make revised Plan publicly available for 6 weeks as pre submission consultation in compliance with Regulation 14

Stage 6

Submit draft Plan to TRDC

The Plan will be submitted to TRDC, who will carry out a 6-week public consultation (Regulation 16). Following this, an independent Examiner will be appointed to carry out an independent examination of the Plan

Examiners Report received

Stage 7

Referendum

Stage 8

Adoption of the Plan

PARISH OVERVIEW

PARISH OVERVIEW

Sarratt is a village and a civil parish in Three Rivers District, Hertfordshire, England. It is situated 4 miles (6.4 km) north of Rickmansworth on high ground near the county boundary with Buckinghamshire. The chalk stream, the River Chess, rising just north of Chesham in the Chiltern Hills, passes through Sarratt Bottom in the valley to the west of the village to join the River Colne in Rickmansworth.

The village is much loved by residents and is located within the Chilterns National Landscape. Evidence of human habitation and cultivation go back over 4,000 years and include Roman occupation.

It is suggested that a village existed in the 8th century, but written confirmation of a village/parish community does not come until the building of Holy Cross Church around 1190. It is likely that this replaced a previous Saxon place of worship. Until the 18th century Sarratt was a hamlet, a cluster of properties surrounding the church, nearly a mile from the hamlet of Sarratt Green. The latter began to expand during the 17th century and eventually the name of Sarratt was applied to the whole, by which time very little of the development around the church had survived. Farming was the only trade in the village throughout this time and the population would have comprised a small number of the gentry and agricultural workers.

The population of Sarratt Parish in 1831 was about 450, rising to 654 in 1871. This reflects a surge in shops and trades that grew around the Green along with some new housing. The 20th century saw the first significant (by Sarratt standards) housing expansion. Several council house developments were completed between the World Wars and after 1945. Flats in Downer Drive, The Briars and Caroon Drive were built in the 1970s and the Wards Nurseries site was developed in 2005.

Today, the population is around 2,600, including the hamlets of Belsize, Chandlers Cross, Commonwood and parts of Bucks Hill. Sarratt is located in the Green Belt of Hertfordshire and as such is protected by policies related to this. It includes part of the Chilterns National Landscape, Sites of Special Scientific Interest (SSSI), two Conservation Areas; and the Green in Sarratt has 25 Grade II listed buildings.

Water Pump, Sarratt Village Green

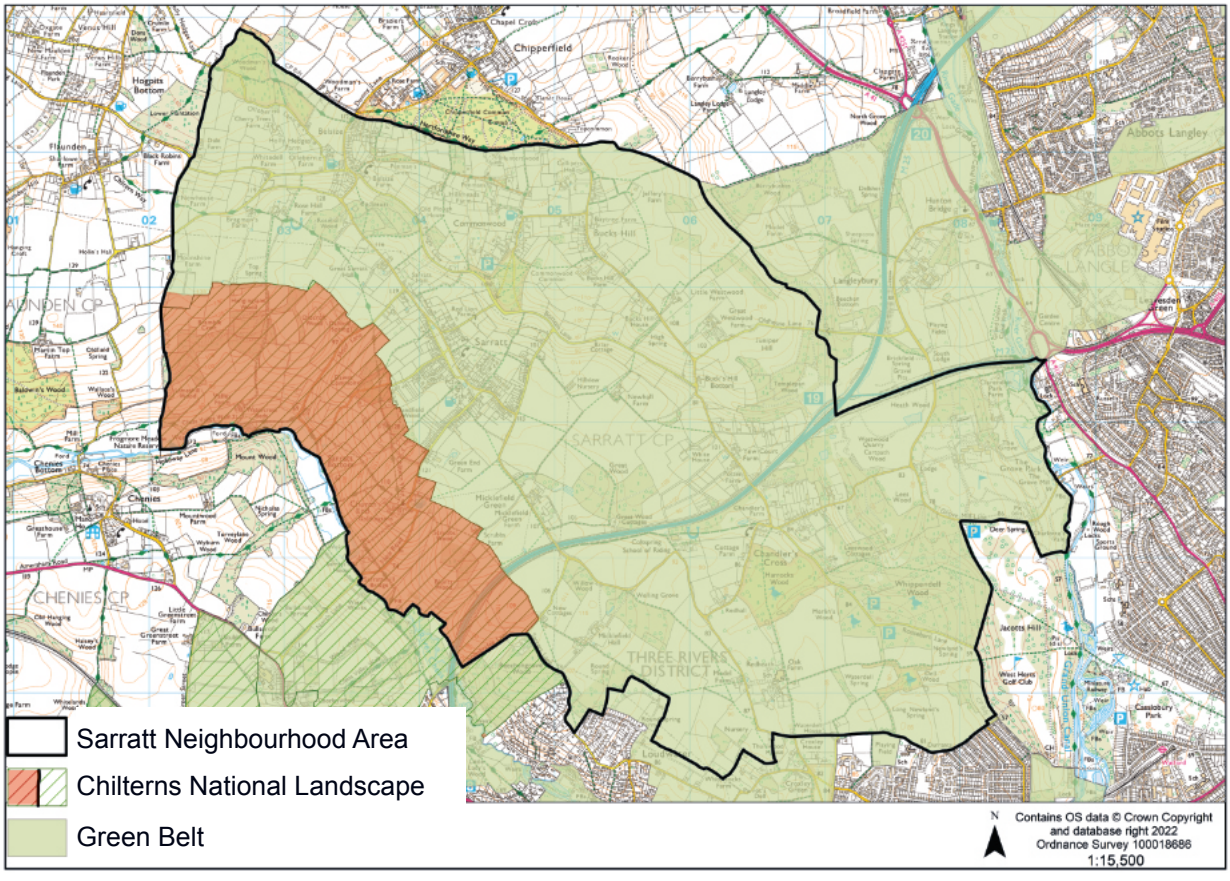
Green Belt

100% of the Parish is currently in the Green Belt which gives Sarratt much of its green open character and local distinctiveness. The Government gives great importance to Green Belts, which were put in place to prevent urban sprawl by keeping land permanently open. This means that the construction of new buildings is inappropriate apart from the exceptions set out within the NPPF. These exceptions include limited infilling in villages, limited affordable housing for local community needs and, in some cases, limited infilling or redevelopment of previously developed land. These exceptions are consistent with the approach to development that is set out in this Neighbourhood Plan.

Chilterns National Landscape

Sarratt Parish is located on the eastern edge of the Chilterns National Landscape. Whilst only a relatively small proportion of the wider neighbourhood plan area falls within the National Landscape, a large proportion of the west (particularly south-west) of the plan area is situated within the National Landscape. National Landscapes, formerly Areas of Outstanding Natural Beauty (AONBs)*, are legally designated areas recognised for their exceptional natural beauty under the National Parks and Access to the Countryside Act 1949 and Countryside and Rights of Way Act 2000.

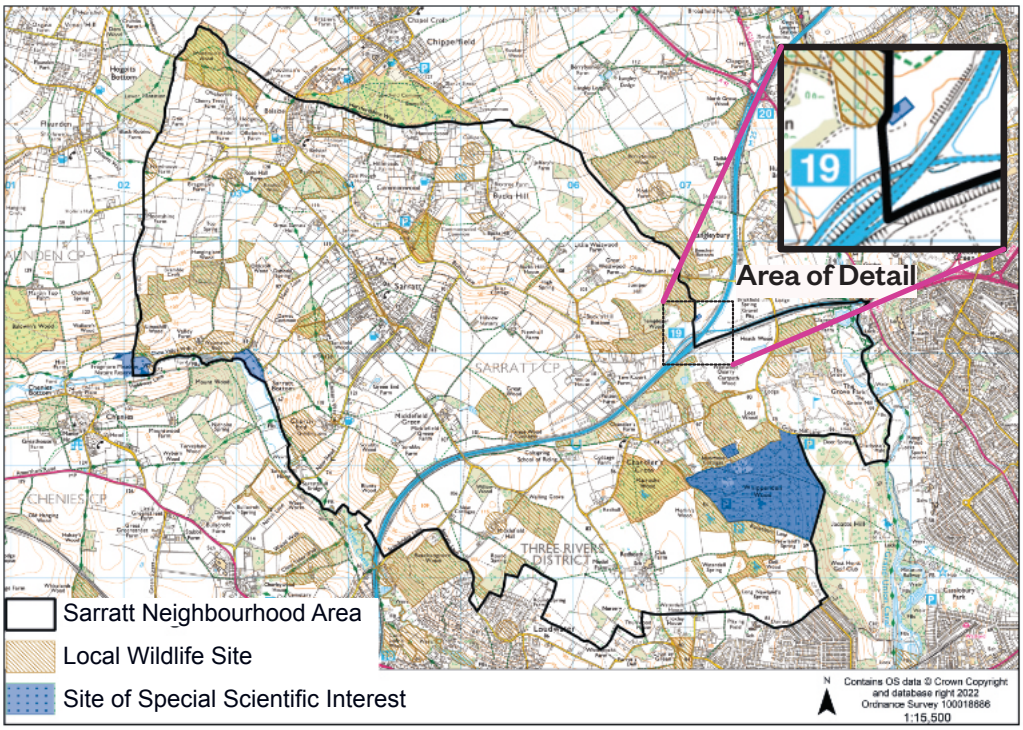
There are several features which contribute to the Chilterns National Landscape's natural beauty, including chalk streams, a chalk escarpment, chalk grassland, extensive woodland and common land with a comprehensive rights of way network, together with distinctive buildings, including those associated with its industrial heritage, and sites of archaeological significance. Full details of the National Landscape's special features and how they should be managed and protected are established within the Management Plan published by the Chilterns National Landscape: https://www.chilterns.org.uk/what-we- do/future-proofing-the-chilterns/management-plan/.



* NOTE Some third party documents refer to AONBs if produced prior to the name change

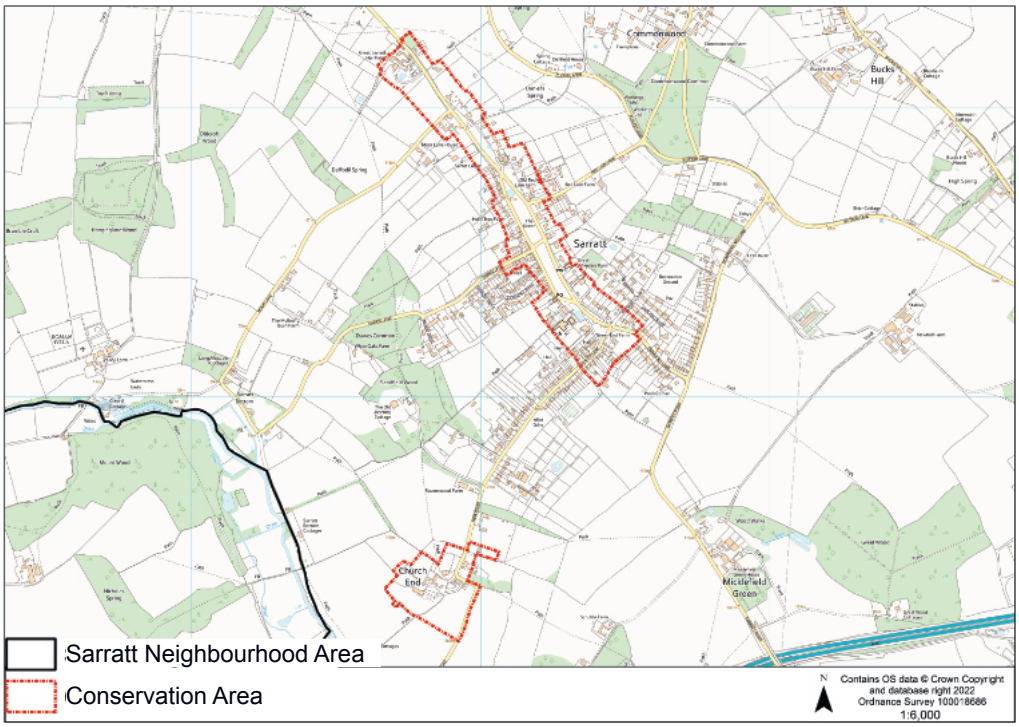
SSSI

Natural England selects sites that have features of special interest, such as its wildlife, geology or landform. These are then protected from any development and it is an offence to deliberately or recklessly damage the special features of an SSSI.



Conservation Areas

We have two Conservation Areas in Sarratt. Residents and businesses in a conservation area may need permission from the Local Planning Authority before making alterations such as cladding, inserting windows, installing satellite dishes and solar panels, adding conservatories or other extensions, laying paving or building walls. Demolition of a building within a conservation area will usually require planning permission: it is now a criminal offence to carry out demolition in a conservation area without planning permission.

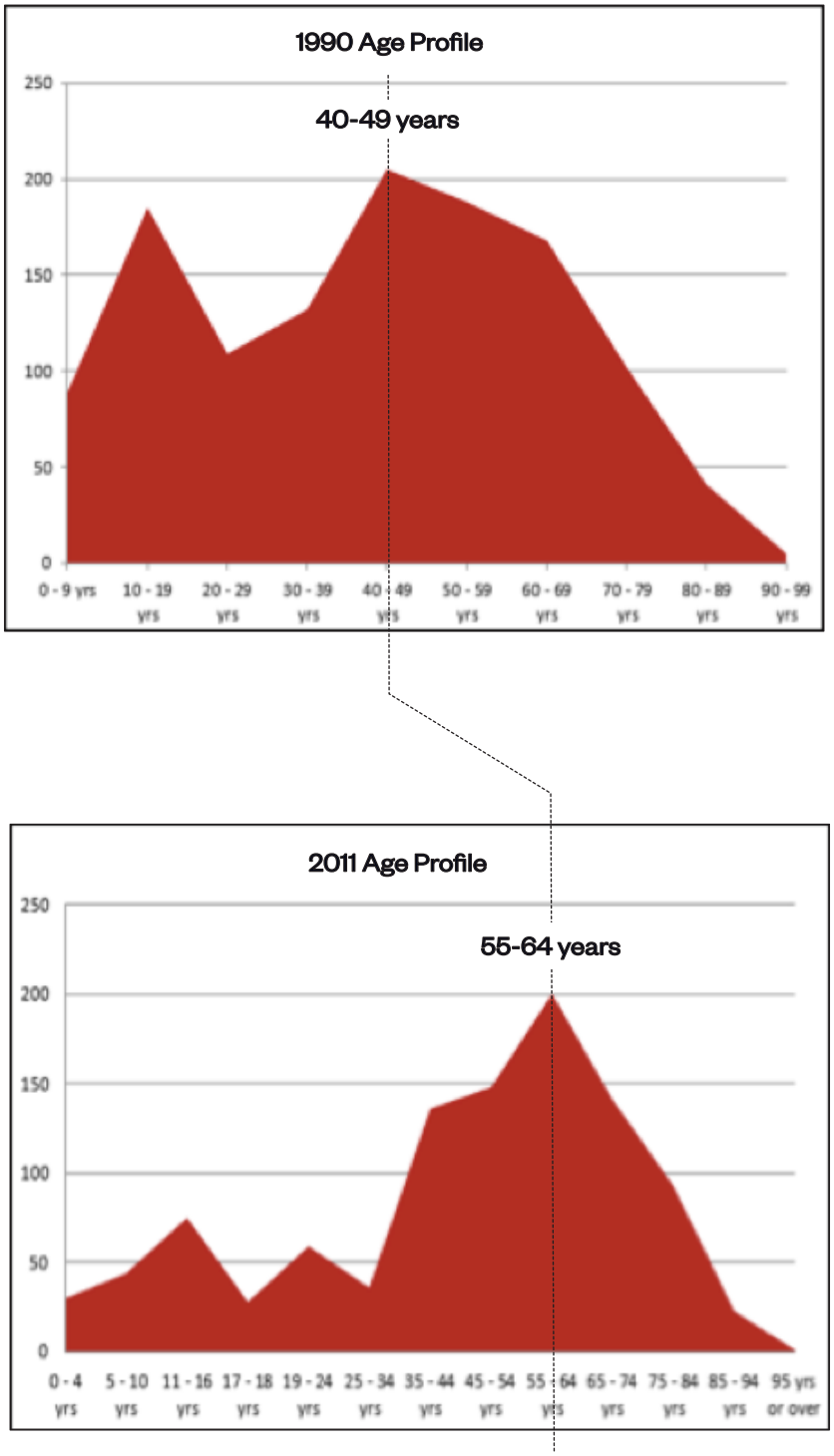


Demographics

The 2012 Parish Plan Survey showed a population of the the parish unsurprisingly heavily skewed towards Sarratt with 60% of the total; the only other area with over 10% of the population is Belsize with 12%. 55% of residents have lived in the Parish for more than 50 years and a further 26% for 6 -15 years.

Given this continuity of residence, it is unsurprising that the age distribution across the Parish in the decade to the last Census figures has moved significantly up.

It is now a Parish with a predominantly older population.



Housing Stock

The Housing Needs Assessment produced by AECOM shows that the proportion of detached homes is more than double that of Three Rivers or the national average, while all other dwelling types exist at correspondingly lower proportions. For example, the proportion of flats in Sarratt is less than one-third that in Three Rivers. Strongly linked to this finding is the fact that Sarratt has generally larger dwellings than Three Rivers, with a greater proportions of all size categories above six rooms, and lower proportions of all smaller dwelling sizes.

Proportions of Housing Types in Sarratt, Three Rivers, and in England

Source:ONS 2011 Census, AECOM calculations

Dwelling Type	Sarratt	Three Rivers	England
House or bungalow			
Detached	57.8%	26.3%	22.4%
Semi-detached	19.3%	35.0%	31.2%
Terraced	14.1%	19.1%	24.5%
Flat or maisonette			
Purpose-built block of flats	4.3%	16.7%	16.4%
Part of a converted or shared house	1.3%	3.8%	3.8%
In commercial building	0.8%	1.0%	1.0%

Community

The Parish has a rich and diverse set of community activities, with more than 50 clubs and events, societies or activities.

Two organisations typify the strong community spirit in the Parish: Sarratt Care is a highly unusual volunteer organisation, providing such services as transport for hospital appointments, meals on wheels and a luncheon club for the whole Parish. Sarratt Spotlight is a Parish magazine funded by the Church that has become the go-to source of news and information on what's happening in the Parish.

The following Community Activities have been identified:

Allotments

Beavers/Cubs/Scouts/Explorers

Bell Ringers

Book Clubs

Bowls Club

Bridge Club

Brownies

Church Home Group

Days Almshouse Charity

Football Club

Friends of Holy Cross

Grey Knights

Horticultural Society

Local History Society

Neighbourhood Watch

Pony Club

Residents Associations:

Belsize; Chandlers Cross/Bucks Hill/Penmans Green/ Commonwood

Royal British Legion (Sarratt Branch)

Sarratt C of E School

Sarratt Care

Sarratt Community Garden

Sarratt Evening WI

Sarratt Parents Association

Sarratt Rebels (youth football)

Sarratt Singers

Sarratt WI

Spotlight

Sunrise & Sunset Club

Sustainable Sarratt

Tennis Club

U3A

Wildlife Volunteers

Youth Club

Community Events

Antique Fairs

Apple Festival

Firework Display

Boxing Day Vintage Car Rally

Flower Festival

Friendship Club

Grapevine Movies

May Fair

Sarratt Festival of Music

Sunday Markets

Horticultural Shows

Pantomime (SPLAT)

Sarratt Freshers Fair (biennial)

Village Day (biennial)

Village Picnic


CHIPPERFIELD 2
BOVINGDON 3

BRIEFS

OBJECTIVES

These objectives are drawn from the findings of the community engagement and evidence gathering process outlined Section 2 above. They are organised into three broad themes of Economic, Social and Environmental Impact.

OBJECTIVE	ACTION	ASSOCIATED POLICIES
ECONOMIC		
Maintain the viability of the businesses and services that are key to the area: • Village Shop • Pubs • Garage • Doctors' surgery • Bus service • School • Church • Village Hall	Ensure any property development in the parish consists of a mix of properties that best meets the housing needs of the community, promoting a thriving and balanced population that will maintain the viability of these businesses and services.	1, 4, 10
SOCIAL		
Ensure that community spirit is supported and enhanced.	Protect sites important for community interaction, such as village hall, church, playing fields.	8, 9
	If the community grows, ensure there is adequate provision of facilities for community interaction.	1
Develop a housing stock that meets the needs of all demographics with in the community.	Ensure new developments consist of a mix of housing that promotes a thriving, balanced population.	1, 4, 5
ENVIRONMENTAL		
Maintain the rural nature of the village and conserve its important historical and environmental features.	Protect key historical assets: • Church • ancient settlements • conservation areas • listed buildings	3
	Protect environmental assets: • Chilterns National Landscape. • 4 SSSIs • 4 county wildlife sites	6, 7, 11
	Protect distinctive nature of parish settlements	1, 2, 3
Wherever possible, reduce the community's contribution to climate change	Promote the use of environmentally-friendly building materials and building design.	2, 12
	Promote the use of renewable forms of energy.	12
Preserve the character of the settlements within the parish.	Ensure where development occurs it is of a quality and design that enhances the local environment and is in keeping with local design features. Refer to Design Code (Appendix II)	1, 2, 7, 11
Keep the impact of any development on traffic in the area to a minimum	Ensure there is adequate provision for parking within any new development and design of roads should be in keeping with others in the area	2, 10


VILLAGE HALL

POLICY

Section 1: Development in Villages and Hamlets

Context: The 2018 Parish Plan survey established that residents had a strong preference for protecting the character of the core village of Sarratt and the hamlets of Belsize and Bucks Hill; and for preventing village extensions.

