

APPENDIX E: ABBOTS LANGLEY DESIGN GUIDANCE AND CODES



DESIGN GUIDANCE AND CODE

AECOM

Abbots Langley Parish

FINAL REPORT | November 2021

locality
the power of community

Quality information

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01

Introduction

1. Introduction

01
—

Through the Government's Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Abbots Langley Parish Council. This document includes design codes for the five character areas covering the built up part of the Parish.

1.2 Objectives

The main objective of this report is to provide a bespoke design code and guidelines that future developments within the neighbourhood plan area must follow in order to respond to Abbots Langley Parish's special character.

1.1 Process

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

1
—

Initial meeting to discuss brief between AECOM and Abbots Langley Neighbourhood Planning Group. As this was during the national Covid 19 lockdown, three joint virtual site visits were carried out via Teams.

2
—

Urban design and local character analysis and a site visit;

3
—

Preparation of the design principles, guidelines and codes to be used to inform the design of the Parish and future developments;

4
—

Draft report with design guidelines and codes; and

5
—

Submission of a final report.

1.3 Area of study

Abbots Langley is a large parish located to the north west of London and 4km north of Watford. The parish has a population of approximately 23,000 people.

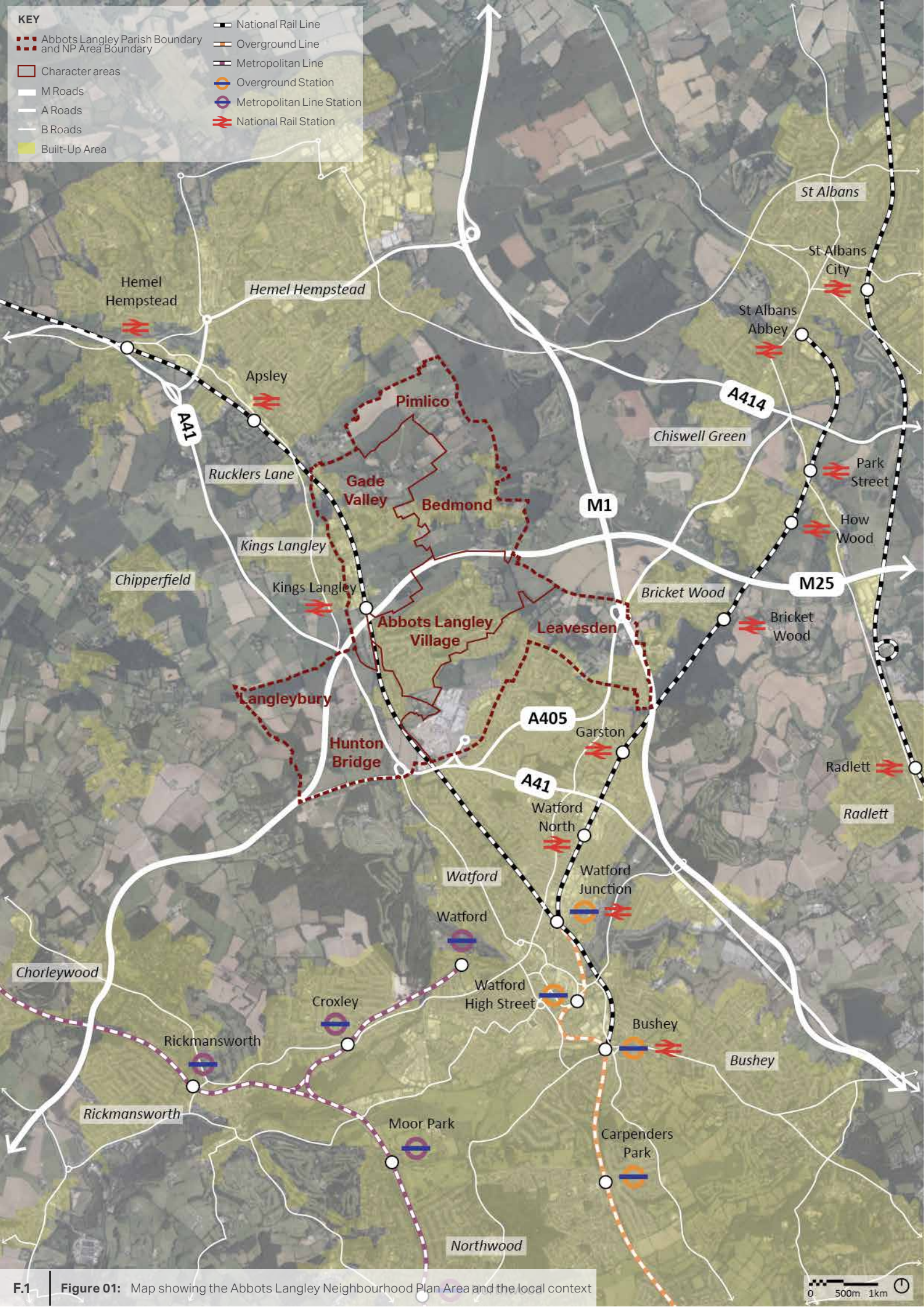
The name of the village of Abbots Langley dates from 1045. It is recorded that a Saxon, Ethelwine the Black and his wife Wynfleda, gave 'Langelei' (denoting a long meadow or long lea) to the Abbot and the monks of the monastery of St Albans, who for several hundred years played an important part in the affairs of Abbots Langley village.