Sarratt Village Green

Properties facing Sarratt Village Green

Policy 1: Development in Villages and Hamlets

New development must accord with the principles of sustainable development outlined in the NPPF and TRDC Development Plan. To help achieve this, sustainable development that makes the use of previously developed land will be particularly encouraged.

All new development must:

- respond positively to its local context and
- conserve the historic character of the core village of Sarratt and hamlets of Belsize and Bucks Hill.

Proposals for development on the edge of the village and hamlets will only be supported where they are small scale and meet an identified local need, with priority given to previously developed sites.

All major applications shall be comprehensively planned to prevent piecemeal development, having regard to the timely and coordinated provision of infrastructure, services, open space and facilities made necessary by the development. They shall also be accompanied by a statement of community engagement to detail how the local community has been engaged prior to any planning application being made.

Section 2: Design Principles

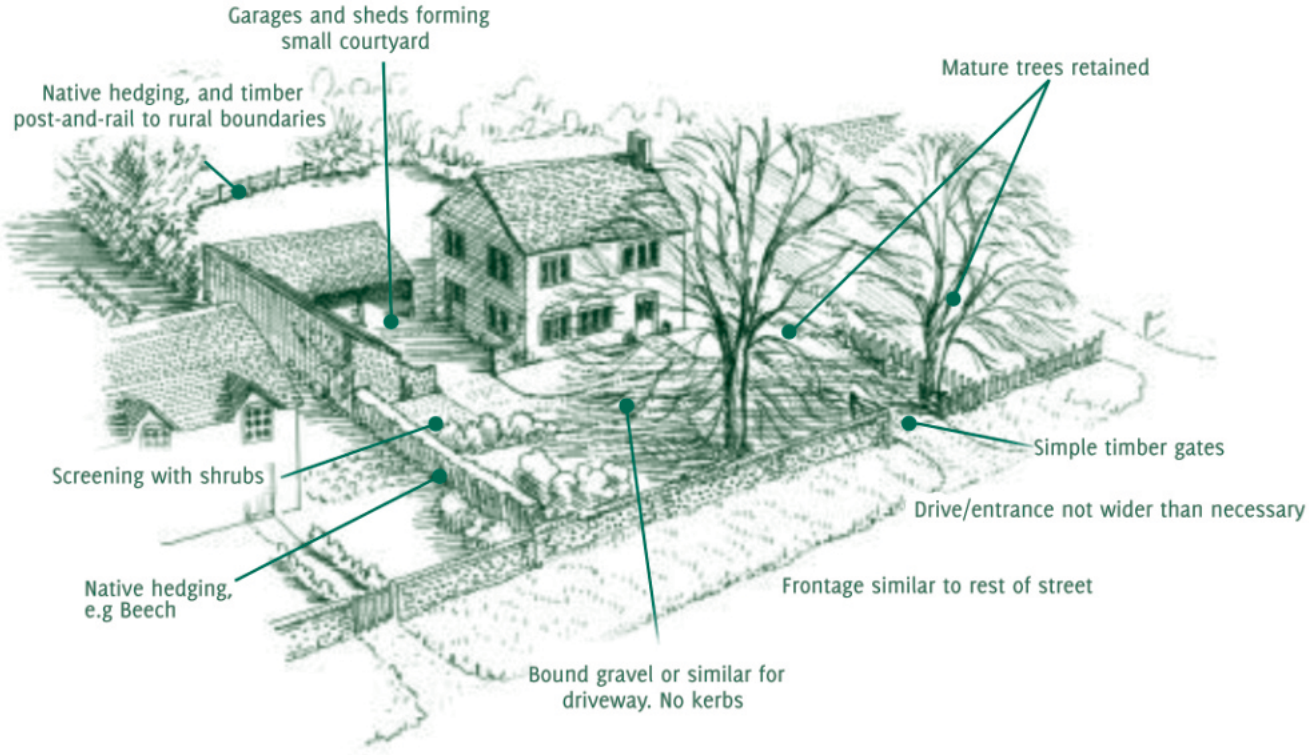
As the Parish overview sets out, Sarratt is a historic village that includes part of the Chilterns National Landscape. In addition, the parish contains four Sites of Special Scientific Interest (SSSI): Sarratt Bottom, Frogmore Meadows, Whippendell Wood, and Westwood Quarry.

There are two conservation areas within the parish, both of which were established in 1969; The Green Conservation Area and Church End Conservation Area. The former encompasses The Green and surrounding properties in the village core, whereas the latter forms a cluster around the Church of Holy Cross to the south-west of the main settlement. There are 93 listed buildings within the parish, most of which are Grade II. The parish also contains many unlisted buildings of architectural interest, and the Green is protected. Some of the most prominent listed buildings and landmarks include:

The Church of the Holy Cross (Grade II*)	The Boot public house (Grade II)
The Grove (Grade II*)	The Cock Inn public house (Grade II),
Sarratt Hall (Grade II)	The pump on the green (Grade II)

The aim of this policy is to ensure that future developments consider local character and, through design proposals, they further enhance local distinctiveness by creating good quality developments, thriving communities and prosperous places in which to live.

GOOD PRACTICE



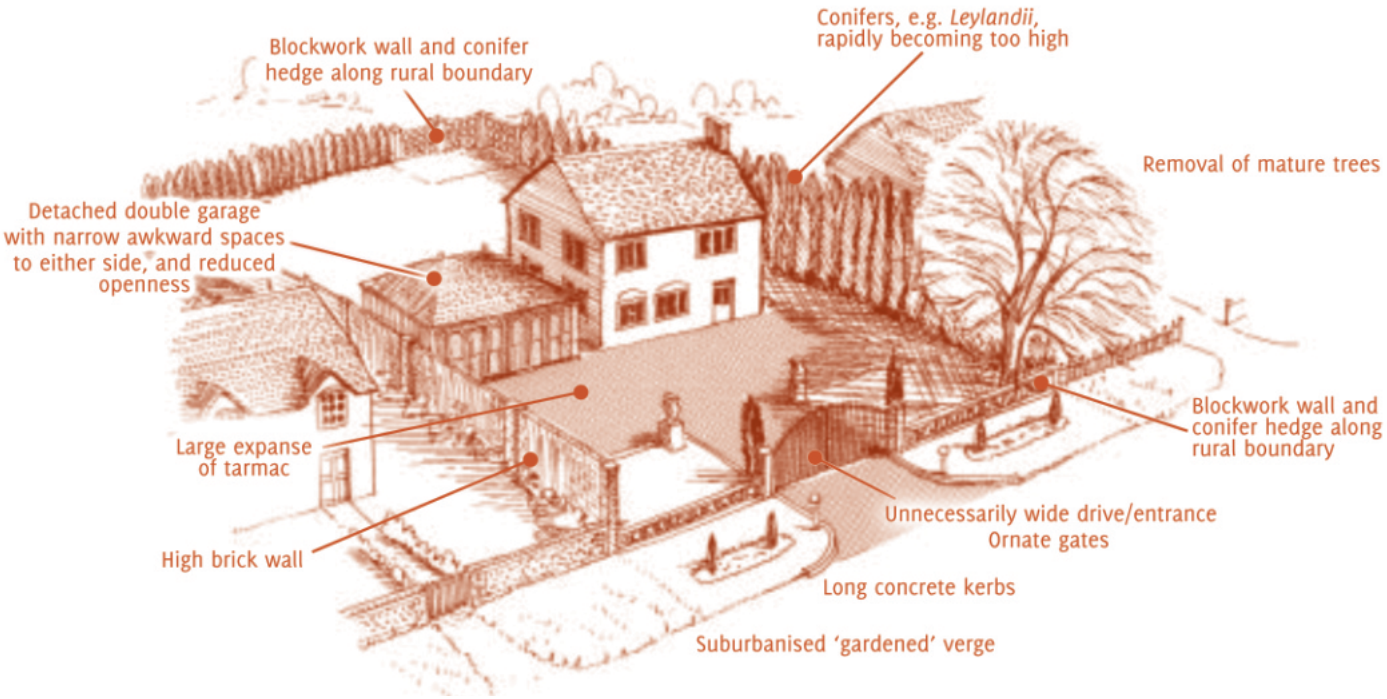
Adapted from the Chilterns Buildings Design Guide

Policy 2: Design Principles

All development proposals will be required to be of the highest standard of design and take account of the design guidelines in the Sarratt Design Code (January 2020) and any successor document.

It is expected that a proportionate statement will accompany any planning application to demonstrate how the Design Code has been taken into account.

POOR PRACTICE



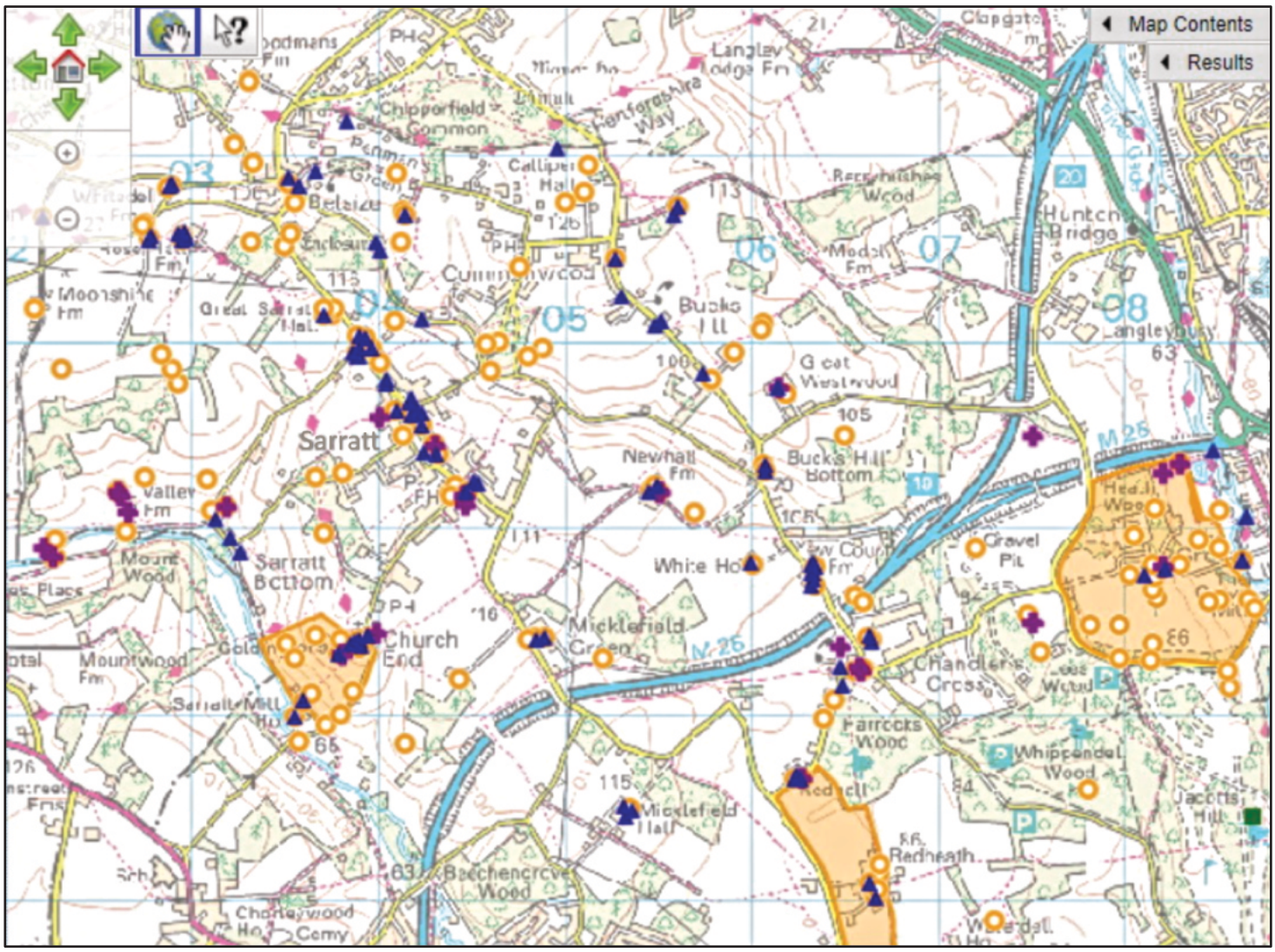
Adapted from the Chilterns Buildings Design Guide

Section 3: Historic Character

Context: Historically, the parish comprised several small medieval hamlets, with Sarratt Green lying centrally in the manor of Sarratt. The settlement is an ancient ribbon development alongside the well preserved green. Sarratt Green had changed very little since the medieval period beyond infilling between existing buildings, until a number of small developments in the 20th century.

The extent of this historic heritage can be seen on this map of Parish assets taken from the national Heritage Gateway record. It emphasises the need to both protect the integrity of these sites and, where appropriate, the viewing corridors of which they are an integral part. Residents were asked during the consultations for their favourite views of the Parish, which were then assessed against a review of the landscape features of the Parish and of the Conservation Area.

The community was asked throughout the consultation process for its input on "important views", which were then considered by the NPWG in the context of both this heritage and of village aspects as a whole, to ensure that they were represented. This was a continuous and iterative process – for example, the output from all previous submissions was included in the second Regulation 14 consultation during the summer of 2022 – thus enabling a process of continued refinement to ensure that the important views were indeed those of the community.



Legend

- Listed Building (NHLE)
- Local HER* record points
- Local HER record polygons
- Church Heritage Record (Non Statutory Data)
- NMR Excavation Index

*Historic Environment Record

Sarratt has retained its identity as a village:

- Low-key development and vernacular architecture on a domestic scale
- Mixture of building styles and dates from the 16th century to the present day
- Warm brick nestles next to flint and timber framing
- The rich textures of brick and brick and flint boundary walls
- Presence of boundary walls, railings or hedges provide interest to the street scene
- The Green and associated ponds
- The Conservation areas : The Green and Church End
- The shop, garage, village pubs, community garden, village hall, parish church, primary school and KGV playing fields
- The wide range of societies, clubs and organisations reflecting the interests of a diverse range of inhabitants
- The easy access to the countryside and many footpaths: both ancient rights of way and many permissive paths

Sarratt possesses a range of views across valleys and fields that are intrinsic to the rural character of the Parish and to the setting of its two conservation areas. During the consultations, people were asked about their favourite views, which were matched against a review of the landscape features of the Parish. These views include:

- Views across the Chess valley from the west-facing valley slopes above Sarratt Bottom and northwards towards Latimer
- Views across the Bottom Lane valley to the east of the village
- Extensive views over open fields surrounding the village and between the M25 and Whippendell Woods.
- The Green itself, with an uninterrupted view up and down its spine, and an additional open space at the southern end, bounded by trees on one side.

Policy 3: Historic Character

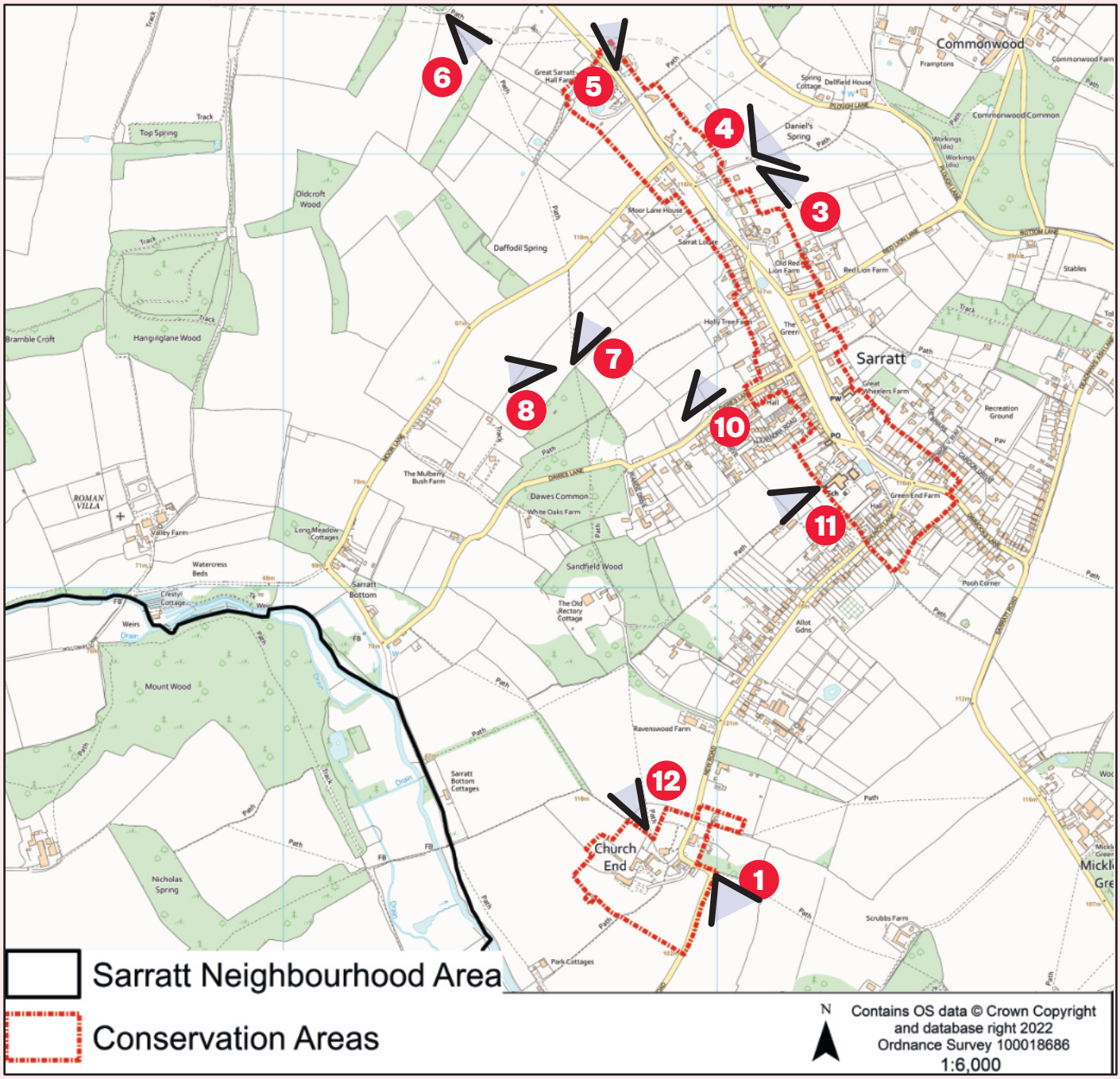
Development proposals within the Green Conservation Area and the Church End Conservation Area, or which affect the settings of either Conservation Area, should conserve or enhance their distinctive character or appearance.

All proposals should take into account the Green, Sarratt Conservation Area Appraisal 1994 and the Church End, Sarratt Conservation Area Appraisal 1994 or any successor documents. In particular, proposals should ensure that the relationship between built structures and open spaces and amount of open space in the Green Conservation Area is conserved as this is a particularly important feature characteristic of this Conservation Area.

Development that adversely affects the key features of the important views in and out of the Conservation Areas identified on Map 3 and described in the Important Views and Local Green Spaces Assessment will not be supported.

Map 3: Important views

Click on a number to view the corresponding image enlarged online



Map 3

Policy 3: Important views

1
View from the Church Conservation Area
SE towards the M25

This view is of the Chilterns National Landscape to the south of the Parish. It reinforces the rural openness and separation from surrounding conurbations. It is viewed regularly by many residents and visitors. Any development in this landscape would interrupt this view and its purpose.

3
View towards Chipperfield
from the East Village Conservation Area boundary

This view encompasses ancient farmlands and provides an open separation between the village and the surrounding area. This view is enjoyed by residents and ramblers. Any developments in this landscape would break the rural open setting of the village.

4
View towards Commonwood from the East
Village Conservation Area boundary

This view encompasses ancient woodland and farmland and provides an open separation between the village and the surrounding area. This view is enjoyed by residents and ramblers. Any developments in this landscape would break the rural open setting of the village.

Policy 3: Important views

5
View from North end of the Village Conservation Area boundary towards Plough and Debardine Woods

This view encompasses ancient farmlands and provides an open separation between the village and the surrounding area. This view is enjoyed by residents and ramblers. Any developments in this landscape would break the rual open setting of the village.

6
View towards Northern end of the Village Conservation Area, with Great Sarratt Hall visible through the trees

This view is part of the historic Chiltern Way and encompasses ancient farmlands and provides an open separation between the village and the surrounding area. This view is enjoyed by residents and ramblers. Any developments in this landscape would break the rural open setting of the village and this recognised significant right of way.

7
View towards the North-West Village Conservation Area boundary

This view is part of the historic Chiltern Way and encompasses ancient farmlands and provides an open separation between the south of the village and the surrounding area. This view is enjoyed by residents and ramblers. Any developments in this landscape would break the rural open setting of the village and this recognised significant right of way.

8
View across the Chess Valley (Chilterns National Landscape)

This view is part of the historic Chiltern Way and encompasses extensive view of Chilterns National Landscape and Chess Valley. This view is enjoyed by residents and ramblers. Any developments in this landscape would break the rural open setting of the village and this recognised significant right of way.

Policy 3: Important views

10
View showing the hedge forming
West Village Conservation Area boundary on the lower Green

This view encompasses ancient hedgerow and pasture and provides an open separation between the village and the surrounding area. This view is enjoyed by residents and ramblers. Any developments in this landscape would break the rural open setting of the village.

11
View SE towards Sandfield Wood from
the West Village Conservation Area boundary behind the Village Shop

This view encompasses ancient farmlands and provides an open separation between the village and the surrounding area. This view is enjoyed by residents and ramblers using a very frequently used right of way. Any developments in this landscape would break the rural open setting of the village.

12
Chiltern Way heading North from the Church

This view encompasses ancient farmlands and provides an open separation between the village and the surrounding area. This view is enjoyed by residents and ramblers. Any developments in this landscape would break the rural open setting of the village.

Section 4: Housing Mix

Context: The Housing Needs Assessment (AECOM, Jan 2020) identified an acute shortage of three bed properties in Sarratt that has been caused over the last few decades by owners typically converting 2 or 3 bed bungalows into 4 or 5-bed houses. Specifically, its conclusions state:

> *"142. Seen in the context of Sarratt's comparatively large stock of dwellings, trends towards older households and single occupancy may warrant a Neighbourhood Plan policy intervention to restrict the future supply of larger dwellings to some extent. It may also be the case that the declining number of families in Sarratt is a function of the limited number of dwellings that are both appropriately-sized and affordable to younger families, so it may be beneficial also to encourage the provision of mid-sized housing suitable for this demand segment.*
>
> *143. The results of a life-stage modelling exercise, which looks at the sizes of dwelling occupied by different age groups and projects the growth and decline of those age groups over the Plan period in order to understand what should be built, corroborates this finding. The recommended size mix of new housing focuses on dwellings of three bedrooms (around 50%) and those with one (20%) and two (30%) bedrooms, further suggesting that no further large dwellings are needed."*

Replenishing the 3-bed housing stock as well as building new 1 and 2-bed units will ensure better balance in our housing stock that addresses local needs (including damping spikes in rents for certain property types).

In addition, the need for accessible homes to enable residents to downsize whilst remaining in the community was identified in both the 2018 Parish Plan as well as the Housing Needs Assessment, and self-build as one of the most cost-effective routes to home ownership is to be encouraged.

Properties facing Sarratt Village Green

Policy 4: Housing Mix

Policy 4.1

Development proposals for all housing types should have a size mix consisting of dwellings of three bedrooms (50%), two bedrooms (30%) and one bedroom (20%) as recommended by the Sarratt Housing Needs Assessment 2020, or as near to this as practical, subject to the available and most up to date evidence of local need.

Policy 4.2

Development proposals where the provision of bungalows, accessible homes and all types of self-build properties as part of the housing allocation mix above will be looked upon favourably, provided they are 3 bedrooms or fewer, unless a specific identifiable local need can be demonstrated. Permitted development rights shall be removed so as to prevent future development into larger dwellings without planning permission.

Section 5: Affordable Housing

Context: The Housing Needs Assessment identified that social rented homes for those on the lowest incomes are the greatest priority in Sarratt. This backed up the findings from the 2018 Parish Plan survey that indicated housing stock was in short supply and too expensive for family members to be able to stay in Sarratt. A supply of accessible homes for the elderly to be able to downsize and remain in Sarratt was also an important conclusion, which additionally has the benefit of freeing up larger properties and hence a desirable trickle-down effect.

A supply of affordable routes to remain resident in Sarratt through social rental, shared home ownership, First Homes, and accessible homes for the elderly is key to the long-term sustainability of the community.

Whilst TRDC applies an affordable housing requirement to minor sites (with a net gain of 1+ dwellings), for small scale developments commuted sums for affordable housing are generally acceptable. However, this practice does not help address local demand within this rural community where delivery of affordable housing is essential. The policies therefore recognise this specific special local need. The Housing Needs Assessment report by AECOM stated that "The recommended tenure split for Sarratt, based on the HNA and SHMA calculations, and Three Rivers policy, is for 70% of Affordable Housing to be for social or affordable rent, and 30% to be for affordable home ownership products." Following the launch of the First Homes initiative and discussion with TRDC, this recommendation was amended to conform to TRDC's recommended split of 75% /25% respectively.

Clutterbucks, Sarratt

Policy 5: Affordable Housing

Policy 5.1

Development proposals resulting in a net gain of 1 or more units are required to provide 40% of the units as Affordable Housing. Commuted payments towards provision off site will only be accepted in exceptional circumstances to ensure delivery of affordable housing to the local community.

Policy 5.2

Proposals for Affordable Housing will usually be required to be 75% for social rent, 25% First Homes or affordable shared ownership products but the precise split will be determined on a case by case basis using the latest available evidence of local need.

Policy 5.3

Affordable homes will be integrated into developments in design, layout and location so as not to be distinguishable from other homes on the development.

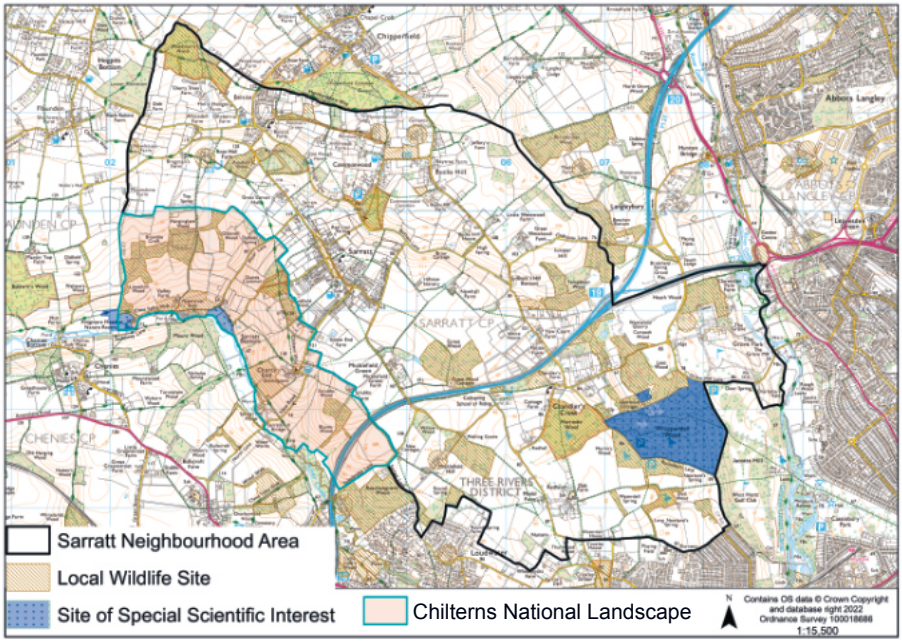
Policy 5.4

Affordable Housing of all types will be looked upon favourably if provided with a Locality Protection Provision, which gives priority to local residents in perpetuity, but without restricting allocation should no local need be identified in the first instance, whether or not as part of a Rural Exception site.

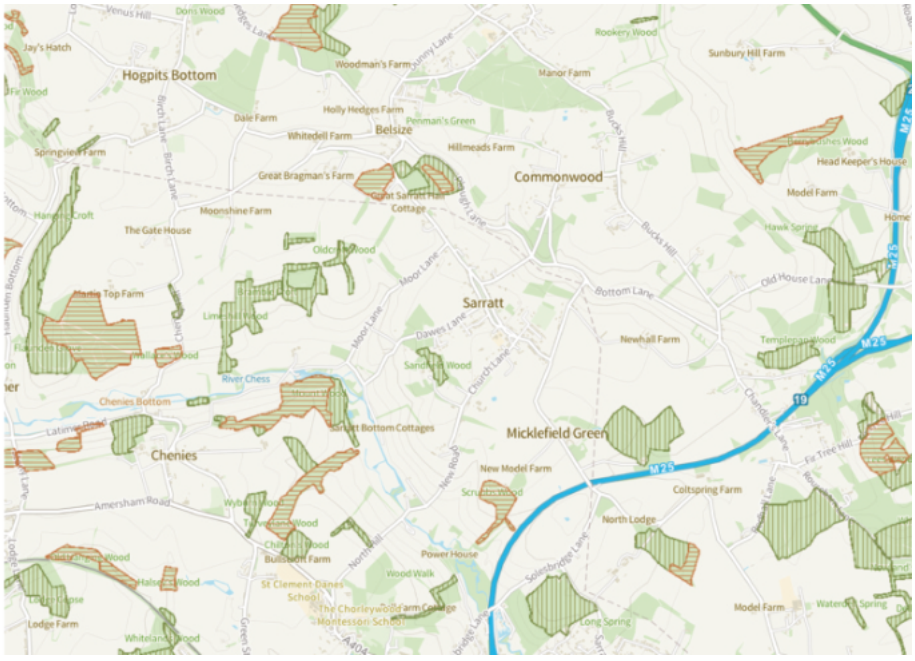
Section 6: Biodiversity

Context: Nature conservation is an integral part of the planning system, and should be taken into consideration in any development. Ensuring that future generations can enjoy the neighbourhood's rich geological and biological inheritance as well as the wider experience that a healthy, functioning natural environment can provide means that we must continue to improve the protection and management of what we have today. Across the UK, biodiversity is shrinking, and our essential ecosystems are losing the robustness and resilience on which our food supplies rely, as well as the beauty and richness that they bring to an area. Any development must not further undermine these systems. The first map opposite shows the National Landscape, local wildlife sites (hatched) and SSSIs (blue) that form part of the plan area. The second map shows ancient woodland – green hatching indicates ancient and semi-natural woodland, and brown hatching, ancient replanted woodland. Sarratt Parish is incredibly fortunate to count 18% of its total land area as woodland, compared to the national average of 12%. This brings with it a significant financial burden and depth of responsibility which is willingly shouldered by the parish council, and evidently valued by both parishioners and visitors to the parish.

Chilterns National Landscape, Wildlife Sites and SSSI



Ancient Woodland



Ancient and semi-natural Woodland

Ancient replanted Woodland

Policy 6: Biodiversity

Policy 6.1: General

i. All proposals should achieve a net gain in biodiversity, as measured by the Natural England Biodiversity Metric; and should avoid harm to, or loss of, features that contribute to the local and wider ecological network.

ii. Proposals will be expected to apply the mitigation hierarchy of avoidance, mitigation and compensation, as set out in the NPPF, and integrate ecologically- beneficial planting and landscaping into the overall design – this must be approved by a certified ecologist. Where mitigation and/or compensation are proposed, any sites that may be put forward for compensatory planting should, as a first resort, be as close to the development as possible, as a second resort be elsewhere in the Parish and then in adjoining Parishes and as a last resort elsewhere in the District.

Policy 6.2: Locally-Designated Nature Conservation Sites

i. Development proposals, land use or activity (either individually or in combination with other developments) which are likely to have a detrimental impact which adversely affects the integrity of a designated site, will not be permitted unless it can be demonstrated that there are material considerations which clearly outweigh the need to safeguard the nature conservation value of the site, and any broader impacts on the international, national, or local network of nature conservation assets.

ii. Evidence will be required in the form of up-to-date ecological surveys undertaken by a competent ecologist prior to the submission of an application. The type of evidence required will be commensurate to the scale and location of the development, the likely impact on biodiversity and the legal protection or other status of a site. Where insufficient data is provided, permission will be refused.

iii. Proposals should avoid impacts on sites of nature conservation value and wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where adverse impacts are unavoidable, measures to mitigate the impact should be sought, commensurate to the importance of the site in terms of its status in the hierarchy and the contribution it makes to wider ecological networks.

Policy 6.3: Species and Habitats

i. Development should provide biodiversity net gain in line with statutory requirements. All development is encouraged to provide biodiversity net gain and to create opportunities for wildlife. Proposals must demonstrate how the development improves the biodiversity value of the site and surrounding environment. As appropriate, evidence will be required in the form of up-to-date ecological surveys undertaken by a competent ecologist prior to the submission of an application. Plans must be submitted that determine the maintenance programme for any newly planted trees/hedgerows/ new ponds, and this will be the responsibility of the developer. Thought must be given to water supply and soil type before permission is given for new plantings, as this will determine whether they will survive. The Biodiversity value of a site pre and post development will be determined by applying the Natural England Biodiversity Metric where appropriate. Submitted information must be consistent with BS 42020 2013. Where insufficient data is provided, permission will be refused.

ii. Proposals should detail how required mitigation, compensation or enhancement measures of physical features will be maintained in the long term.

iii. Development which would result in the loss or significant damage to trees, hedgerows or ancient woodland sites will not be permitted. The Council will seek their reinforcement by additional planting of native species whenever appropriate. Protective buffers of complementary habitat will be expected to adjoin these features, sufficient to protect against root damage and support improvement of their long-term condition. A minimum buffer zone of 10m (or greater if required), and of 15m for ancient woodland, is considered appropriate. Replacement of existing woodland or hedges with new plantings will not be accepted, even if the size of the land for replacement is significantly bigger than the original.

iv. Proposals will be expected to protect and enhance locally important biodiversity sites and other notable ecological features of conservation value.

v. Where adverse impacts are unavoidable, exceptional circumstances exist that outweigh any harm or damage to a species or habitat, appropriate mitigation and compensation measures must be employed, commensurate with the importance, the legal protection or other status of the species or habitat. Where appropriate, the Council will impose conditions / planning obligations which seek to:

   a. Facilitate the survival of existing populations as well as encouraging the establishment of new populations;

   b. Reduce disturbance to a minimum;

   c. Provide adequate alternative habitats to sustain at least the current levels of populations.

vi. Development adjoining rivers or streams must provide a minimum of an 8m buffer of complementary habitat between the built environment and top of the bank of the watercourse. Details must be supplied of ongoing ecologically beneficial management of buffer habitats. Where possible, opportunities should be taken to restore degraded aquatic environments to a more semi natural condition.

vii. Integrated bird (e.g. swift) and bat boxes will be expected in all buildings bordering public green space and beneficial habitat.

viii. Protected species: Sarratt Parish hosts a number of species protected by the 1981 Wildlife and Countryside Act. These include badgers, water voles, bats, great crested newts and breeding birds (seasonal). It also welcomes deer (both Muntjac and Roe), foxes and a large variety of birds. According to Natural England, the area contains level 3 'Arable Assemblage farmland birds', which includes the turtle dove, snipe, and yellow wagtail. The Herts & Middx Wildlife Trust has also undertaken a number of lengthy, well-documented and comprehensive surveys of flora and fauna in the Parish. Any development that would undermine the slow recovery of these valued species would be unfavourably looked on.

Section 7: Landscape

Context: Sarratt is a predominantly rural parish with a rich history based on agricultural and rural activities. The way in which people visually experience the parish landscape, their visual amenity, is critical to maintaining this heritage for the future enjoyment of parishioners and visitors. Adverse visual effects occur through the intrusion into established views of features out of keeping in terms of scale and the, crucially, composition of the view.

However, visual effects may also be beneficial where an attractive focus is created in a previously unremarkable view or the influence of previously detracting features is reduced. The significance of effects will vary, depending on the nature and degree of change experienced and the perceived value and composition of the existing view

The maps in the introductory section show the Parish in the wider landscape, including the Chilterns National Landscape, local wildlife areas and Sites of Special Scientific Interest and Conservation areas. All of these contribute context for visual amenity over and above the natural beauty of the Chiltern Hills and valleys.

Part of the Parish lies within the Chilterns National Landscape. The area covered by the Neighbourhood Plan plays an important contribution to the setting of the National Landscape (NL). The requirement for neighbourhood plans to reflect NL designations is set in legislation with the 2023 Levelling Up and Regeneration Act (s245) and subsequent 2024 Government guidance, placing a duty on those bodies preparing a neighbourhood plan to further the purposes of the NL.

Therefore, this Neighbourhood Plan must consider how the duty has been met. The vision and objectives of the Plan are broadly supportive of the NL and align with Chilterns NL Management Plan 2025 – 2030 and there is a specific objective which refers to the NL. In addition, there are several policies throughout the Plan which directly underpin and further the delivery of the duty. Policy 7 directly refers to the NL and the 'Parish Overview' section includes more detail and a link to the Management Plan 2025 - 2030.

Sarratt offers residents and visitors easy access to the countryside through the network of footpaths, both statutory and permitted: these visual amenities form a regular part of village life and the enjoyment of the local environment.

The iterative process of matching the community's favourite views against a review of the landscape features of the Parish, described in Policy 3 above, also applied during the preparation of Policy 7 - as illustrated on the images and map that accompany it.

Policy 7: Landscape

Development proposals will be required to respect and, wherever possible, enhance the special characteristics, value and visual amenity of the parish landscapes.

A number of Important Views of the Chess Valley and of the open fields that surround habitations have been identified on Map 7 and are described in the Plan and the Important Views and Local Green Spaces Assessment. New development should ensure that there is no detrimental effect on the key features of these identified views.

Planning permission for any proposal within the Chilterns NL or which affects its setting within the NP area, will only be granted when it:

- Conserves and enhances the Chilterns NL's special qualities and natural beauty in accordance with national planning policy and the overall purposes of the NL designation;
- Supports the Chilterns NL Management Plan, including any actions set out for any objective, policy or principle in the Management Plan; and
- Has regard to any supplementary guidance, position statements or technical supporting documents as relevant.

Policy 7: Landscape

13
View WSW across the Chess Valley

This view is of the Chilterns National Landscape and the Chess (chalk river) valley. This landscape draws ramblers from surrounding areas to enjoy the unspoilt ancient landscape. Any development in this area would disrupt this outstanding view and rural setting.

14
View ENE across the Chess Valley
towards Holy Cross and Church End Conservation Area

This view in the Chilterns National Landscape includes the historically significant Goldingtons. This landscape draws ramblers from surrounding areas to enjoy the unspoilt ancient landscape. Any development in this area would disrupt this outstanding view and disturb the setting of the historic building.

15

View E across Mount Wood towards Latimer

This view is of the Chilterns National Landscape and the Chess (chalk river) valley. This extensive landscape draws ramblers from surrounding areas to enjoy the unspoilt ancient landscape. Any development in this area would disrupt this outstanding view and rural setting.

16

View from Sandfield Wood towards Sarratt

This landscape view encompasses ancient farmlands and provides an open separation between the village and the surrounding area. This view is enjoyed by residents and ramblers using a very frequently used right of way. Any developments in this landscape would break the rural open setting of the village.

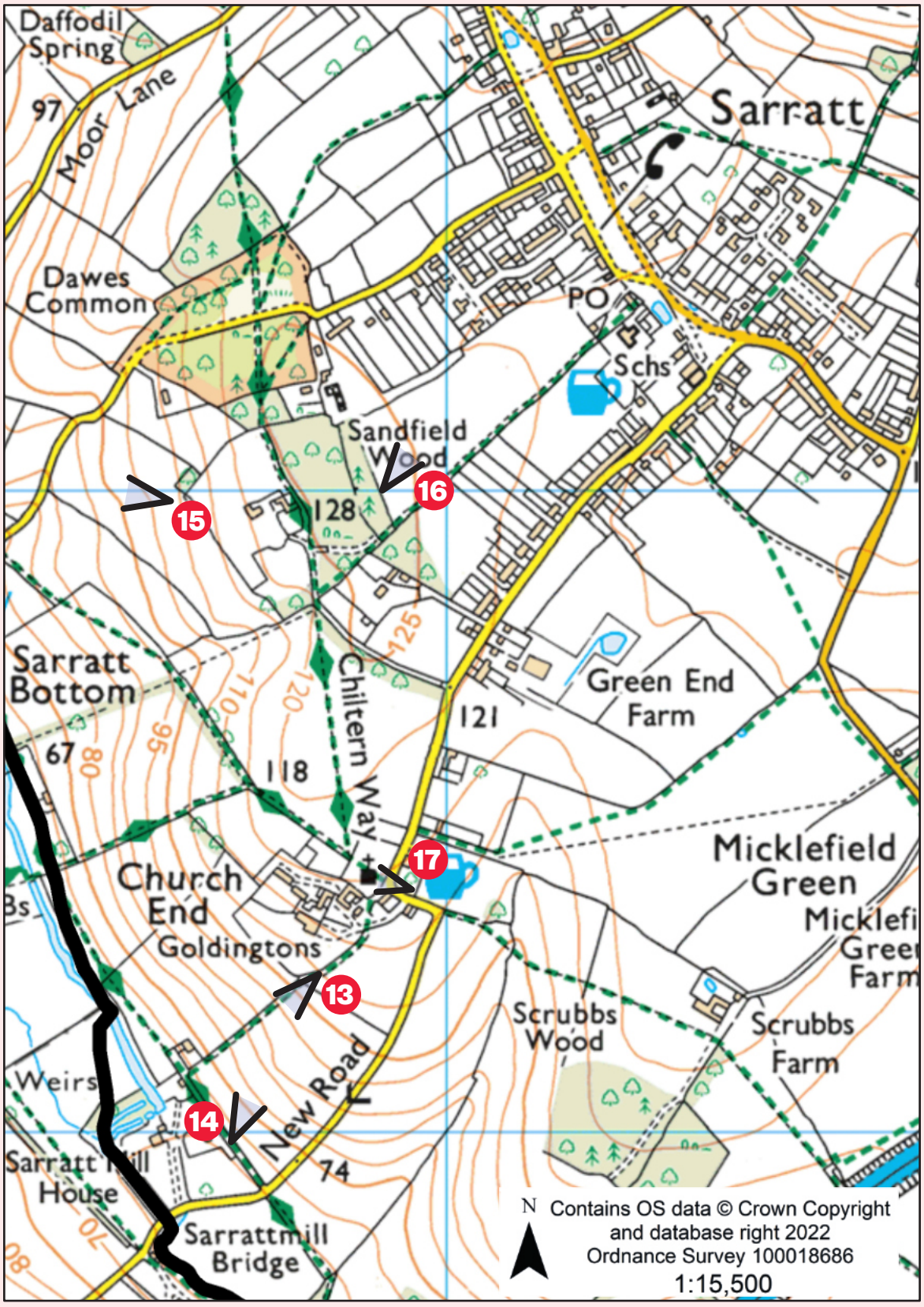
17

Holy Cross Church (12th Century)

The 12th Century Church and surrounding cemetery provides significant historical character at one of the entrances to the village. Unsympathetic development could have a detrimental effect on the setting of the Church.