The neighbourhood plan area is cut in two by the M25. While this creates a hard boundary between different parts of the area, the road is valuable in terms of connectivity. Traveling east on the M25 provides access to the M1 and the A1 towards the north. To the west, the M25 links Abbots Langley to Heathrow Airport.

The Parish is also served by Kings Langley Rail Station, providing good access to Central London which is well used by commuters.

Popular attractions within the neighbourhood plan area include the Warner Bros Studio Tour London, where visitors can tour the film sets used for the Harry Potter movies.

In terms of educational facilities, there are primary schools in Langleybury, Abbots Langley Village, Bedmond and Leavesden. There are three secondary schools in the Parish, located close to one another in the Leavesden/Garston area.





F.2

Figure 02:
Church of St Lawrence, a
Grade I listed building

Figure 03:
A two-storey detached
house on Gallows Hill Lane



F.3

Figure 04:
Vibrant shops along High
Street in Abbots Langley
Village (Photo by Abbots
Langley Parish Council)



F.4



F.5



F.6



F.7

Figure 05:
Breakspear Place, a Grade II listed building

Figure 06:
Recreational activity on Grand Union Canal

Figure 07:
Warner Bros Studio London Tour in Leavesden (Photo by Abbots Langley Parish Council)



02

Policy review

2. Policy Review

This section summarises the relevant design policy, guidance and evidence base produced at national, district and parish level which have informed this design code. It specifies how the relevant policies and guidelines have been incorporated in the production of the design codes set out in this document. **The Appendix** also provides a detailed review of the key planning policies.

National Design Guidance

2019



National Design Guide - Ministry of Housing, Communities and Local Government

The National Design Guide sets out the government's ten priorities for well-designed places and illustrates how well-designed places can be achieved in practice. The ten characteristics identified includes: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan. The Guide also reinforces the National Planning Policy Framework's objective in creating high quality buildings and places. The document forms part of the government planning practice guidance.

2021



National Model Design Code - Ministry of Housing, Communities and Local Government

The National Model Design Code provides guidance on the production of design codes, guides and policies to promote well-designed places. It sets out the key design parameters that need to be considered when producing design guides and recommends a methodology for capturing and reflecting views of the local community. It forms part of the government's planning practice guidance.

2020



Building for a Healthy Life - Homes England

Building for a Healthy Life updates England's most widely known and most widely used design tool for creating places that are better for people and nature. The document sets out 12 considerations for creating integrated neighbourhoods, distinctive places and streets for all. While it is not part of national policy, it is recognised as best practice guidance in assessing the design quality of developments.

Various

**Adopted and Emerging Local Plan for Three Rivers - Three Rivers District Council**

The adopted Development Plan for Three Rivers comprises the Three Rivers Core Strategy 2011-2026 (adopted October 2011), Site Allocations Local Development Document (adopted November 2014), Development Management Policies (adopted July 2013), various supplementary planning documents and adopted neighbourhood plans. Hertfordshire County Council's mineral and waste planning policies also forms part of its Development Plan.



Three Rivers District Council is currently preparing a New Local Plan which will guide future sustainable growth in the District up to 2036. The Regulation 18 Preferred Policy Options and Sites for Potential Allocation documents were published for consultation from June 2021 to August 2021. In particular, Appendix 1 of the Preferred Policy Options sets out a range of design criteria for new developments in relation to privacy, prospect, daylight, sunlight and outlook, aspect, flatted developments, residential amenity space, built form, as well as servicing and ancillary facilities. The emerging Local Plan is planned to be adopted by Summer 2023.

In addition, Three Rivers District Council is also working on a Joint Strategic Plan (JSP) for South West Hertfordshire along with neighbouring authorities (Dacorum, Hertsmeire, St Albans and Watford), which will guide longer term growth in the wider sub-region up to 2050.

The Appendix provides a review of key adopted and emerging policies relevant to this Design Codes included in this document.

2005

**Hertfordshire Landscape Character Area Statements St Albans District (Hertfordshire Landscape Character Assessment)**

The assessment evaluates and classifies landscape character areas in Hertfordshire based on work undertaken between 2000 and 2005. Area 9 of the assessment covers area to the north east of Abbots Langley and identifies key distinctive landscape features, their visual and sensory perceptions and visual impacts.

2014

**Abbots Langley Draft Conservation Area Appraisal - Three Rivers District Council**

Designated in October 1969, Abbots Langley contains a 13-ha Conservation Area at its medieval core, focusing on the Grade I Listed Church of St Lawrence. The Abbots Langley Draft Conservation Area Appraisal describes the special character and appearance of the Conservation Area that it seeks to preserve and enhance and identifies features of special architectural or historic interest by Character Areas. It also set out considerations for development. The document also highlights key views into and out of the Conservation Area, however overall it is found that these are limited by curve of the High Street, brick walls and extensive planting around the main entrances into the Conservation Area in the north and south.



03

Area analysis

3. Area analysis

This chapter describes the local context and key characteristics of Abbots Langley Parish. It considers the landscape character, mobility, green and blue infrastructure, housing, key views, heritage, flood risk and character areas.