Map 7: Landscape

Click on a number to view the corresponding image enlarged online



Map 7

Section 8: Public Rights of Way

Context: With over 27 miles of public footpaths, bridleways and restricted byways in the parish, their use for active travel for short trips within the village and for recreation for residents and visitors underlines their importance. This was emphasised during the consultation process, which also identified width as of particular concern for a wide variety of users, including the elderly and disabled.

Dawes Common

Policy 8: Public Rights of Way

There is a presumption against the loss of a Public Right of Way. Where a proposal requires any existing Public Right of Way to be re-routed, the applicant will be expected to provide evidence that shows public rights of way will be re-provided elsewhere and will be of the same or enhanced status/quality (including width) and in an equally suitable location to service their function. Rural, unmade footpaths should not be replaced by tarmac ones.

Dawes Common

Section 9: Community Facilities

Context: Its facilities fulfil an integral role within a community and their loss could begin or accelerate a process of decline. Sarratt has a long history of providing and sustaining community facilities, including the church, built in the twelfth century, through the Alms Houses, gifted to the community by a local benefactor in the nineteenth century, to the KGV Playing Fields, established as a charity in the early twentieth century. The village hall was rebuilt at the Millennium, and the village shop bought by over 80 local residents in 2010 and set up as a Community Interest Company, and subsequently registered as an Asset of Community Value to protect it and its Post Office for the benefit of the community.

The rural nature of the parish means that a number of other premises provide a valuable community facility, either in their primary function (e.g. doctors' surgery and dispensing chemist) or as a secondary function for both informal and formal village organisations. Examples include: Pints of View, a church-based outreach discussion group held monthly in The Plough pub in Belsize and Book Club meetings held in the Cricketers Pub. A significant factor in this latter case was identified in the Herts CC consultation response to the consultation: that in Sarratt, there is an absence of community library facilities.

The following Community Facilities have been identified:

- Doctors' surgery in Church Lane, Sarratt
- Holy Cross Church
- KGV Playing Fields, including Children's Play Area
- Sarratt Alms Houses, Church End, Sarratt.
- Sarratt C. of E. Primary School
- Sarratt Community Garden, The Green, Sarratt
- Sarratt Community Post Office Stores, The Green, Sarratt
- Sarratt Village Hall, The Green, Sarratt
- The allotments in Church Lane, Sarratt.
- The Café on the Green, Sarratt
- The Boot public house, Sarratt
- The Cart & Horses public house, Commonwood
- The Cock public house, Sarratt
- The Cricketers public house, Sarratt
- The Plough public house, Belsize
- The Prime Steak House, Chandler's Cross

Policy 9: Community Facilities

The loss of any community facility will be resisted unless it can be demonstrated that:

- its continued use as a community facility is no longer viable or
- it is no longer required by the community or
- the facility or service lost will be satisfactorily provided elsewhere in an appropriate, convenient and accessible location and
- there is no reasonable prospect of securing an alternative community use of the land or premises.

Proposals that ensure the retention, improve the quality, and/or extend the range of community facilities in a suitable and accessible location will be supported. Applications for the development of recreation land and facilities must be accompanied by an assessment of the current or last use of the facilities and their viability, together with any proposals to mitigate any material loss to the community.

Section 10: Car Parking

Context: In the village centre, the Green as well as some sections of the adjacent streets such as Church Lane, Alexandra Road, and Dawes Lane provide informal on-street parking. Farther away from the village centre, most roads are too narrow to accommodate on-street parking. Most properties provide on-plot residential parking in the form of front yard parking.

While there are numerous issues involving parking, major continuing ones arise from:

- Parking around Sarratt School and access to the school for HGVs.
- Improved parking for Village Hall area (currently 33 spaces).
- Improved parking for the Dawes Lane area.

Where communal unallocated off-street parking space is provided, the number of parking spaces can be proportionately reduced. Where off-street parking is within a garage, this should be of a sufficient size to accommodate modern car designs and provide cycle storage.

The challenge is to accommodate the inevitable increase in cars in the village while maintaining its rural nature.

George V Way

Policy 10: Car Parking

There is a presumption against the loss of car parking provision in Sarratt Village unless applicants can provide evidence as follows:

a. It can be demonstrated to the satisfaction of the Three Rivers District Council in consultation with Sarratt Parish Council and the Highway Authority that the loss of parking will not have a severe adverse impact on parking provision and/or road safety in the village; or;
b. Adequate and suitable replacement car parking provision is provided on or adjacent to the site or a nearby suitable location in the village.
c. All new housing development schemes will need to demonstrate why any roadways where on-street parking is proposed would be appropriate. Sufficient unallocated parking provision for visitors should be provided and to be marked as such.

For the avoidance of doubt, the standards for residential off-street parking for new residential development are set by TRDC, but are considered a minimum level of provision. However, provision above these standards must be justified specifically in relation to any particular proposed development , as over-provision would be detrimental to the rural nature of the village.

New development should create or improve provision for active travel modes such as walking and cycling.

Sarratt Village Hall

Entrance to Church Lane from the Green

Section 11: Local Green Spaces

Context: Given the rural nature of Sarratt Parish, local green spaces are an intrinsic part of community life. The footpath network throughout the valley allows access to the Chess valley to the west and the Bottom Lane valley to the east as well as the fields and woods in between. Beyond that to the east lie Commonwood Common and Bucks Hill, to the North the woods towards Belsize and Penman's Green and to the south, Chandlers Cross and the extensive Whippendell Woods. These all give residents and visitors the opportunity to experience green spaces and diversity of flora and fauna in natural habitats.

The village sits above the Chess River valley, which is partly within the Chilterns National Landscape. Chalk stream are rare environments: of the 260 chalk streams globally, 224 of them run through the English countryside. The Chess supports several key species listed in the Government's UK Biodiversity Action Plan:

- **Mammals,** such as the water vole
- **Birds** include the green sandpiper, grey heron, grey wagtail, little egret, osprey, mute swan, stonechat, water rail, and kingfisher
- **Flora,** such as water crowfoot, purple loosestrife, hemp agrimony, water forget-me not, and branched bur-reed
- **Freshwater fish** include brown trout, grayling, and bullhead
- **Invertebrates and insects** include the mayfly, which provide a rich diversity of life supporting the fish population

The Parish has 5 Commons (registered with Herts C.C.). All are protected by statute, under the Commons Registration Act, 1965. These are designated * in both tables below.

Additionally, local green spaces are recognised as an essential requirement for the health and well-being of residents; their preservation is an important social benefit. This policy seeks to assist the management of development applications that may impact on local green spaces. Local Green Spaces may be designated where those spaces are demonstrably special to the local community. The following Local Green Spaces are identified below.

Local Green Spaces

(see Appendix I for National Planning Policy Framework assessment)

Sarratt Bottom/Chess River Valley	*Dawes Common
*Commonwood Common	The Green, Sarratt

Additional green spaces and woodlands have been identified within the Parish. Some are privately-held.

*Belsize

*Penmans Green

*Rosehall Green

Blunts Wood

Debardine Wood

Frogmore Meadows SSSI *(Wildlife Trust)*

Great Wood

Hanginglane Wood

Harrocks Wood

High Spring Wood

Mead Spring

Oldcroft Wood

Quickmoor pond and orchard, Commonwood

Rosehall Wood

Sandfield Wood

Sarratt Bottom SSSI

Scrubbs Wood

Sheepcote Wood

Sheepyard Spring

Templepan Wood

The Grove Woodlands

Whippendell Wood SSSI *(Watford Borough Council)*

Willow Wood

Policy 11: Local Green Spaces

Policy 11.1

Subject to the provisions of the NPPF, the land identified on the maps below will be designated 'Local Green Space' due to its mixture of community, recreational, historic or environmental value, as assessed against proximity to the village, significance to the community and relevance to the character of the plan area.

1. Sarratt Bottom/Chess River Valley
2. Commonwood Common
3. Dawes Common
4. The Green, Sarratt

The maps below should be viewed in conjunction with the following official sources:

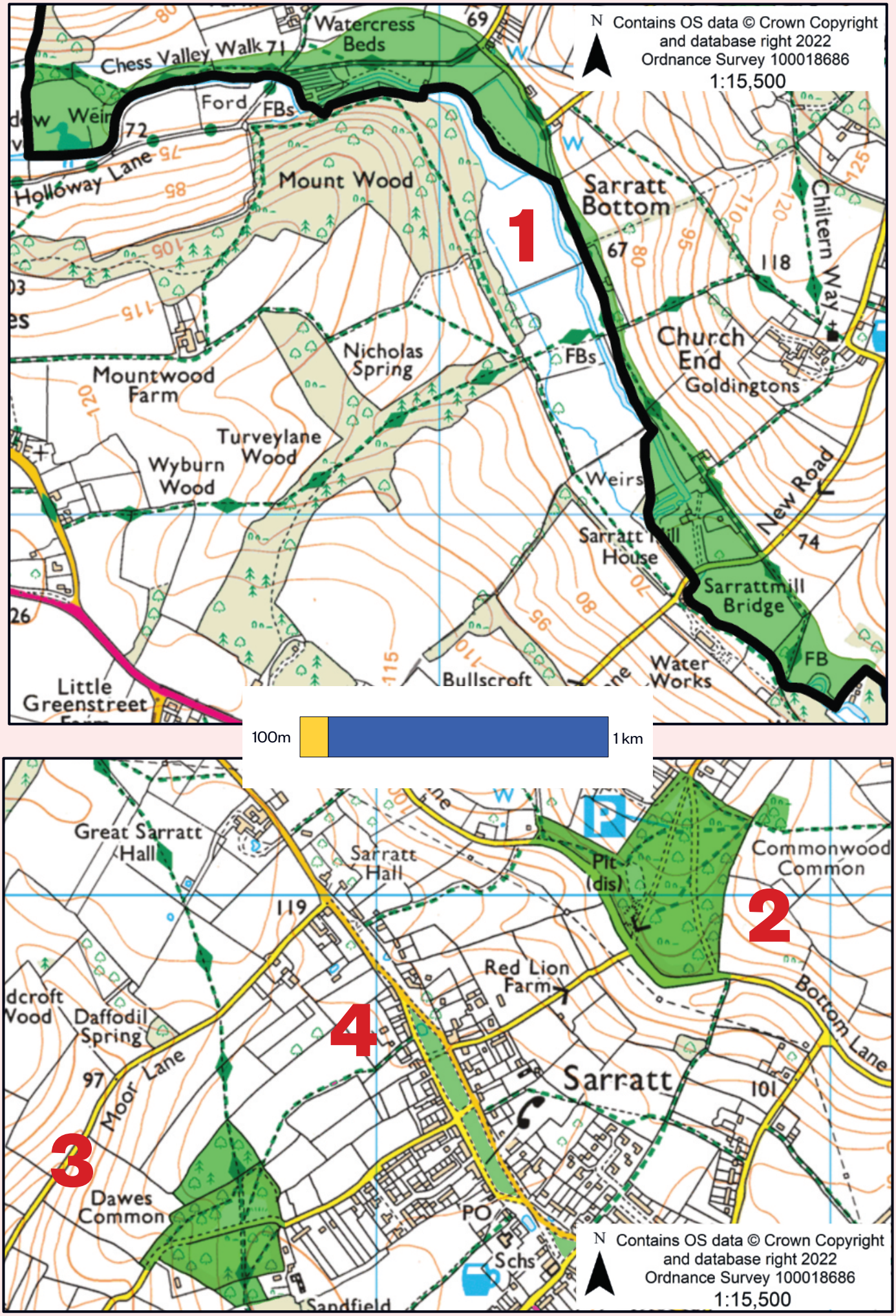
1. Natural England's government-mandated National Landscape
   https://national-landscapes.org.uk/news/welcome-to-national-landscapes

2. DEFRA's Commons Register
   https://www.data.gov.uk/dataset/05c61ecc-efa9-4b7f-8fe6-9911afb44e1a/database-of-registered-common-land-in-england

3. The Green Conservation Area
   https://cdn.threerivers.gov.uk/files/2023/02/9f851060-b1dd-11ed-a36d-4ffc695009c9-the-green-sarratt-conservation-area-appraisal-1994.pdf

Policy 11.2

The management and development within areas of Local Green Space will be consistent with that for development within Green Belt.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Chess Valley Walk
Ford
FBs
Weir
Holloway Lane
Mount Wood
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Sarratt Bottom
Chiltern Way
Church End
Goldingtons
Nicholas Spring
Mountwood Farm
Turveylane Wood
Wyburn Wood
Weirs
New Road
Sarratt Mill House
Sarrattmill Bridge
FB
Water Works
Bullscroft
Little Greenstreet
100m
1 km
Great Sarratt Hall
Sarratt Hall
Pit (dis)
Commonwood Common
2
Red Lion Farm
Bottom Lane
Daffodil Spring
Moor Lane
4
Sarratt
3
Dawes Common
PO
Schs
Sandfield
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Section 12: Renewable Energy & Green Infrastructure

Context: As a rural parish the protection and sustainability of the environment is highly valued. In response to the rapidly evolving green agenda, the Parish Council appointed a Lead for Sustainability for the first time in 2021 and as sponsor of the Neighbourhood Plan is keen to show leadership in local policies, particularly recognizing the opportunities and challenges of a rural parish (e.g. sustainable transport) and the long-term impacts that planning decisions now will have on the community and planet.

Policy 12: Renewable Energy & Green Infrastructure

Development proposals are encouraged to achieve the highest standards of sustainability, decarbonisation and energy efficiency.

The incorporation of the following in all developments is encouraged:

- Sustainable construction methods that reduce the impact of the build process;
- A fabric first approach that includes materials and aspect and orientation of layout;
- Renewable and low-carbon or zero carbon technologies such as photovoltaic panels, solar thermal panels and heat pumps;
- Locally produced materials (such as flints) and recycled materials (such as old bricks) that both meet design guidelines and have a lower carbon footprint owing to fewer transport miles;
- Steps to encourage the use of sustainable modes of transport – including walking, cycling and public transport - such as an undercover bike park for every house;
- Electric Vehicle charging points for all new residential developments;
- Recycling of water resources;
- Management of surface water including the use of SuDs features where appropriate; and
- Measures to support biodiversity.

Appendices

I Local Green Spaces: Schedule

II Sarratt Design Code

Appendix I

Local Green Spaces: Schedule

Green Space	Proximity	Special significance to the community	Local in character
Chess River Valley/ Sarratt Bottom	Forms part of the Chess Valley Walk. Accessible to cars and cycles and on foot.	Provides valuable riverside natural green space for local residents, particularly families ands children.	Limited to the stretch from the M25 to the footbridge over the river between New Road and Moor Lane
Commonwood Common	Easy walking distance. Accessible to cars and cycles.	Provides valuable natural green space for local residents.	Clearly defined triangular area, bounded by fields.
Dawes Common	Easy walking distance.	Provides valuable natural green space for local residents with attractive views and flora and fauna.	Limited in extent with clearly defined boundaries.
The Green, Sarratt	In the core of the village. Easily accessible to cars and cycles. In the core of the village. Easily accessible to cars and cycles.	Provides valuable natural green space for local residents, both for walking and meeting.	Limited in extent with clearly defined boundaries. A defining feature of the core of the village.

Appendix II

Sarratt Design Code

AECOM

locality
the power of community

SARRATT
Design Code

FINAL REPORT

January 2020

Quality information

Project role	Name	Position	Action summary	Signature	Date
Qualifying body	Sarratt Parish Council	QB	Review	Anthony Soothill	20-12-2019
Researcher	Jimmy Lu	Urban Designer	Research, site visit, drawings	Jimmy Lu	23-01-2020
Researcher	Davide Locatelli	Urban Designer	Research, drawings	Davide Locatelli	30-10-2019
Researcher	Blerta Dino	Urban Designer	Research, drawings	Blerta Dino	30-10-2019
Director /QA	Ben Castell	Technical Director	Revision and approval of Final Report	Ben Castell	04-12-2019
Project Coordinator	Annabel Osborne	Project Coordinator	Review	Annabel Osborne	23-01-2020

Contents

1. Introduction 6

1.1. Introduction 6

1.2. Objective 6

1.3. Process 6

1.4. Area of Study 8

2. Local Character Analysis 12

2.1. Introduction 12

2.2. Local Character Analysis 14

2.3. Architectural Details 16

3. Design Guidelines 20

3.1. General questions to ask and issues to consider when presented with a development proposal 20

3.2. Design Guidelines 23

4. Delivery 61

Introduction

01

1. Introduction

This section provides context and general information to introduce the project and its location.

1.1. Introduction

Through the Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Sarratt Parish Council. The support is intended to provide design codes to the group's work in producing the Sarratt Neighbourhood Plan (SNP).

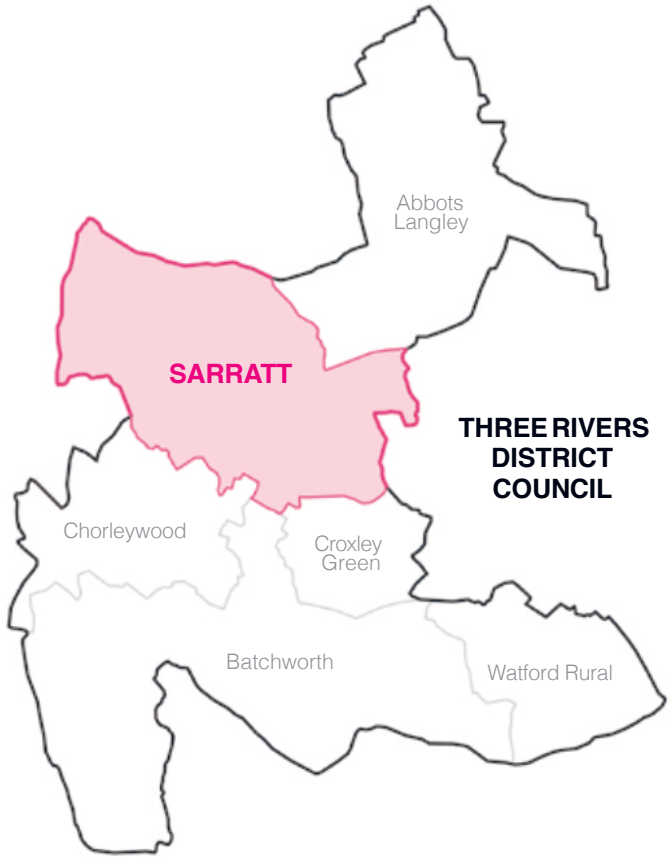
1.2. Objective

The main objective of this report was agreed with Sarratt Parish Council at the outset of the project. This report aims to provide design guidance that will influence the form of new development that will come forward in the Neighbourhood Plan area. The design codes will apply not only to infill and village extension sites, but also to potential large new settlements outside the settlement boundaries. A particular emphasis will be put on retaining the scenic character of the area, which is subject to increased development pressures.

1.3. Process

Following an inception meeting and a site visit with Sarratt Parish Council members, AECOM carried out a high level assessment of the village. The following steps were agreed with the group to produce this report:

- Initial site visit;
- Urban design analysis;
- Desktop research;
- Preparation of a draft report, subsequently revised in response to feedback provided by Sarratt Parish Council; and
- Submission of a final report.



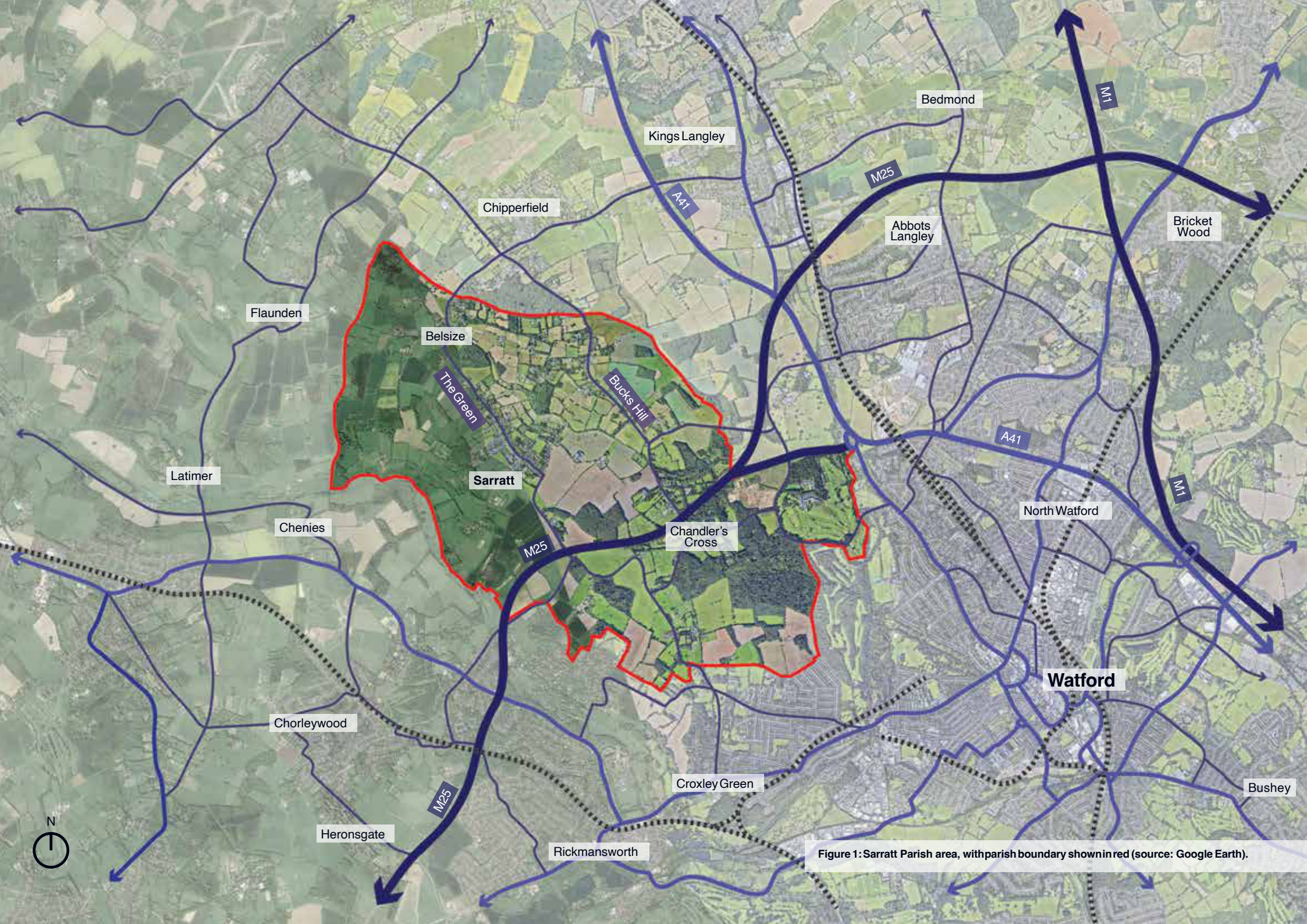


Figure 1: Sarratt Parish area, with parish boundary shown in red (source: Google Earth).

1.4. Area of Study

Location

Sarratt is a village and civil parish in Three Rivers District, Hertfordshire. It is located approximately 6.5 km north of Rickmansworth near the Buckinghamshire county boundary, 10.5 km north-west of Watford, and 31 km north-west of London. The M25 crosses the southern half of the parish and forms a natural boundary between Sarratt and the London metropolitan area.

The parish includes the village of Sarratt as well as smaller settlements such as Bucks Hill, Commonwood, Belsize, Chandlers Cross and Micklefield. The parish remains largely rural in character despite its location between the London metropolitan area and (sub)urban settlements such as Watford, Hemel Hempstead, Amersham, and Chesham. The parish is surrounded by fields and bordered to the south by the River Chess and the Chess Valley, designated as an 'Area of Outstanding Natural Beauty' (AONB). The entire parish is located within the London Metropolitan Green Belt.

The main settlement is located in the Sarratt Plateau area of the Hertfordshire Landscape Character Area. The village centre evolved from ancient ribbon development alongside a village green, with gradual infilling on both sides of Sarratt Green since the medieval period. The Church of the Holy Cross, which is used as the parish church, is situated in the distinct settlement of Church End located over 1 km away from the main settlement. The village core occupies an elevated position on a plateau in the middle of the parish that dominates the surrounding countryside. This position enables long outward views but also exposes the settlement to views from across the valley and from the AONB, which constrains the location, size, and design of any new settlements in the parish.

The closest railway stations are Chorleywood and Kings Langley, both located within a 15 minutes drive from the village. Watford J unction station, located within a 20 minutes drive to the south-east, provides direct links to London, St Albans, and Hatfield.

Sarratt has a community-owned village shop, a post office, and six public houses in addition to over 35 local clubs and societies and over 80 small businesses. Within the parish there are two schools -Sarratt Village School and York House Preparatory School. The King George V sports and recreation field is also located within the village.

At the 2011 census the resident population was 1,849 in the parish and 918 in the built-up area.

Designations

The parish includes part of the Chilterns Area of Outstanding Natural Beauty (AONB). There are two conservation areas within the parish, both of which were established in 1969; The Green Conservation Area and Church End Conservation Area. The former encompasses The Green and surrounding properties in the village core, whereas the latter forms a cluster around the Church of Holy Cross to the south-west of the main settlement.

There is a total of 93 listed buildings within the parish, most of which are Grade II. The parish also contains many unlisted buildings of architectural interest, and the Green is protected as an Area of Archaeological Significance.

Some of the most prominent listed buildings and landmarks include:

- The Church of the Holy Cross (Grade II*)
- The Grove (Grade II*)
- Sarratt Hall (Grade II)
- The Boot and Cock Inn, public houses (Grade II)
- The pump on the green (Grade II)

In addition, the parish contains four Sites of Special Scientific Interest (SSSI): Sarratt Bottom, Frogmore Meadows, Whippendell Wood, and Westwood Quarry. Chorleywood Common is a Local Nature Reserve (LNR) located directly outside of the parish boundaries to the south-west. The parish shares one Registered Park and Garden, Cassiobury Park, with the neighbouring district of Watford.

Figure 2: The Old School House, part of the Green at Sarratt conservation area.

Figure 3: Long distance view across the river Chess towards Church End.

Figure 4: Sarratt Community Post Office Stores.

Figure 5: Terraced houses along Dawes Lane.

Local Character Analysis

02

2. Local Character Analysis

This section outlines the broad physical, historical, and contextual characteristics of Sarratt. It analyses the pattern and layout of buildings, hierarchy of movements, building heights and roofline, and parking. Images in this section have been used to portray the built form of Sarratt.

2.1. Introduction

The array of listed buildings reflects the architectural diversity and historic quality of Sarratt, whose village centre has been protected by a conservation area since 1969. There are 93 listed buildings within the parish boundaries of Sarratt, most of which are Grade II listed, as well as a number of noteworthy (unlisted) buildings such as the Cricketers pub on the Green and the former Providence Mission Hall on Dawes Lane. Cassiobury Park, a Registered Park and Garden, straddles the boundaries of Sarratt and Watford. In addition, the parish includes part of the Chilterns Area of Outstanding Natural Beauty (AONB).

Figure 6: Red brick and knapped flint building with red brick decoration to accentuate details.

Figure 7: Yellow stock brick and slate roof building with recent porch addition.

Figure 8: Church of the Holy Cross (late 12th century) - knapped flint infill, ashlar and red brick quoins, and clay plaintile roof.

Figure 9: Building with red brick window trims and quoins and flint infilling.

Figure 10: Two-storeyred brick cottage (19thcentury) and single-storey building(17thcentury), The Cricketers.

Figure 11: Red brick building with clay plaintile roof.

Figure 12: Panoramic view from the Green.

Figure 13: Grade II listed K6 telephone kiosk located on the Green.

2.2. Local Character Analysis

2.2.1. Streets and Public Realm

Sarratt Green forms the linear armature of the village and is the convergence point of most roads in the parish. Most roads have an organic and meandering layout. In some places they lack pavements and have retained the width of historic country lanes. These characteristics contribute to the informal and rural character of the village. A minority of roads built in the 20th and 21st centuries, such as Wards Drive and the Briars, were laid out as cul-de-sacs. In a few locations near the village centre, some sections are narrow and framed directly by buildings with little or no setbacks. Outside the historic centre and in outlying settlements, they are bordered with landscaping, mature trees, or low walls, and some include planted verges. Although the street network in Sarratt is limited by its topography and rural nature, it is complemented by a dense network of interconnected footpaths that provide pedestrians with a wider choice of routes than the road network suggests.

The M25 constitutes an important severance in the parish but its location 1km away from the main settlement limits its visual and sensory impact.

2.2.2. Pattern and Layout of Buildings

The Green forms a long open corridor as the nucleus of the historic village and has strongly shaped the linear development of the village. Most properties that front the Green are detached and semi-detached houses site on large plots. The gently undulating topography and the wedge shape of the Green gives the settlement an informal rural character, with buildings with various heights and setbacks clustered around the Green. The interaction between this singular pattern and the moderate building density helps the village centre achieve a successful balance between enclosure and openness. Successive additions to the built-up area consist mainly in linear developments along roads that branch away from the Green. This pattern is particularly visible along Church Lane, Dawes Lane, and Deadman's Ash Lane. Properties along these roads are a mix of detached, semi-detached, and terraced houses. There is a large variety of plot sizes and recesses, however most houses are set back from the highway by a front garden.

Branching away from side roads are modest areas of 20th and 21st century infilling. Cul-de-sac developments along Caroon Drive, the Briars, and Wards Drive are typically detached houses sited on large plots. Alexandra Road and Downer Drive have a mix of detached and terraced houses as well as flats.

Despite gradual infilling, the village mostly retains a one-house deep linear pattern. As a result, the village edges retain a high degree of openness to the countryside and green spaces.

Outlying areas in the parish are characterised by lower-density settlements and dispersed farmsteads. Bucks Hill, for example, has an elongated linear shape with most houses built along the main road and facing open fields. Belsize, in contrast, is clustered around a village green and is more compact in layout.

2.2.3. Building Height and Roofline

Building heights vary between one and two storeys. Typically, the roofline is pitched and punctuated by gables, dormers, and chimneys. There is a high diversity of roof and gable orientation, height, and materials, the most common being clay plain tiles and slate. Due to the low building height and the abundance of mature trees, the canopy conceals most of the settlement from inward long-distance views.

2.2.4. Car Parking

Car parking solutions vary depending on the location. In the village centre, the Green as well as some sections of the adjacent streets such Church Lane, Alexandra Road, and Dawes Lane provide informal on-street parking. Farther away from the village centre, most roads are too narrow to accommodate on-street parking.

Most properties provide on-plot residential parking in the form of front yard parking. Most are screened by a combination of soft landscaping, hedges, and low-level masonry walls. A minority of locations, most notably along Downer Drive, have front or back courtyard parking. In a minority of properties, the lack of front yard screening dilutes the overall rural quality of the village by replacing it with a car-and driveway-dominated character.

2.2.5. Open Space & Landscape

The parish is set in an undulating landscape within the London Metropolitan Green Belt and the Chiltern AONB, designations that have helped preserve large swaths of land from development. As a result, the parish remains secluded from the London metropolitan area as well as larger (sub)urban settlements. Due to the linear settlement pattern of the village, many properties either face or back on green areas. The village owes much of its open character to its spatial organisation around the Green, which is further enhanced by the Green's elongated shape and incorporation of mature trees and ponds.

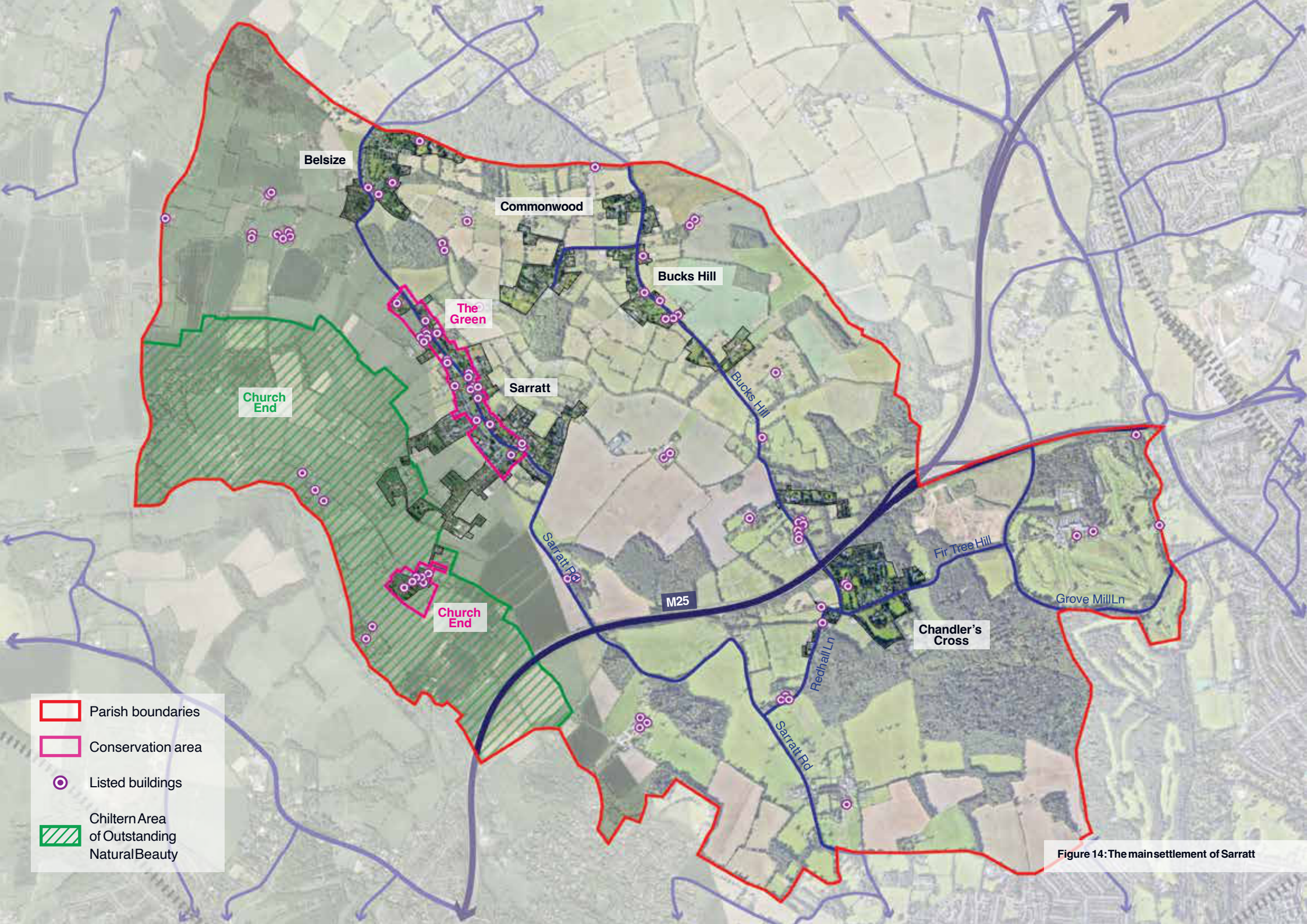


Figure 14: The main settlement of Sarratt

2.3. Architectural Details

The following section showcases some local building details which should be considered as positive examples to inform the design guidelines that follow.

Consistency of arched window and door shapes across the main elevation.

Quoins and window trims in yellow stock brick with knapped flint infilling. Detailed brickwork highlighting eaves and house entrance. Boundary wall with matching materials.

Façade climbing plants and soft landscaping in a shallow front yard.

Large front yard with an attractive mix of boundary treatments (painted timber gate, low masonry wall, and soft landscaping) that mitigates the presence of automobiles.

Yellow stock brick house with a symmetrical elevation emphasised by an even distribution of sash windows and consistent treatment of window details.

Bay window in a Victorian terraced house.

The Boot, a white-painted brick period cottage (source: Sarratt Parish Council).

Former Providence Mission Hall with bicolour brickwork around openings.

Sarratt House (left) and the White Cottage (right), two listed houses with prominent verandahs (front garden cast-iron railings of Sarratt House also listed).

Gable with black weatherboarding.

Green End Farmhouse - red brick façade with upper floor horizontal sliding sash windows and ground floor multi-pane casement windows with cambered heads.

Design Guidelines

03

3. Design Guidelines

This section outlines key design elements and principles to consider when assessing applications for village extensions and larger new settlements.

3.1. General questions to ask and issues to consider when presented with a development proposal

Based on established good practice, this section provides a number of questions against which the design proposal should be evaluated. The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has taken into account the context and provided an adequate design solution. As a first step there are a number of ideas or principles that should be present in the proposals. The proposals or design should:

1. Integrate with existing paths, streets, circulation networks and patterns of activity;
2. Reinforce or enhance the established village character of streets, greens and other spaces;
3. Respect the rural character of views and gaps;
4. Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
5. Relate well to local topography and landscape features, including prominent ridge lines and long distance views.
6. Reflect, respect and reinforce local architecture and historic distinctiveness;
7. Retain and incorporate important existing features into the development;
8. Respect surrounding buildings in terms of scale, height, form and massing;
9. Adopt contextually appropriate materials and details;
10. Provide adequate open space for the development in terms of both quantity and quality;
11. Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
12. Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
13. Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours; and
14. Positively integrate energy efficient technologies.

To promote these principles, there are number of questions related to the design guidelines outlined later in the document.

Street Grid and Layout

- Does it favour accessibility and connectivity over cul-de-sac models? If not, why?
- Do any new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

Local Green Spaces, Views and Character

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- Has the proposal been considered in its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal affect trees on or adjacent to the site?
- How does the proposal affect the character of a rural location?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?

Gateway and Access Features

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between villages?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

Buildings Layout and Grouping

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

Building Line and Boundary Treatment

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Have the appropriateness of the boundary treatments been considered in the context of the site?

Building Heights and Roofline

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?

Building Materials and Surface Treatment

- What is the distinctive material in the area, if any?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high quality materials?
- Have the details of the windows, doors, eaves and roofs been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?

Car Parking Solutions

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?

Architectural Details

- If the proposal is within a conservation area, how are the characteristics reflected in the design?
- Does the proposal harmonise with the adjacent properties? This means that it follows the height, massing and general proportions of adjacent buildings and how it takes cues from materials and other physical characteristics.
- Does the proposal maintain or enhance the existing landscape features?
- Has the local architectural character and precedent been demonstrated in the proposals?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?

Household Extensions

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials either match or complement those of the existing dwelling?
- In case of side extension, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?

Sustainability and Eco Design

- What effect will services have on the scheme as a whole?
- Can the effect of services be integrated at the planning design stage, or mitigated if harmful?
- Has adequate provision been made for bin storage, waste separation and relevant recycling facilities?
- Has the location of the bin storage facilities been considered relative to the travel distance from the collection vehicle?
- Has the impact of the design and location of the bin storage facilities been considered in the context of the whole development?
- Could additional measures, such as landscaping be used to help integrate the bin storage facilities into the development?
- Has any provision been made for the need to enlarge the bin storage in the future without adversely affecting the development in other ways?
- Have all aspects of security been fully considered and integrated into the design of the building and open spaces? For standalone elements (e.g. external bin areas, cycle storage, etc.) materials and treatment should be of equal quality, durability and appearance as for the main building.
- Use of energy saving/efficient technologies should be encouraged. If such technologies are used (e.g. solar, panels, green roofs, water harvesting, waste collection, etc.), these should be integrally designed to complement the building and not as bolt-ons after construction. Ideally a fabric-first approach would be adopted to ensure energy efficiency in addition to add-on technologies.

3.2. Design Guidelines

The aim of this section is to ensure that future developments consider local character and through design proposals they can further enhance local distinctiveness by creating good quality developments, thriving communities and prosperous places to live. It is set out in a way that is straightforward to interpret. It is accompanied by descriptive text, general guidelines and principles, images from Sarratt or other relevant case studies, illustrations, and diagrams. The design elements that this section covers are organised according to the following themes:

- Built forms;
- Street design, including dimensions as well as pedestrian and cycle connectivity;
- Parking solutions;
- Local green spaces and views;
- Traditional materials and architectural details;
- Sustainability; and
- Building extensions.

3.2.1. Built Form

Pattern and Layout of Buildings

- The existing rural character must be appreciated when contemplating new development, whatever its size or purpose.
- Where an intrinsic part of local character, properties should be clustered in small pockets showing a variety of types. The use of a repeating type of dwelling along the entirety of the street should be avoided (to create variety and interest in the streetscape).
- Boundaries such as walls or hedgerows, whichever is appropriate to the street, should enclose and define each street along the back edge of the pavement, adhering to a consistent building line for each development group.
- Properties should aim to provide rear and front gardens or at least a small buffer to the public sphere where the provision of a garden is not possible.
- The layout of new development should optimise the benefits of daylighting and passive solar gains as this can significantly reduce energy consumption.

Figure 15: Terraced cottages with short front garden.

Figure 16: Terraced cottages on the Green with little building setback.

Figure 17: Houses along the Green showing a variety of building recesses and front yard depths.

Figure 18: Semi-terraced houses along Alexandra Road with large front yards and driveways.

Developments of 3+homes to front streets in small clusters

Use of trees and landscaping to shape views and enclose space

Open space benefiting from informal surveillance by overlooking properties

Developments to provide sufficient front and back gardens. Front gardens to be 3m deep minimum, ideally 6m

Change in paving materials denoting traffic-calmed junction and residential speed designed for low speed and traffic

Buildings to be oriented to "turn the corner," and blank walls to be avoided

Network of public rights of way to be retained and enhanced in new development proposals

Visually intrusive developments to be prevented through screening and appropriate scale

A variety of housing types – the use of a repeating type of dwelling along an entire stretch must be avoided

Informal street layout to provide visual interest, evolving views, and traffic calming

Houses acting as gateway elements to signal site entrance

Informal arrangement of buildings

Parking provision integrated into building plot, with soft landscaping and permeable paving to minimise car-dominated character and impervious surfaces

Figure 19: Illustrative plan for a small development highlighting many of the elements of the Sarratt code where they relate to the pattern and layout of buildings.

Gateway and Access Features

- For any future development, the design proposals should consider placing gateway and built elements highlighting the access or arrival to the new developed site.
- Gateway and landmark buildings should reflect local character. This means larger houses in local materials with emphasis on the design of chimneys and fenestration, as well as well laid and cared for landscape.
- Besides building elements acting as gateways, high quality landscaping features, gates or monuments could be considered appropriate to fulfill the same role.

Figure 20: A gateway for a shared front yard framed by masonry pillars and landscaping.

Figure 21: Entrance to Clutterbucks. The sense of arrival is highlighted by the change in paving materials and the careful landscaping that frames the road.