3.1 Analysis

It is important that all development proposals in Abbots Langley are based on an understanding of the context of the parish. Development proposals should clearly demonstrate an understanding of that context and how it has been addressed in the preparation of the design and any related planning submissions. Context refers to the current (and sometimes future) conditions within an area across a range of issues including: the site, adjacent buildings, spaces and routes and the wider urban and landscape setting. The following pages in this section consider these matters, in the context of Abbots Langley Parish, in more detail..

1	LC. Landscape character
2	MO. Mobility
3	GB. Green and blue infrastructure
4	HO. Housing
5	KV. Key views
6	HE. Heritage
7	FR. Flood risk
8	CA. Character areas

1 LC. Landscape character

3.1.1 Landscape character (LC)

According to Hertfordshire Landscape Character Area Statements¹, Abbots Langley Parish contains four different landscape character areas (See Figure 11) as follows:

- Area 7: Sarratt Plateau;
- Area 8: Upper Gade Valley;
- Area 9: Bedmond Plateau; and
- Area 11: Lower Gade Valley.

The southern part of Abbots Langley Parish is adjacent to the Watford boundary, which has no defined landscape character area.

There are two types of soil within the county, alkaline or neutral chalky soil in the north and east of the county and more or less acid leached soils which can be found in the central and western parts of the county.

The key characteristics of each of the character areas are summarised on the next page.



Figure 08:
Grand Union Canal in Upper Gade Valley Plateau

Figure 09:
Bedmond Plateau Landscape Character Area

Figure 10:
A view to the open fields in Lower Gade Valley Landscape Character Area

1. [Hertfordshire Landscape Character Area Statements](#)

AREA 7

Sarratt Plateau:

- Extensive level plateau with considerable pastoral and equestrian land use. In addition, there is a mix of woodlands in the area;
- Narrow twisting steep sided valleys dissecting the plateau;
- Farms and historic villages settled around the greens and commons; and
- M25 and associated features serving the area, but in partial cutting.

AREA 8

Upper Gade Valley:

- The M25 cuts through the southern section of the area. Multiple arterial routes including roads rail and Grand Union Canal;
- Steeply sloping valley sides with secondary valleys running perpendicular to the River Gade; and
- Presence of woodland on steep slopes and edge of adjacent plateau, Pastoral slopes in the west and arable to the east and medium-scale parkland overlooking the valley.

AREA 9

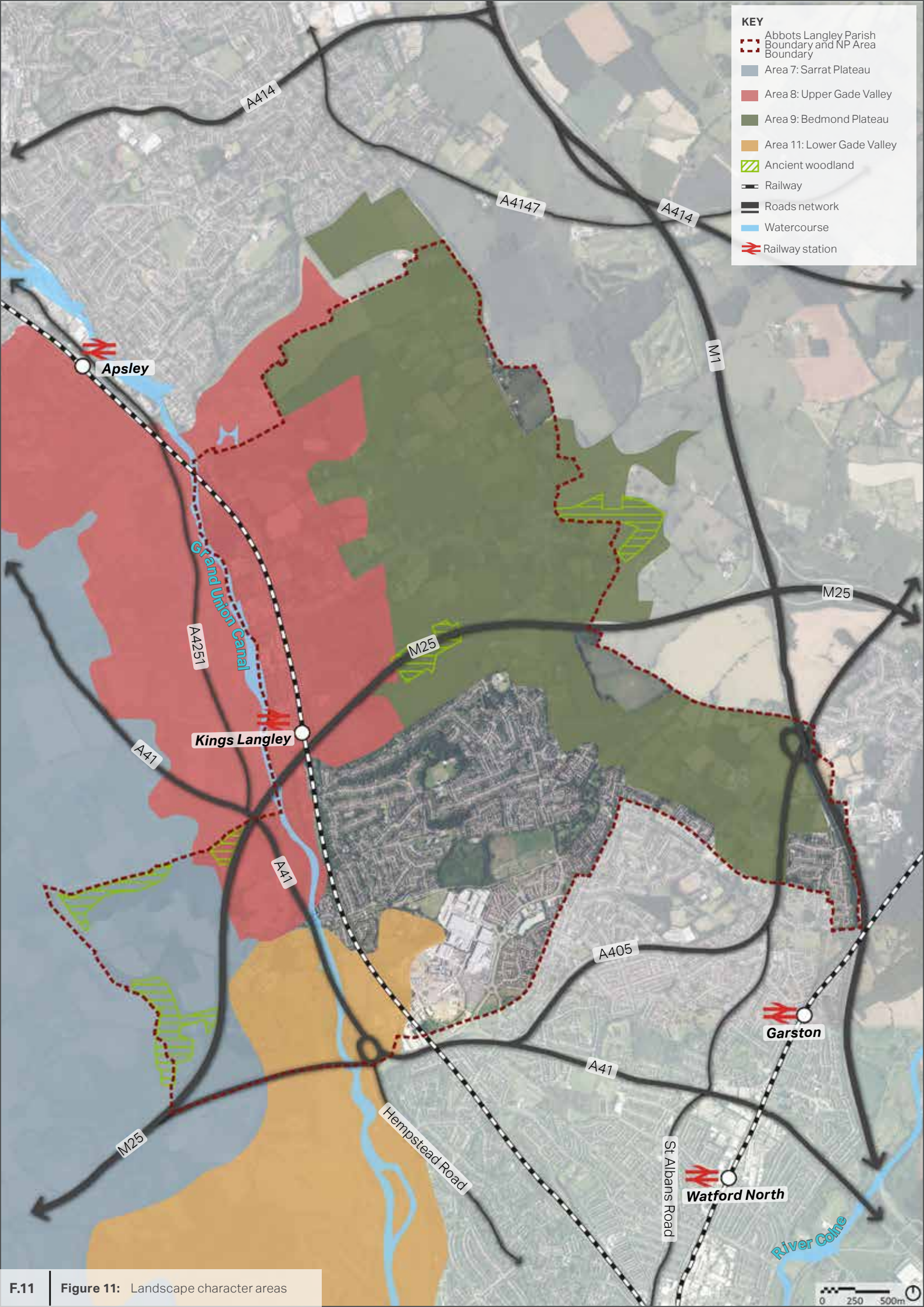
Bedmond plateau:

- The M25 goes to the area. The plateau is gently undulating with significant pastoral and equestrian land;
- Winding narrow routes to the east. In addition, there are discrete woodlands throughout the area including some ancient woodland;
- Coherent settled pattern of farms; and
- Small parkland areas in educational and institutional uses.

AREA 11

Lower Gade Valley:

- Narrow valley floor with wide canal and wetland habitats;
- Historic parkland landscape, some in declining condition;
- The M25 Watford spur passes through the area;
- Extensive public access to the south and important mosaic of wildlife habitats adjacent to urban population; and
- Individual woods within parklands.



F.11 | Figure 11: Landscape character areas

2 MO. Mobility

3.1.2 Mobility (MO)

The primary transport routes in the Parish include the M25 London orbital road, the M1 and the A41, both of which provide connections to central London and the north. The neighbourhood plan area has good north-south and east-west connections. These primary routes link to the various settlements via a network of B roads such as South Way, Horseshoe Lane and the High Road. The tertiary streets that make up the block structure have developed organically over time (see Figure 15, below).

With respect to public transport, there are several bus stops in Abbots Langley Village with services to Watford, Hemel Hempstead, Rickmansworth and Northwood. The Parish is also served by Kings Langley Rail Station, which supplies quick and efficient access to London and connections to the north, such as Milton Keynes, making it popular with commuters. East-west public transport from Abbots Langley Parish is limited and requires changing buses in Garston, Watford or Hemel Hempstead for access to, say, St Albans. Furthermore, travelling anticlockwise on the M25 allows motorists to get to Heathrow Airport in approximately 30 minutes, depending on traffic conditions.

Streets within Abbots Langley Village and Bedmond tend to have pavements and, occasionally, there are green verges between pedestrian and vehicular lanes. There are a large number of Public Rights of Way and other footpath walks¹ which provide sustainable travel routes for pedestrians, providing connectivity and helping improve physical and mental wellbeing by giving access to open space and countryside. There is, however, a lack of designated cycle lanes in the parish.

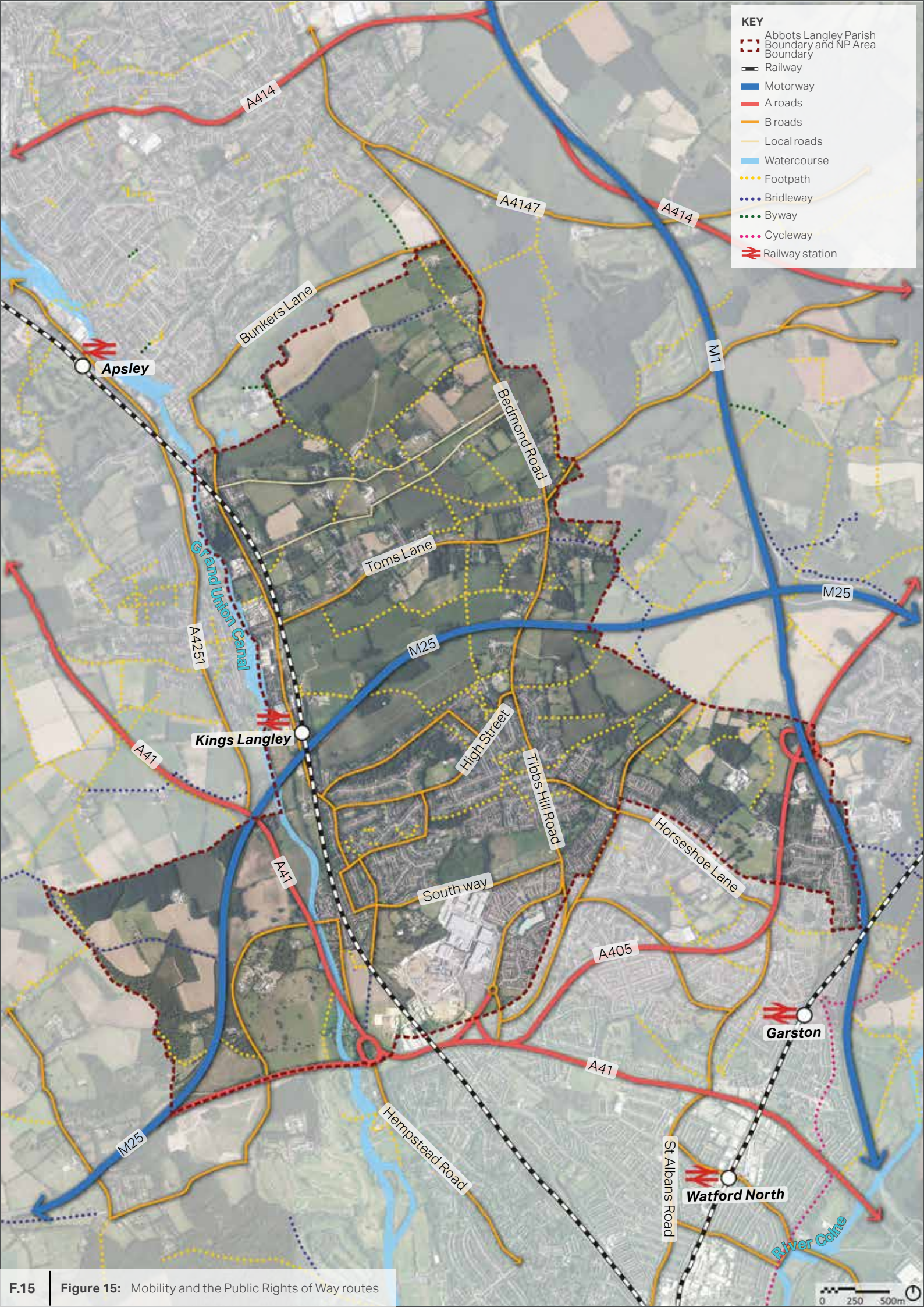
¹ [Abbots Langley Parish Council Website](#)