Building Line and Boundary Treatment

- Buildings should be aligned along the street with their main façade and entrance facing it, where this is in keeping with local character. The building line should have subtle variations in the form of recesses and protrusions but will generally form a unified whole.
- Buildings should be designed to ensure that streets and/or public spaces have good levels of natural surveillance from buildings. This can be ensured by placing ground floor habitable rooms and upper floor windows overlooking the street.
- Boundary treatments should reinforce the sense of continuity of the property line and help define the street, appropriate to the rural character of the area, without impairing natural surveillance.
- Well vegetated front gardens with low walls or hedges are crucial in maintaining the rural character. The depth of front gardens in new constructions should be 3 m minimum, ideally 6 m.
- If placed on the property boundary, waste storage should be integrated as part of the overall design of the property. Landscaping could also be used to minimise the visual impact of bins and recycling containers.
- Entrance gates should preserve an adequate level of visibility and opportunities for interactions between the private and public spheres. Tall gates must be avoided.

Figure 22: Well-kept shrubs acting as a boundary between public and private spaces.

Figure 23: Low shrubs concealing low metal fence.

Figure 24: Boundary treatment combining a low masonry wall with landscaped hedges.

Figure 25: Houses abutting the boundary line (left) and recessed behind a front yard (right).

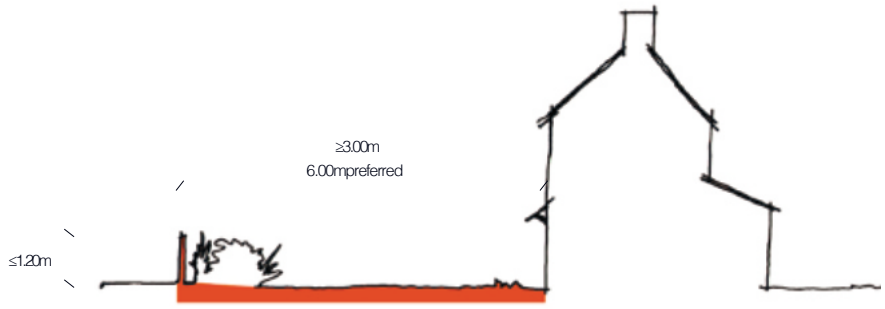


Figure 26: Recommended front garden depth -and boundary height.

Building Heights/Roofline

Creating a good variety in the roofline can be a significant element of designing attractive places. The following elements can be used as guideline in achieving a good variety of roofs:

- The scale of the roof should always be in proportion with the dimensions of the building itself;
- Monotonous building elevations should be avoided, therefore subtle changes in roofline should be ensured during the design process. Roofs that combine too many different shapes and pitches must however be avoided;
- Dormers can be used as design element to add variety and interest to roofs. However, care needs to be taken with their design elements, proportions, and how they are positioned on the roof; and
- To minimise the visual impact of guttering and down pipes these should be integrated with the design of the roof and façade.

Figure 27: A group of buildings exhibiting a variety of roof heights types. The purple line highlights roofline variations.

Figure 28: Street-facing buildings exhibiting an even roofline punctuated by brick chimneys. The purple line highlights roofline variations.

3.2.2. Roads

- Streets must meet the technical highways requirements as well as be considered a 'place' to be used by all, not just motor vehicles. It is essential for the design of new development to include streets and junctions that incorporate the needs of pedestrians, cyclists, and if applicable, public transport users. It is also important that on-street parking, where introduced, does not impede the access of pedestrians and other vehicles.
- Within existing and new settlement boundaries, streets must not be built to maximise vehicle speed or capacity. Streets and junctions must be built or retrofitted to ensure the safety and accessibility of vulnerable groups such as children and wheelchair users. They may introduce a range of traffic calming measures such as raised junction tables and kerb extensions/build-outs.
- New streets must tend to be linear. Gentle meandering may be introduced to provide interest and evolving views while helping with orientation. Routes must be laid out in a permeable pattern allowing for multiple connections and choice of routes, particularly on foot. Any cul-de-sacs must be relatively short and provide onward pedestrian links.
- Streets must incorporate opportunities for tree planting, landscaping, green infrastructure, and sustainable drainage to mitigate the effects of climate change.
- The next pages introduce suggested guidelines and design features including a range of indicative dimensions for street types in new residential areas.

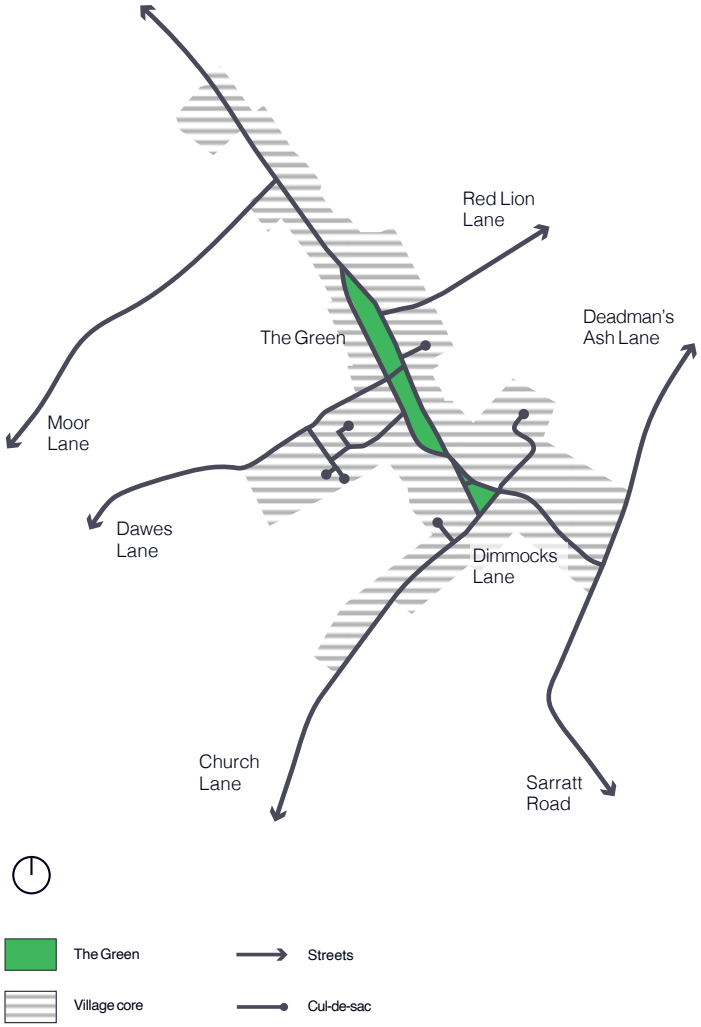


Figure 29: Street grid in Sarratt.

Figure 30: Low-traffic meandering carriageway along the Green, fronted by buildings on one side and green space on the other.

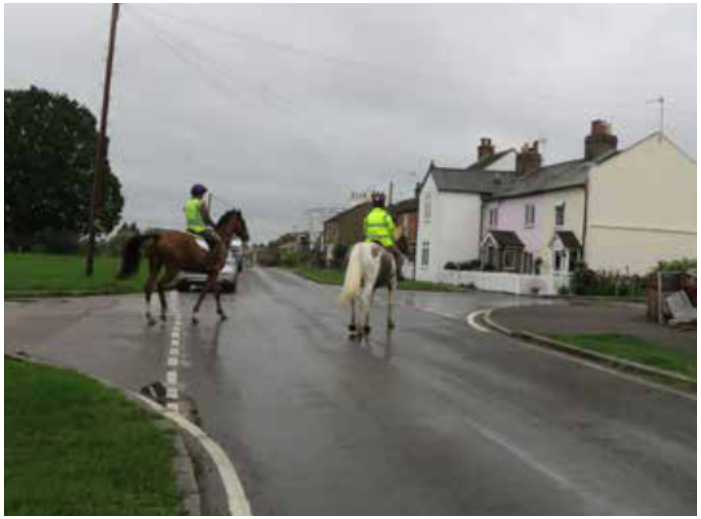
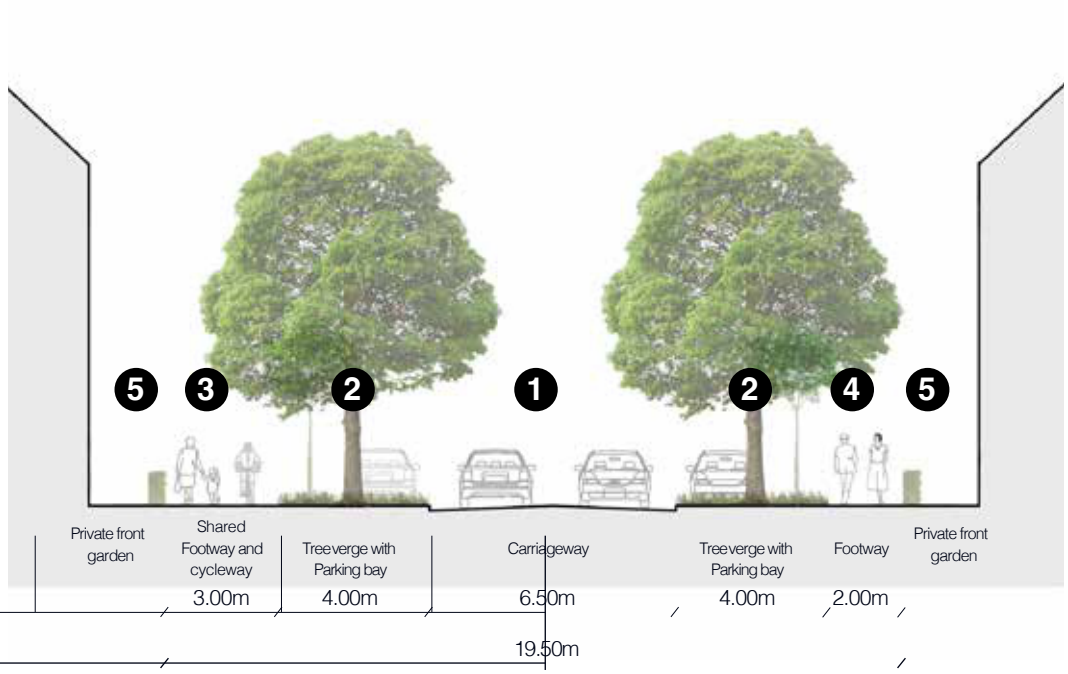


Figure 31: Horses and riders crossing a junction along the Green.

Primary Roads

- Primary roads are the widest neighbourhood roads and constitute the main accesses into new settlements, connecting the neighbourhoods with each other. They are also the main routes used for utility and emergency vehicles, as well as buses, if any.
- The design and character of primary roads must fulfil their place-making role at the heart of the new community while serving as through routes for vehicles.
- Primary roads must be defined by strong building lines with generous set-backs. Blank frontages must be avoided. The quality of the public realm must be of a high standard and consistent throughout the whole primary road, for example through the planting of trees and/or green verges along the road.
- Because primary roads are designed for comparatively higher speed and traffic volumes, they are more appropriate locations for cycle ways that are segregated from traffic, for instance in the form of green ways shared between cyclists and pedestrians.
- Direct access to individual residential car parking must be avoided to minimise disruptions to the relatively high levels of traffic on primary roads. Access to parking servicing buildings that front primary roads can instead be provided via parallel lanes, side streets, or from the rear.



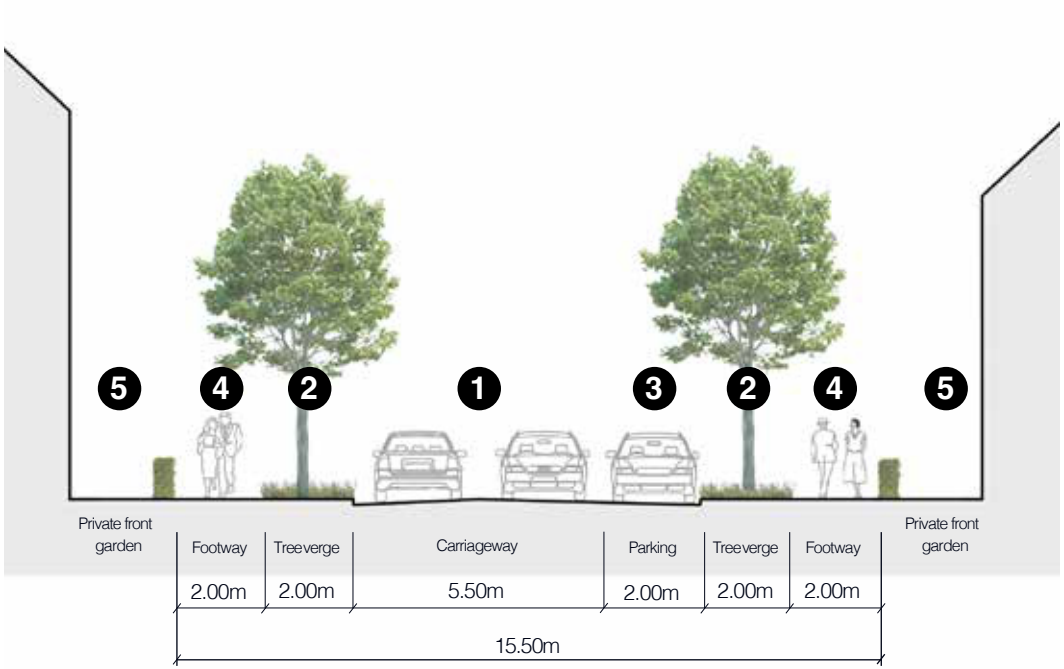
1. **Carriageway (village-wide traffic).**
2. **Green verge with tall trees. The latter are optional but would be positive additions. Parking bays to be inset into the verges to avoid impeding moving traffic or pedestrians.**
3. **Shared footway and cycleway -cyclists to be segregated From vehicle traffic.**
4. **Footway.**
5. **Residential frontage with boundary hedges and front gardens.**

Figure 32: Section showing indicative dimensions for primary roads. In some places trees may be omitted from one or both sides although they help with placemaking, contribute to local biodiversity, and create a positive micro-climate

Figure 33: Primary road framed by wide tree verges in a residential neighbourhood. It is recommended that cycle provisions are separated from moving traffic and that parking bays, where required, are inset into the verges to avoid impeding the movement of pedestrians and vehicles.

Secondary Roads

- Secondary roads provide access between primary roads and neighbourhoods and clusters. They must emphasise the human scale and be designed for lower traffic volumes compared to primary roads.
- Secondary roads must accommodate carriageways wide enough for two-way traffic and on-street parallel car parking bays. They may also include tree verges on one or both sides. On-street parking may consist either in marked bays or spaces inset into green verges.
- Carriageways must be designed to be shared between motor vehicles and cyclists. Vertical traffic calming features such as raised tables may be introduced at key locations such as junctions and pedestrian crossings.



1. **Shared carriageway (neighbourhood traffic). Traffic calming measures may be introduced at key locations.**
2. **Green verge with medium trees. The latter are optional but would be positive additions.**
3. **Parking bay (may also be inset into verges).**
4. **Footway.**
5. **Residential frontage with boundary hedges and front gardens.**

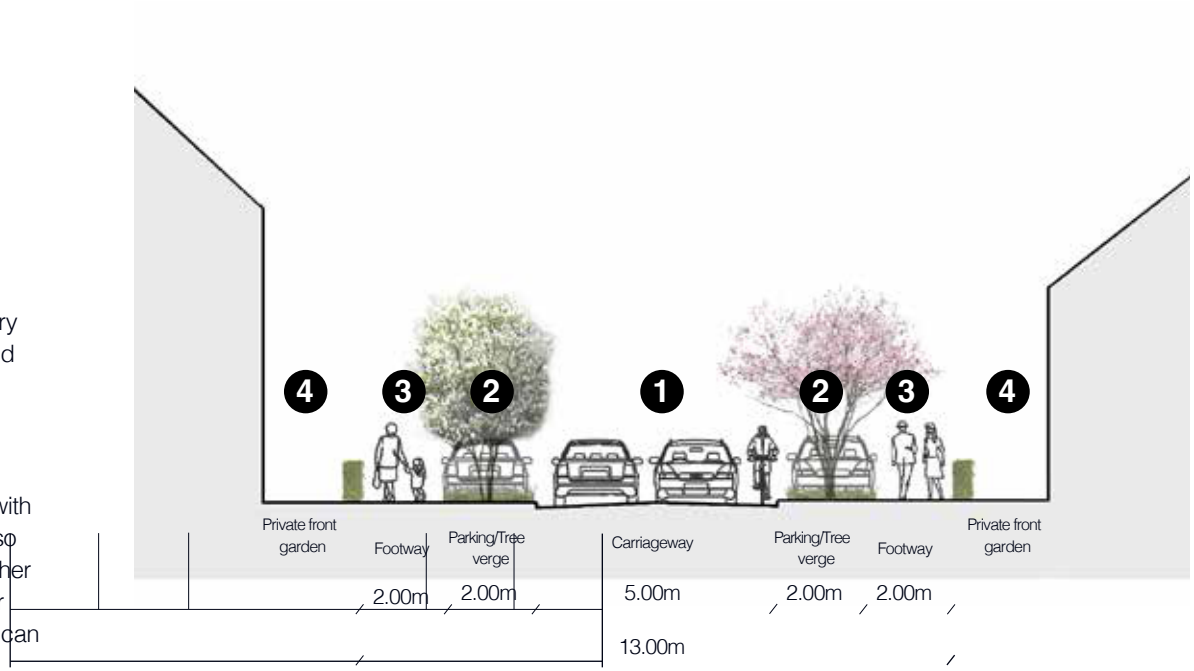
Figure 34: Section showing indicative dimensions for secondary roads. In some places tree verges may be omitted From one or both sides, and parking bays may alternate with tree verges.

Figure 35: Example of a secondary road, Brentham (note: parking bays may be inset into verges).

Tertiary Roads

– Tertiary roads have a strong residential character and provide direct access to residences from the secondary roads. They must be designed for low traffic volumes and low speed.

– Carriageways must accommodate two-way traffic and parking bays. They may also include green verges with small trees on one or both sides. Verges may alternate with parking to form inset parking bays. These roads must also accommodate footways with a 2m minimum width on either side, and must be designed for cyclists to mix with motor vehicles. Traffic calming features such as raised tables can be used to prevent speeding.



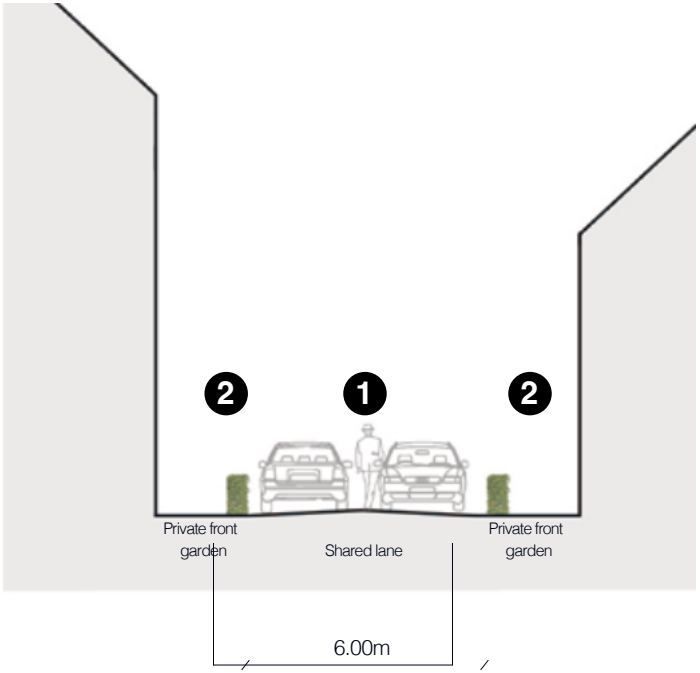
1. **Carriageway (local access). Traffic calming measures may be introduced at key locations.**
2. **Green verge with small trees. The latter are optional but would be positive additions. Parking bays on both sides of the carriageway to alternate with trees to avoid impeding moving traffic or pedestrians.**
3. **Footway.**
4. **Residential frontage with boundary hedges and front gardens.**

Figure 36: Section showing indicative dimensions for tertiary roads. In some places tree verges may be omitted from one or both sides.

Figure 37: Downer Drive, a tertiary road framed by green verges planted hedges. It is recommended that footways along the street are minimum 2m wide and that parking is provided in the form of inset bays to avoid impeding traffic.

Lanes/Private Drives

- Lanes and private drives are the access-only types of streets that usually serve a small number of houses. They must be minimum 6m wide to ensure sufficient space for parking manoeuvre. They must serve all types of transport modes including walking and cycling.
- Opportunities to include green infrastructure, hedges, and/or private gardens to soften the edges must be maximised.



1. **Shared lane (local vehicle access, cyclists, and pedestrians).**
2. **Residential frontage with front hedges and gardens**

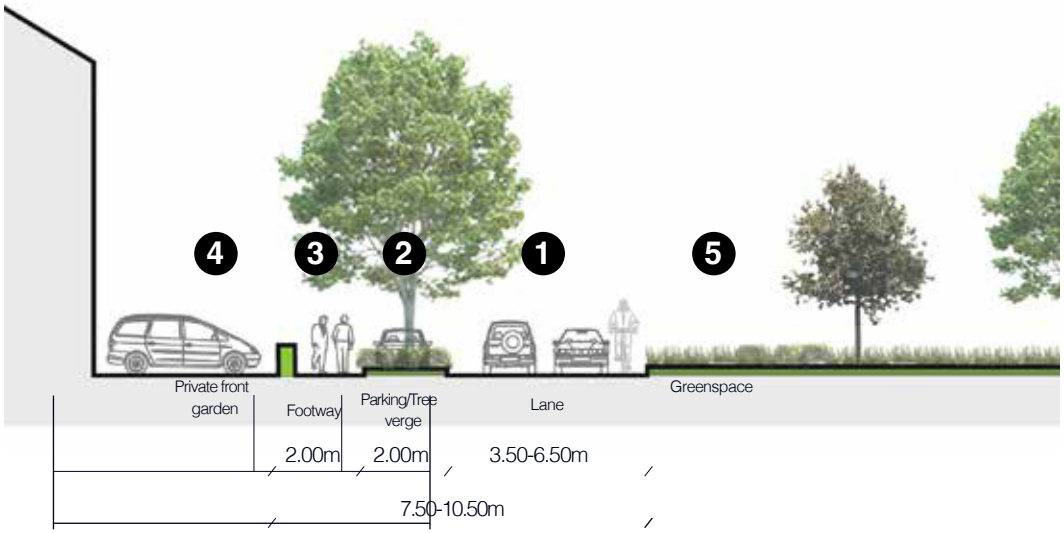
Figure 38: Section showing indicative dimensions for lanes and private drives.

Figure 39: A low traffic lane shared between vehicles, cyclists, and pedestrians in Long Stratton, Norfolk.

Figure 40: Example of a lane/private drive in Cambridge, with a shared surface for all road users.

Edge Lanes

- Edge lanes are low-speed and low-traffic roads that front houses with gardens on one side and a green space on the other. Carriageways typically consist of a single lane of traffic in either direction and are shared with cyclists.
- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Variations in paving materials and textures can be used instead of kerbs or road markings.



1. **Shared lane (local access) - width to vary.**
2. **Green verge with trees. The latter are optional but would be positive additions. Parking bays may be interspersed with trees to soften the impact of parked cars.**
3. **Footway.**
4. **Residential frontage with boundary hedges and front gardens.**
5. **Green space.**

Figure 41: Section showing indicative dimensions for edge lanes. The lane width may vary to discourage speeding or provide space for parking.

Figure 42: Examples of edge lanes in Dorchester, with low-speed roads shared between motor vehicles and cyclists, and opportunities for on-street parking (note: some localities may prefer clearly defined footways and parking bays).

Pedestrian and Cycle Connectivity

- It is important that all newly developed areas must provide direct and attractive footpaths between neighbouring streets and local facilities. Establishing a robust pedestrian network a) across any new development and b) among new and existing development is key in achieving good levels of permeability among any part of the parish.
- Pedestrian paths must be included in new developments and be integrated with the existing pedestrian routes.
- A permeable street network at all levels provides people with a choice of different routes and allows traffic to be distributed in general more evenly across the network rather than concentrated on to heavily trafficked roads.
- Design features such as barriers to vehicle movement, gates to new developments, or footpaths between high fences must be kept at a minimum and the latter must be avoided.
- On high-traffic and/or high-speed roads, cyclists must be kept away from moving traffic and parked vehicles as much as possible through the use of traffic calming, physical separation, and road markings and signage. On narrow streets with lower traffic and speed limits no higher than 20 mph, the road can be shared between different modes.
- Within residential areas, safe pedestrian crossing points must be provided at regular intervals to retain pedestrian connectivity.

Figure 43: Public rights of way overlaid on the street grid in Sarratt.

J unctions and Pedestrian Crossings

- Crossing points that are safe, convenient, and accessible for pedestrians of all abilities must be placed at frequent intervals on pedestrian desire lines and at key nodes.
- J unctions must enable good visibility between vehicles and pedestrians. For this purpose, street furniture, planting, and parked cars must be kept away from visibility splays to avoid obstructing sight lines -see table and diagram opposite.
- Traffic calming measures should be introduced at crossing points to increase safety and discourage speeding. Along major streets, for example, kerb build outs can be used reduce pedestrian crossing distances and reduce the speed of turning vehicles. At junctions with minor roads, the carriageway surface can be raised across a pedestrian crossing to prioritise pedestrian movements.
- Traffic signals, where they are introduced, must be timed to enable the elderly, children, and disabled to cross safely and comfortably.
- Along low-traffic lanes and residential streets, crossing points can be more informal. For example, pedestrians may cross at any section of a street whose surface is shared between different users.

Figure 44: Example of a raised mid-block pedestrian crossing on a 20 mph street on Goldsmith Street, Norwich (note: many councils require blister tactile pavers at crossings to guide visually disabled pedestrians).

Figure 45: Example of a raised crossing across a main road in Cambridge, with contrasting paving materials and space for low-level planting and street furniture (note: traditional paving materials and muted colours are often preferred in conservation areas).

The stopping sight distance (SSD) is the distance within which drivers need to be able to see ahead and stop from a given speed. The SSDs for various speeds between 16-60kph (10-37mph) as held within Manual for Streets (MfS) are as shown in the table below.

The distance back along the minor arm from which visibility is measured is known as the X distance; MfS states that an X distance of 2.4m should normally be used in most built-up situations, as this represents a reasonable maximum distance between the front of the car and the driver's eye.

The Y distance represents the distance that a driver who is about to exit from the minor arm can see to his left and right along the main alignment In accordance with MfS, the required visibility splay for a junction within an area where 85th percentile vehicle speeds are 30mph is 2.4m x 43m.

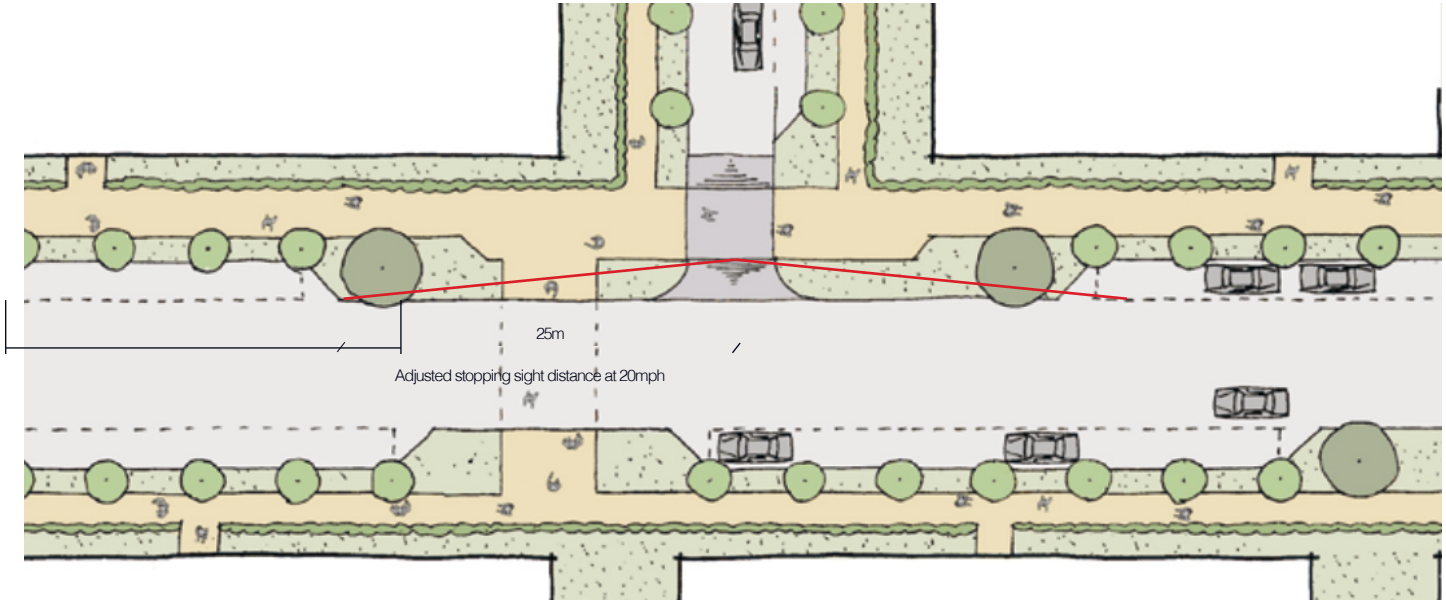


Figure 46: Indicative plan of a junction showing a visibility splay at a junction along a 20 mph primary road -see table below for details. Across the major arm, kerbs are built out to shorten pedestrian crossing distances. Across the minor arm, the carriageway is raised along the pedestrian crossing and can be built with contrasting materials for higher awareness.

Speed	**Kilometre per hour**	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
Stopping sight distance (SSD) in metres		9	12	15	16	20	22	31	36	40	43	56
Stopping sight distance adjusted for bonnet length		11	14	17	18	23	25	33	39	43	45	59

Figure 47: Stopping sight distances (SSD) for visibility splays (source: Department for Transport).

3.2.3. Vehicle Parking

- When needed, residential car parking can be a mix of on-plot side, front, garage, and courtyard parking, and complemented by on-street parking.
- For family homes, cars must be placed at the side (preferably) or front of the property. For small pockets of housing, a rear court is acceptable. Multiple garage parking is encouraged.
- Car parking design must be combined with landscaping to minimise the presence of vehicles.
- Parking areas and driveways must be designed to minimise impervious surfaces, for example through the use of permeable paving.
- When placing parking at the front, the area must be designed to minimise the visual impact of cars and driveways, which must blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings. This can be achieved by means of walls, hedging, planting, and the use of quality paving materials.
- Parking bays and spaces must be designed for easy access by wheelchairs, loading carts, and buggies.
- The following pages provide an array of complementary car parking solutions that can be employed in Sarratt.

Figure 48: On-street parking with inset bays (left).

Figure 49: Informal on-street parking on the Green.

Figure 50: Disabled parking bay in Cambridge with a ramp for easy wheelchair access.

Figure 51: Front yard parking with gravel surface.

On-Plot Side or Front Parking

- On-plot parking can be visually attractive when it is combined with high quality and well designed soft landscaping. Front garden depth from pavement back must be sufficient for a large family car.
- Boundary treatment is the key element to help avoid a car-dominated character. This can be achieved by using elements such as hedges, trees, flower beds, low walls, and high quality paving materials between the private and public space.
- Hard standing and driveways must be constructed from porous materials such as permeable paving or gravel to minimise surface water run-off.

Figure 52: Gravel front yard parking with landscaped property boundaries preventing a car-dominated character.

1. **Front parking with part of the surface reserved for soft landscaping. Permeable pavement to be used whenever possible.**
2. **Side parking set back from the main building line. Permeable pavement to be used whenever possible.**
3. **Boundary hedges to screen vehicles and parking spaces.**

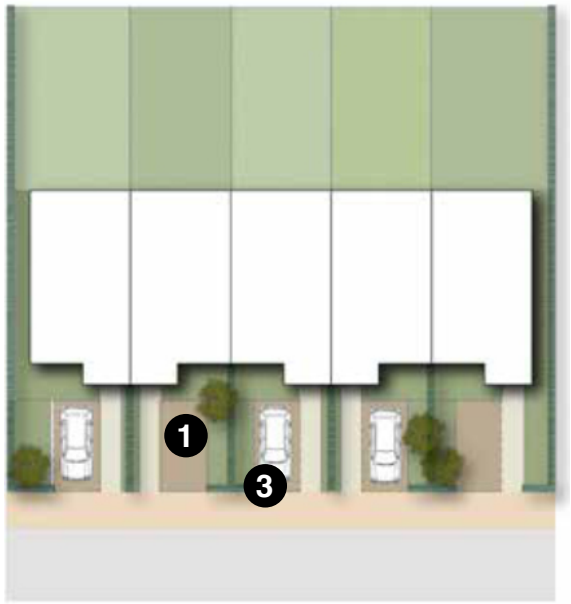


Figure 53: Illustrative diagram showing an indicative layout of on-plot front parking.

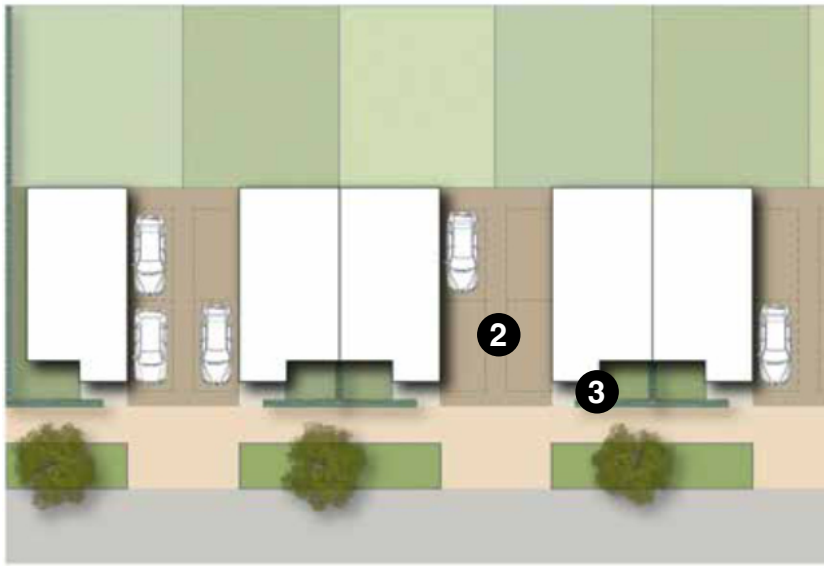
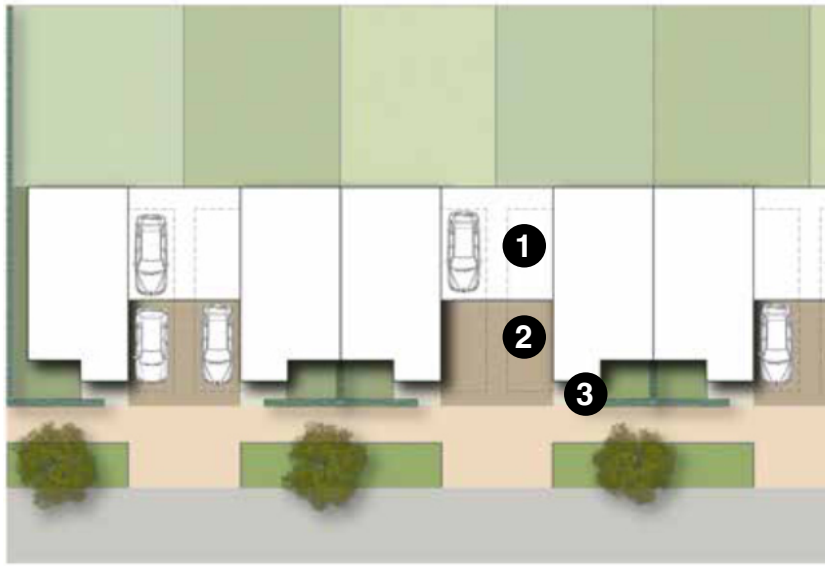


Figure 54: Illustrative diagram showing an indicative layout of on-plot side parking.

On-Plot Garages

- Where provided, garages must be designed either as free standing structures or as additive form to the main building. In both situations, it must complement and harmonise with the architectural style of the main building rather than forming a mismatched unit.
- The garage should not obscure the dwelling from the street nor dominate the front garden. Garages should not be placed in front of the building at any time to avoid prominence on the streetscape and overshadowing of the main building.
- Garages may be used as a design element to create a link between buildings, ensuring continuity of the building line.
- It should be noted that many garages are not used for storing vehicles, and so may not be the best use of space.
- Considerations must be given to the integration of bicycle parking and/or waste storage into garages.

Figure 55: Side garage (left) designed as a secondary mass to the main residential building and built with a matching material palette.



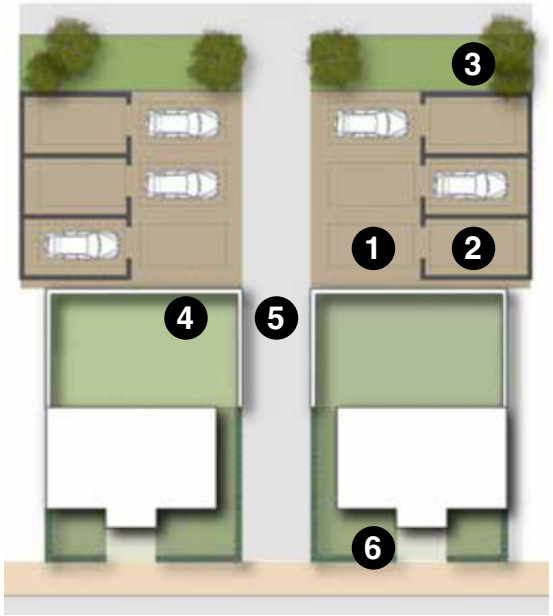
1. **Side parking set back from the main building line. Permeable pavement to be used whenever possible.**
2. **Garage structure set back from main building line. Height to be no higher than the main roofline.**
3. **Boundary hedges to screen vehicles and parking spaces.**

Figure 56: Illustrative diagram showing an indicative layout of on-plot parking with garages.

Rear Parking Courtyards

- This parking arrangement can be appropriate for a wide range of land uses. It is especially suitable for apartments and townhouses fronting busier roads where it is impossible to provide direct access to individual parking spaces.
- Ideally all parking courts should benefit from natural surveillance.
- Parking courts should be an integral part of the public realm, hence it is important that high quality design and materials, both for hard and soft landscaping elements, are used.
- Parking bays must be arranged into clusters with widths of 4 spaces maximum and interspersed with trees and soft landscaping to provide shade, visual interest, and to reduce both heat island effects and impervious surface areas.

Figure 57: Small rear parking courtyard benefiting from natural surveillance and shading.



1. **Rear courtyard parking with soft landscaping. Parking bays to be arranged in clusters of maximum 4 spaces maximum. Permeable pavement to be used whenever possible.**
2. **Sheltered parking space (optional).**
3. **Trees and/or soft landscaping to prevent car dominance and add shading.**
4. **Rear of residential properties -balance to be sought between natural surveillance and privacy.**
5. **Pedestrian link to main residential frontage.**
6. **Boundary hedges to screen vehicles and parking spaces.**

Figure 58: Illustrative diagram showing an indicative layout of on-plot rear courtyard parking.

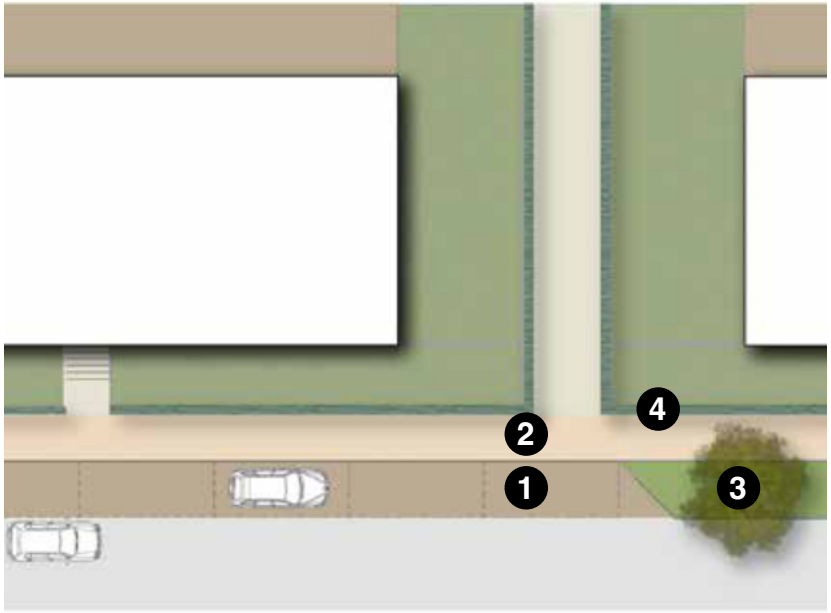
On-Street Parking

As we move forward into a future of electric vehicles, every opportunity must be taken to integrate charging technologies into the fabric of road and street furniture, including induction plate technologies and street lamp hook ups alongside independent charging posts as standard street furniture in the public realm.

- On-street parking can be arranged either perpendicular or parallel to the carriageway.
- On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function.
- Parking bays can be inset between kerb buildouts or street trees. Kerb buildouts between parking bays can shorten pedestrian crossing distances and can host street furniture or green infrastructure. They must be sufficiently wide to shelter the entire parking bay in order to avoid impeding traffic.
- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be clearly marked using changes of construction material instead of markings but must be of a different level to the pedestrian way e.g. with a kerb. This will provide drivers with an indication of where to park. The street must be sufficiently wide so that parked vehicles do not impede motor vehicles or pedestrians.
- Opportunities must be created for new public car parking spaces to include electric vehicle charging points. Such provision must be located conveniently throughout the village and designed to minimise street clutter.

Figure 59: Parking bays arranged between street trees in Dorchester.

Figure 60: Inset parking with electric vehicle charging points.



1. **On-street parking bay inset between kerb extensions.**
2. **Footway - additional green verge if street width permits.**
3. **Planted kerb extensions - width to be sufficient to fully shelter parking bay. Trees are optional but would be positive additions.**
4. **Boundary hedges.**

Figure 61: Illustrative diagram showing an indicative layout of on-street inset parking.

Bicycle Parking

- A straightforward way to encourage cycling is to provide secured covered cycle parking within all new residential developments and publicly available cycle parking in the public realm.
- For residential units, where there is no garage on plot, covered and secured cycle parking must be provided within the domestic curtilage. The use of planting and smaller trees alongside cycle parking can be used to mitigate any visual impact on adjacent spaces or buildings.
- Bicycle stands in the public realm should be sited in locations that are convenient and that benefit from adequate natural surveillance. They should be placed in locations that do not impede pedestrian mobility or kerbside activities.