Figure 12:
High Street as B road and the footpath next to Kitters Green

Figure 13:
Bridge road, a tertiary road in Langleybury and Hunton Bridge Character Area

Figure 14:
A Public Right of Way on Trowley Rise



F.15 | Figure 15: Mobility and the Public Rights of Way routes

3 GB. Green and blue infrastructure

3.1.3 Green and blue infrastructure (GB)

The majority of Abbots Langley Parish falls within the Green Belt, as shown in Figure 18. In the Green Belt Review Report commissioned by Three Rivers District Council & Watford Borough Council¹, it is proposed that the large settlement of Bedmond is inset from the Green Belt, thereby '*potentially providing a focus for modest development*'.

The Parish has a good variety of landscape features. In the north of the Neighbourhood Plan area there are arable fields mixed with areas of woodland. Most of this woodland is designated as priority habitat and some of it is replanted ancient woodland (located next the M25).

In some cases, the woodland has been used to the benefit of leisure and sport activities. Examples of this include the Grove Golf Course and the Centurion Golf Club, both of which are located just outside the site boundary.

Wildlife sites are scattered throughout the Neighbourhood Plan area with the largest of these being in the south west. These areas would require special attention if any development were proposed in close proximity.

Finally, Leavesden Country Park is located adjacent to College Road, Leavesden. Country parks give people access to substantial areas of open space, with a mix of spaces and experience for both exercise and play, which is important for physical and mental health.

The Grand Union Canal flows alongside the western boundary of the north of the site and cuts through the Parish at Hunton Bridge.