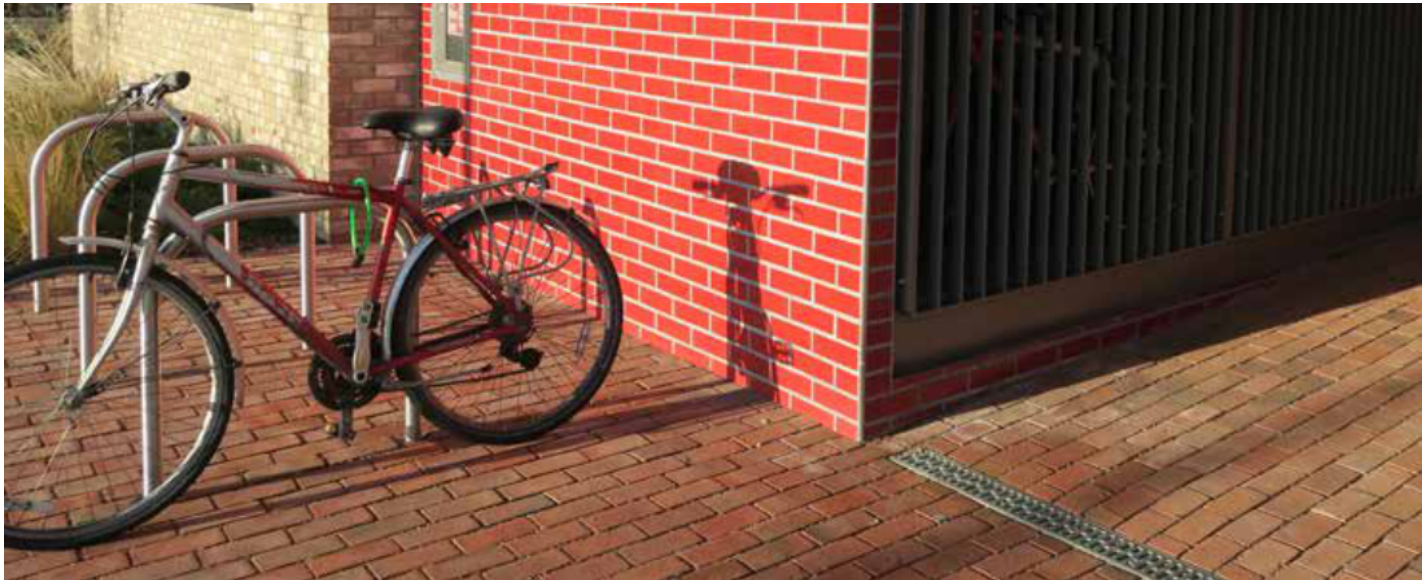


Figure 62: Example of public cycle parking (left) and sheltered cycle parking garage (right) in Cambridge.

Figure 63: Example of kerbside on-street cycle stands.

3.2.4. Local Green Spaces and Views

- Development adjoining public open spaces and important gaps should enhance the character of these spaces by either providing a positive interface (i.e. properties facing onto them to improve natural surveillance) or a soft landscaped edge.
- Any trees or woodland lost to new development must be replaced.
- The spacing of development should reflect the rural character and allow for long distance views of the countryside form the public realm.
- Landscape scheme should be designed and integrated with the open fields that currently border the village to avoid coalescence and prevent rural settlements from merging with larger existing settlements or large new settlements.
- Native trees and shrubs should be used to reinforce the rural character of the village and incorporated into the design of new areas.

Figure 64: Long distance views towards the village from North Hill. Mature trees screen most of the village from outside views.

Figure 65: North-western view along The Green in the centre of the village, highlighting the undulating terrain.

Figure 66: Equestrian route along the Green.

Figure 67: An undeveloped street corner at the junction between Dawes Lane and Downer Drive. Houses on the right face an open field concealed by tall hedges on the left.

Figure 68: Panorama of the south-western village edge highlighting the relative height of the buildings and the mature trees, which concealed much of the village from long-distance inward views.

3.2.5. Materials and Building Details

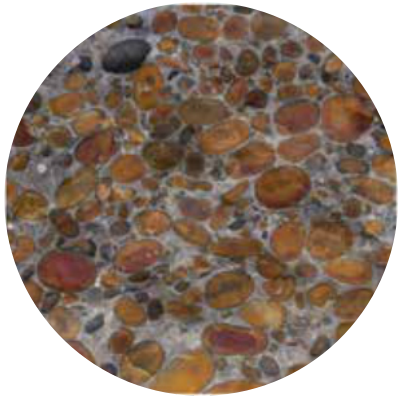
The materials and architectural detailing in Sarratt contribute to the rural character of the area and the local vernacular. It is therefore important that the materials used in proposed development are of a high quality and reinforce local distinctiveness. Any future development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

This section includes examples of building material that contribute to the local vernacular of Sarratt which could be used to inform future development.

Mixed tonality red brick

Red brick trim and knapped flint infilling

Red brick trim and yellow brick infilling



Knapped Hertfordshire puddingstone

Grey paint rendering

Slate roof

Mixed red and yellow bricks

Black weatherboarding

Clay plain tile roof

Gabled porch

Wall dormer

Double casement windows

Landscaped boundary hedge

Flint and brick gabled porch

Sash windows

Painted low-level timber gate

Low masonry wall with landscaped hedge

Pointed arch window

Bull's eye window with red brick trim

Knapped flint and red brick boundary wall

Red brick chimney

Fenestration

- Fenestration on public/private spaces increase the natural surveillance and enhance the attractiveness of the place. Long stretches of blank (windowless) walls should be avoided. Overall, considerations for natural surveillance, interaction, and privacy must be carefully balanced.
- Windows must be of sufficient size and number for abundant natural light.
- Site layout and building massing should ensure access to sunshine and avoid overshadowing neighbouring buildings. New developments should also maximise opportunities for long distance views.
- Consistent window styles and shapes must be used across a given façade to avoid visual clutter and dissonance.
- In proximity to historic areas, fenestration must reflect an understanding of locally distinctive features such as scale, proportions, rhythm, materials, ornamentation, and articulation. This should however not result in pastiche replicas.

Figure 69: Façades with a consistent arrangement of multi-pane windows with attractive brick ornamentation and articulations.

Figure 70: Traditional house with upper floor horizontal sliding multi-pane sash windows and ground floor casement windows with cambered heads.

Traditional Architecture

The gradual evolution of the village over the centuries has resulted in an organic character to development. Each building has its own individuality resulting in variations in height, the pattern of openings and detailing. This variety is balanced in several ways; through the proximity of each property to each other and broad similarities in scale, width, design and materials. Buildings are predominantly 2 storeys and the change in roof heights and the presence of chimneys contribute to the visual interest of the historic core.

Quarry flint is one of the most popular building stones in Hertfordshire. This is reflected is Sarratt's traditional architecture as well, where a good part of its heritage assets have been built utilising this fine-grained stone. Whereas, Hertfordshire Puddingstone is one of the most distinctive stone types within the county. Less distinctive building materials but that still make a good percentage of traditional architecture are yellow stock brick and red brick.

Figure 71: Buildings exhibiting a use of traditional local materials -knapped flint, red brick, slate, and clay plaintiles.

Figure 72: Church yard wall built with local flint.

Figure 73: New wall using a mix of traditional local materials © Sarratt Parish Council.

Contemporary Architecture

Within the neighbourhood plan area, there are a few examples of successful contemporary architecture that blend harmoniously with their physical context. It is suggested that this trend continues to further expand with additional eco design features incorporated in future developments. New buildings, when referencing traditional architecture, must however avoid combining elements from too many different architectural styles or employing low-quality imitations of traditional materials. A clear understanding of local and non-local styles and materials is also required.

Figure 74: A group of affordable housing units on Clutterbucks, with well-defined private and public spaces as well as attractive landscaping and construction materials.

Figure 75: A recently renovated house along the Green, with consistent fenestration and a contemporary treatment of traditional materials.

Public Realm Materials

- High quality landscaping and paving materials should be used across new developments. Factors such as durability, attractiveness, and maintenance must be considered in addition to the cost of installation. An effort should be made to (re)use traditional local materials when available.
- High quality stone, gravel, granite, and bricks can provide durable and attractive hard surface throughout the public realm. Special materials such as sandstone and limestone could also be used to further enhance the quality of particular spaces such as conservation areas.
- Variations in materials, colours, and textures can be used to define boundaries between different highway uses - pavements, parking bays, cycleways, and carriageway. Special care should be taken when considering finishes and textures to avoid impeding the mobility and safety of disabled and visually impaired users.
- Opportunities to incorporate permeable paving and green infrastructure must be sought to reduce stormwater runoffs and reduce impervious surfaces.

Figure 76: Flint boundary wall of Church of the Holy Cross.

Figure 77: Natural stone paving in front of the Cricketers.

Granite setts

Dark grey concrete block paving

Figure 78: Granite kerbs along the Green.

Granite block vehicle crossover

Natural stone slabs/flags

Street Furniture

- The appearance of street furniture elements should be coordinated and contribute to the overall public realm and placemaking strategy.
- The siting of street furniture items such as benches, bins, and street signs must not impede pedestrian mobility or conflict with kerbside activities such as loading, refuse collection, and parking.
- Opportunities should be sought to consolidate different functions to reduce street clutter, for example by combining lighting columns (where appropriate) with electric vehicle charging points and supports for street signs.
- The number and size of street signs and signposts should be reduced to the minimum required. The appearance of signposts must not distract from the visual quality of the surrounding area.
- Public seating must be provided in convenient locations at regular intervals, especially in high footfall areas.

Figure 79: Timber bench on the Green.

Figure 80: Timber shelter on the Green.

Figure 81: Red letter box encased in masonry.

3.2.6. Sustainability and Eco Design

Energy efficient or ecological design combines all around energy efficient construction, appliances and lighting with commercially available renewable energy systems, such as solar water heating and solar electricity.

Starting from the design stage, there are strategies that can be incorporated towards passive solar heating, cooling and energy efficient landscaping which are determined by local climate and site conditions.

The aim of these interventions is to reduce overall domestic energy use and to do so as cost effectively as the circumstances allow for.

Figure 82: Frog habitat corridor.

Wildlife-friendly environment

New developments should always aim to strengthen biodiversity and the natural environment. This can be done by creating new habitats and wildlife corridors, ensuring the continuity of habitats between gardens and public spaces, and linking them with existing ecological assets. Hedges, wildflower meadows, old trees, ponds, hard landscaping features (such as rock piles), nest boxes installed at the eaves of the buildings, frog habitat corridors, dry stone walls, and bug houses can all make a significant contribution to species diversity.

Protecting and enhancing existing landscape assets is crucial. The aim should always be to minimise the damage to natural habitats, add to the character and distinctiveness of a place, and contribute to climate change adaptation.

Solar roof panels

Solar panels on roofs should be designed for minimal visual impact. On new builds, they should be designed in from the start, forming part of the design concept. Some attractive options are solar shingles and photovoltaic slates or tiles. In this way, the solar panels can be used as a roofing material in their own right.

On retrofits, designers should:

- Analyse the proportions of the building and roof surface in order to identify the best location and sizing of panels;
- Aim to conceal wiring and other necessary installations; and,
- Consider introducing other tile or slate colours to create a composition with the solar panel materials.

Figure 83: Example of eco design led architecture.

Figure 84: Integrated design for solar panels.

Figure 85: Water harvesting tank.

Figure 86: Bug and bee house.

Rainwater harvesting

This refers to the systems allowing the capture and storage of rainwater as well as those enabling the reuse in-situ of grey water. These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design. Therefore some design recommendation would be to:

- Conceal tanks by cladding them in complementary materials;
- Use attractive materials or finishing for pipes;
- Combine landscape/planters with water capture systems;
- Underground tanks; and,
- Utilise water bodies for storage.

Figure 87: Examples of tanks used for rainwater harvesting.

Permeable pavements

Pavements add to the composition of the building. Thus permeable pavements should not only perform its primary function which is to let water filter through but also:

- Respect the material palette;
- Help to frame the building;
- Create an arrival statement;
- Be in harmony with the landscape treatment of the property; and,
- Help define the property boundary.

Waste collector integrated design

With modern requirements for waste separation and recycling, the number of household bins quantum and size have increased. This poses a problem with the aesthetics of the property if bins are left without a solution. Thus we recommend the following:

- Create a specific enclosure of sufficient size for all the necessary bins;
- Place it within ineasy access from the street and, where, possible, able to open on the pavement side to ease retrieval;
- Refer to the materials palette to analyse which would be a complementary material;
- Use it as part of the property boundary;
- Add to the green feel by incorporating a green roof or side planting element to it; and,
- Combine it with cycle storage.

Figure 88: Integrated design for differentiated waste collectors.

Figure 89: Integrated design for differentiated waste collectors and cycle storage.

Figure 90: Permeable brick paving.

Figure 91: Permeable concrete paving.

3.2.7. Building Modifications, Extensions, and Plot Infills

Extensions to dwellings can have a significant impact not only on the character and appearance of the building, but also on the street scene within which it sits. A well-designed extension can enhance the appearance of its street, whereas an unsympathetic extension can have a harmful impact, create problems for neighbouring residents and affect the overall character of the area.

The Planning Portal[1] contains more detailed information on building modifications and extensions, setting out what is usually permitted without planning permission (permitted development) as well as what requires planning permission. Sarratt Parish, for example, contains designated land[2] such as conservation areas or AONBs, where planning permission is required.

- Extensions should be appropriate to the scale, massing and design of the main building and complement the streetscape.
- Alterations and extensions of historic buildings should respect the host building. Replacement of historic and traditional features, such as timber windows and doors with uPVC and other non-traditional materials should be avoided.
- Extensions are more likely to be successful if they do not exceed the height of the original or adjacent buildings. Two-storey extensions should be constructed with the same angle of pitch as the existing roof.
- The design, materials and architectural detailing of extensions should be high quality and respond to the host building and the local character of the neighbourhood plan area.
- The impact on the space around the buildings should consider overlooking, overshadowing and overbearing.

The following diagrams illustrate key dimensions for household extensions, roof extensions, porches, and outbuildings under both permitted development conditions and in designated land.

[1] Planning Portal. https://www.planningportal.co.uk/info/200234/home_improvement_projects

[2] Designated land is land within a conservation area, an area of outstanding natural beauty (AONB), an area specified by the Secretary of State for the purposes of enhancement and protection of the natural beauty and amenity of the countryside, the Broads, a National Park or a World Heritage Site.

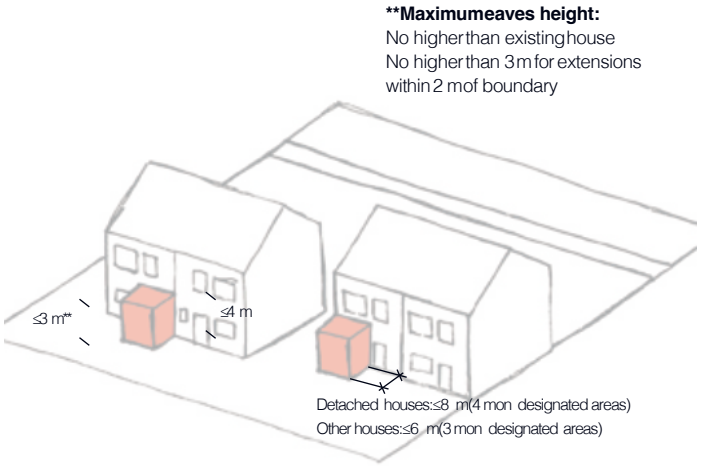


Figure 92: Single-storey rear extensions.

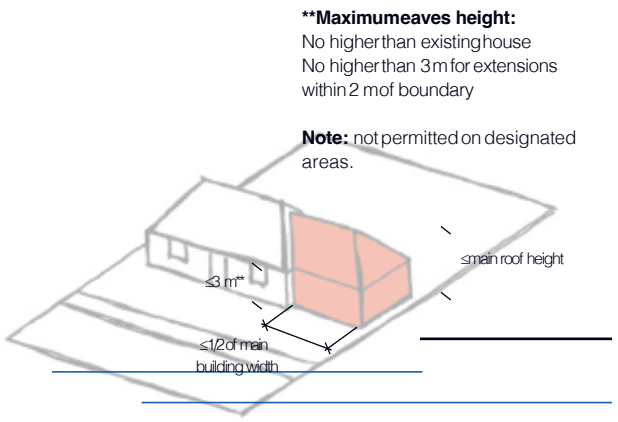


Figure 93: Side extension to a single-storey building.

Note: not permitted on designated areas.

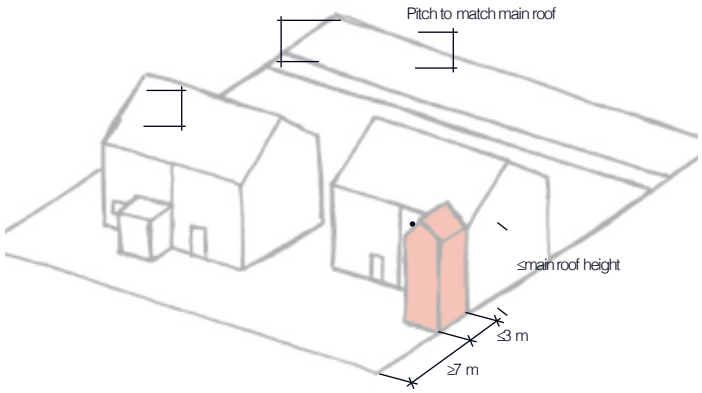


Figure 94: Two-storey rear extension.

Note: not permitted on designated areas.

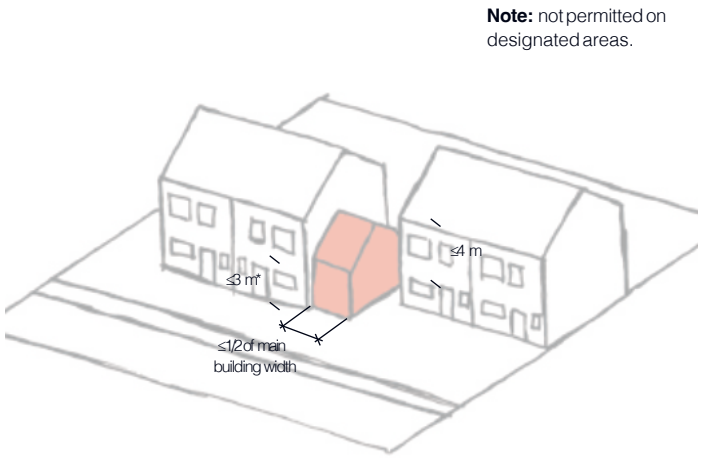


Figure 95: Side extension to a two-storey building.

Note: not permitted on designated areas.

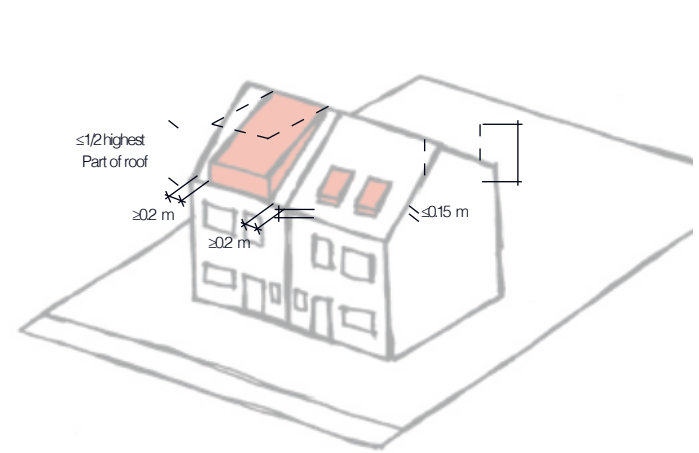


Figure 96: Standard dimensions for roof extensions: lofts and skylights.

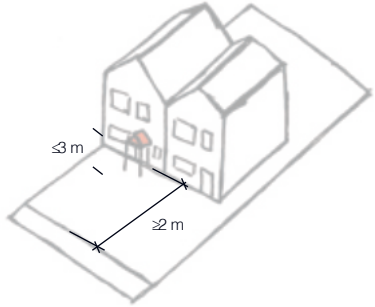


Figure 97: Standard dimensions for porches.

Note: planning permission may be required on designated areas.

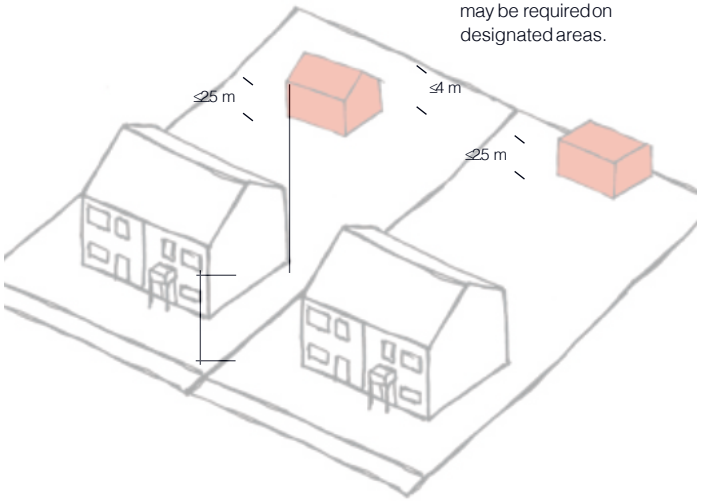


Figure 98: Standard dimensions for outbuildings.

Delivery

04

4. Delivery

This section concludes the report with recommendations on how to embed findings in the Neighbourhood Plan and engage with Three Rivers Council to develop policies supporting the guidelines.

HOW THEY WILL USE THE DESIGN GUIDELINES	ACTORS
As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought.	Applicants, developers, and landowners
As a reference point, embedded in policy, against which to assess planning applications. The Design Guidelines should be discussed with applicants during any pre-application discussions.	Local Planning Authority
As a guide when commenting on planning applications, ensuring that the Design Guidelines are complied with.	Parish Council
As a tool to promote community-backed development and to inform comments on planning applications.	Community organisations
As a reference point when commenting on planning applications.	Statutory consultees

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