F.16

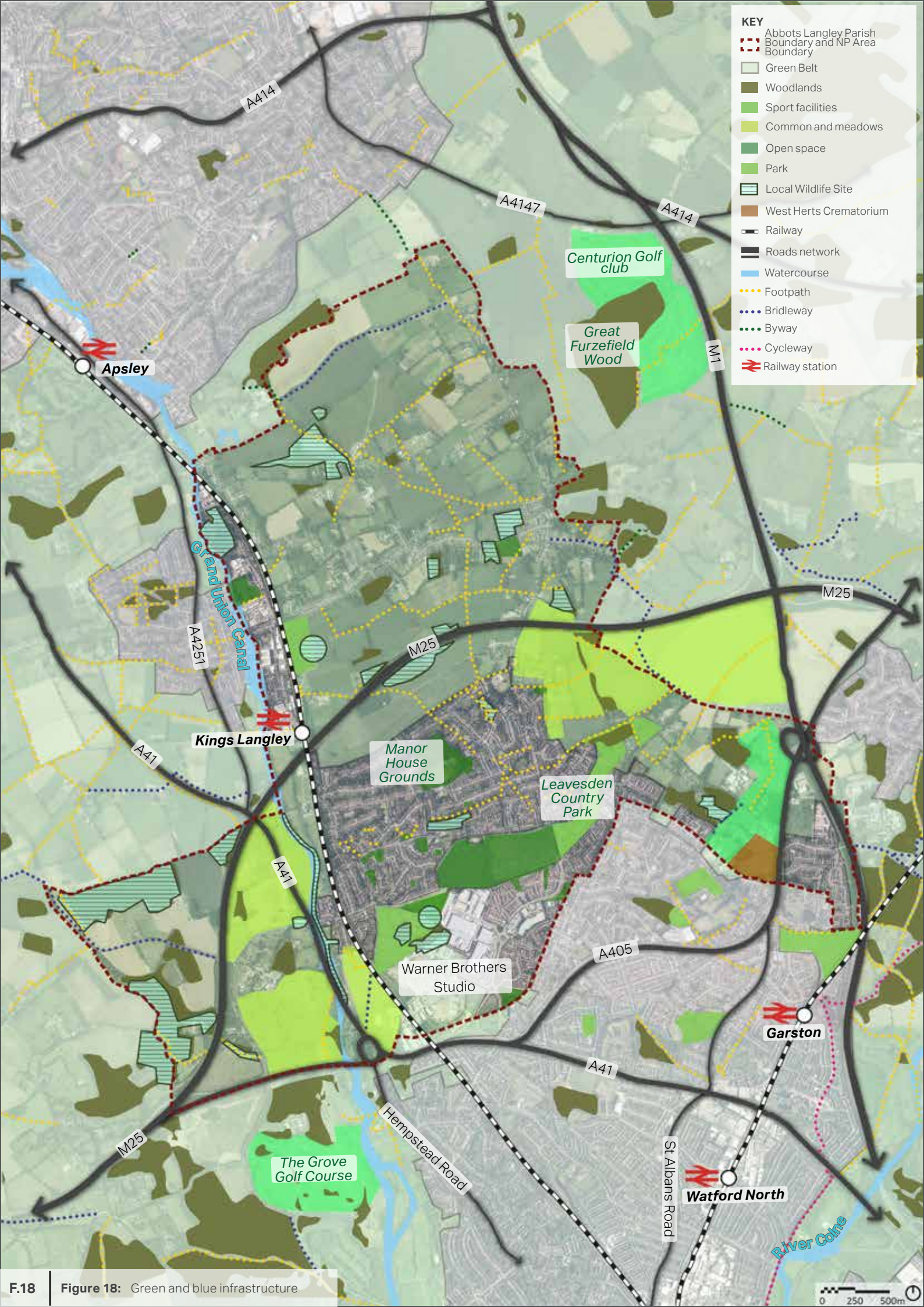


F.17

Figure 16:
Abbots Langley Cricket Club adjacent to Manor House Grounds

Figure 17:
The footpath along Grand Union Canal and the surrounding housing

¹ [Green Belt Review by Three Rivers District Council & Watford Borough Council](#)



F.18 | Figure 18: Green and blue infrastructure

4 HO. Housing

3.1.4 Housing (HO)

In the 18th and 19th centuries many fine houses and estates were being built in the local area. The land around Abbots Langley Village was then considered to be a very attractive rural location which was still quite close to London's 'high society'.

Since the start of the 20th century, settlements within the parish have expanded considerably. Hunton Bridge and western parts of Abbots Langley Village comprise early 1900s housing. A post-WWII council housing estate was built in Hillside, located to the south of Abbots Langley Village.

In the late 1960s and early 1970s, Abbots Langley Parish underwent urban expansion, with development from this period now making up a large proportion of the area (see Figure 22, below).

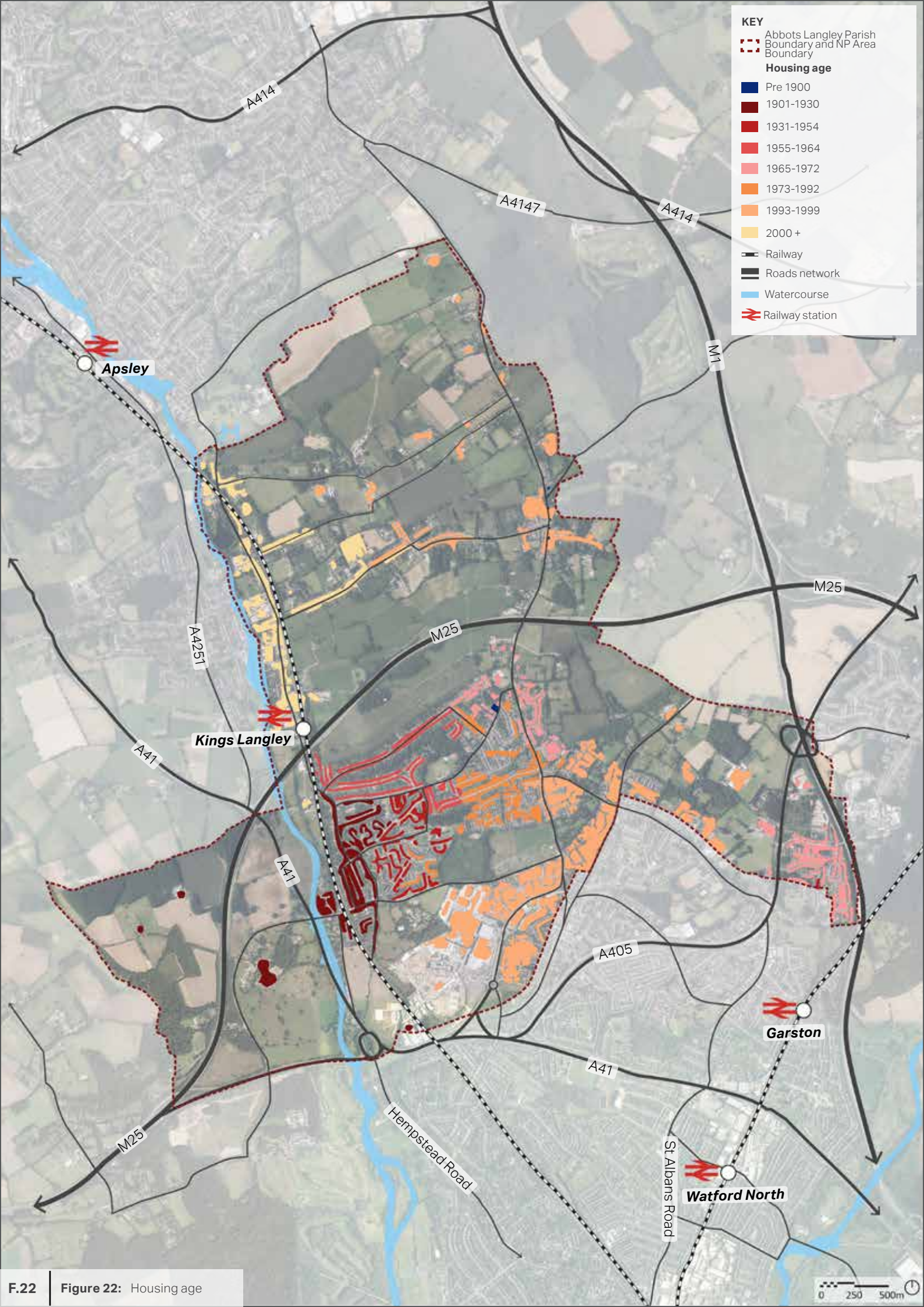
Dwellings in the Neighbourhood Plan area are typically detached or semi-detached, often with generous front and back gardens, although there are examples of terraced housing from different periods scattered across the various settlements.



Figure 19:
Terraced cottages on Bridge Road in Hunton Bridge on Hunton Bridge Conservation Area

Figure 20:
Timbered semi-detached houses on Toms Lane with bay windows

Figure 21:
Bungalows on De Havilland Way



F.22 | Figure 22: Housing age

5 KV. Key views

3.1.5 Key views

The various settlements villages are built on the rolling landscape that is typical of the parish. The highest point in the parish is in the north of the Neighbourhood Plan area at 140m and the lowest is near Hunton Bridge at 75m. These changes in elevation create the opportunity for specific views to be optimised.

There are various locally significant views within the parish. Some of these important views are displayed on Figure 31. View points at the end of Longspring Wood (just off Toms Lane) provide stunning panoramic views of the Green Belt. Another view of local significance is looking north from Hyde Farm.

In addition, the view from South Way to Langley Lane Play Area is another important long distance view within the Parish.

Figure 23:
View 1 to the north from Hyde Farm (Photo c/o G Ball)

Figure 24:
View 2 View to Potters Crouch Hamlet (Photo c/o G Ball)

Figure 25:
View 3 Church of the Ascension and White Hart (Photo c/o G Ball)

Figure 26:
View 4 from Long Spring Wood to Green Belt (Photo c/o G Ball)



The views which typify the character of the Parish are not just of landscape features, but also include some distinctive buildings. The Church of St Lawrence in Abbots Langley Village and the white tin Church of the Ascension in Bedmond are two completely unique buildings and, therefore, valued as landmarks by the local community. The lists of key views in Abbots Langley Parish is as follows:

- View 1: View to the north from Hyde Farm;
- View 2: View to Potters Crouch Hamlet;
- View 3: View to The Church of the Ascension and White Hart;
- View 4: View from Longspring Wood to Local Wildlife Site and the Green Belt;
- View 5: View to Grand Union Canal;
- View 6: View to St Lawrence Church;
- View 7: View to Leavesden Country Park;

Figure 27:

View 5 Grand Union Canal from Home Park Mill Link Road to M25 viaduct (Photo by Abbots Langley Parish Council)

Figure 28:

View 6 St Lawrence Church Abbots Langley (Photo by Abbots Langley Parish Council)

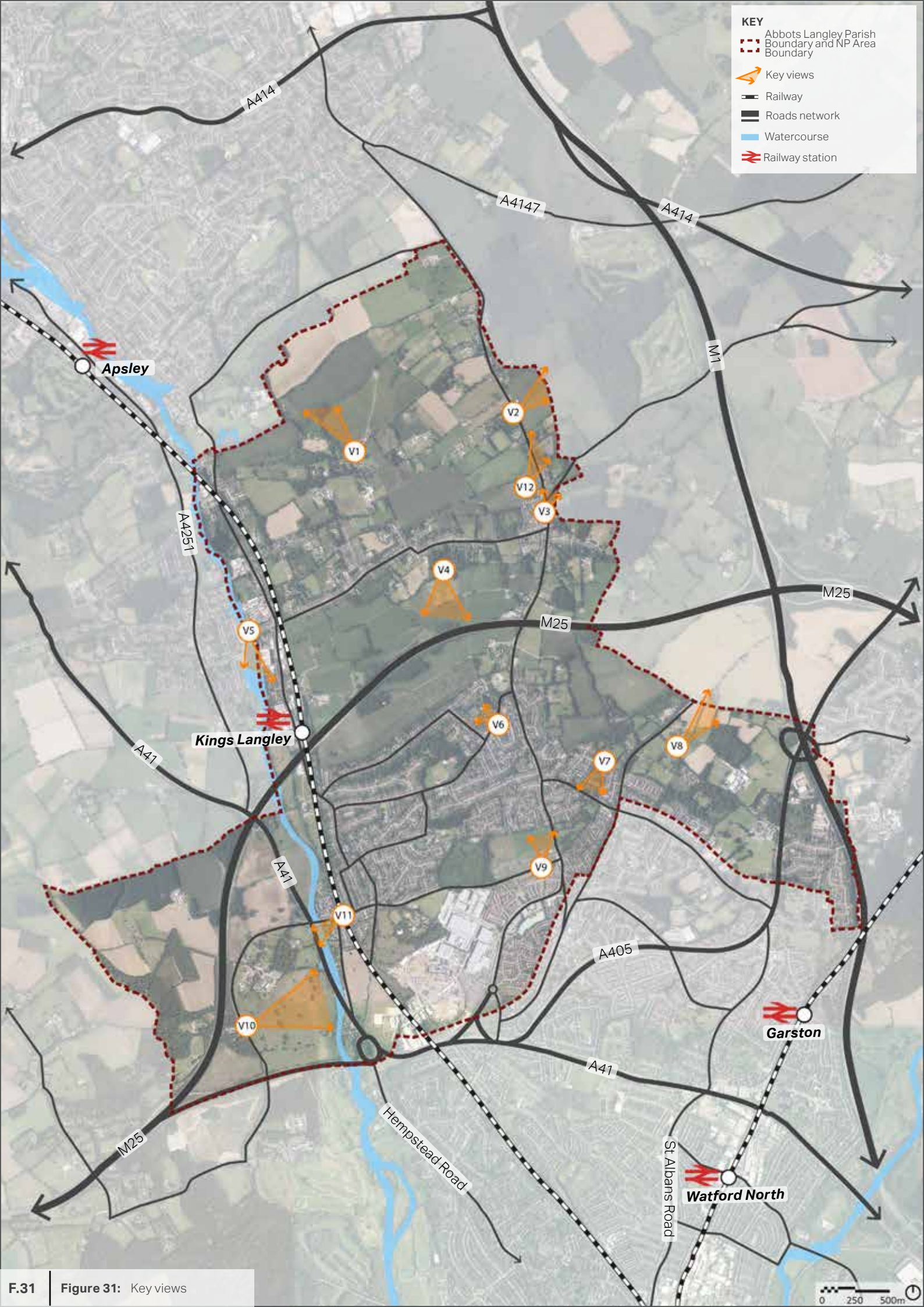
Figure 29:

View 7 Leavesden Country Park (Photo by Abbots Langley Parish Council)

Figure 30:

View 8 View to Cheques Lane (Photo by Abbots Langley Parish Council)





F.31 | Figure 31: Key views

- View 8: View to Chequers Lane;
- View 9: View to Langley Lane Play Area and farmlands;
- View 10: View from Langleybury Lane to the Open Field;
- View 11: Gypsy Lane Railway Bridge; and
- View 12: Footpath 18- View of the Horsefield Meadow (Site CFS56), Bedmond.



Figure 32:
View 9 Nr South Way, Langley Lane Play Area to Horses Field beyond (Photo by Abbots Langley Parish Council)

Figure 33:
View 10 From Langleybury Lane to open fields (Photo by Abbots Langley Parish Council)

Figure 34:
View 11 From Gypsy Lane Railway Bridge westward towards Old Mill Lane and beyond (Photo by Abbots Langley Parish Council)

Figure 35:
View 12 Horsesfield Meadow, Bedmond (Photo by Abbots Langley Parish Council)

6 HE. Heritage

3.1.6 Heritage (HE)

The historical significance of Abbots Langley Parish derives from it being the birthplace of the only Englishman ever to become Pope. Nicholas Breakspear was born at Breakspear Farm, near Bedmond, in the Parish of Abbots Langley, in approximately 1100. He became Pope Adrian IV (1154-1159).

There are two conservation areas within the Parish. Abbots Langley Conservation Area is located at the heart of Abbots Langley Village with numerous listed buildings. It was designated by Three Rivers District Council in October 1969 and was one of the earliest Conservation Area designations in Hertfordshire¹. Three different character areas identified in Abbots Langley Draft Conservation Area Appraisal. The areas have different, yet harmonious characters. These are Tibbs Hill to The Abbots House, The Commercial Centre and Kitters Green.

In addition, Hunton Bridge Conservation Area, designated in 1984 and subsequently extended in 1990², is situated to the south west of the Parish.

There are also some scattered sites of Archaeological Interest around the Parish. Some of the listed buildings within the Parish are listed on the following page.

¹ [Abbots Langley Conservation Area Appraisal, 2014.](#)
² [Hunton Bridge Conservation Area Appraisal, 2008.](#)



Figure 36:
Church of St Lawrence in Abbots Langley Village

Figure 37:
Two-storey pink Grade II listed buildings on High Street

Figure 38:
Pound Cottage in Kitters Green built in late 17th Century

Church of St Lawrence with the List Entry Number (LEN) of 1296433 is a Grade I listed building dating back to the 12th Century. The Church is built by knapped flint with clunch dressings, some brick, tile hanging and rendering.

Pound Cottage (LEN: 1100888) is a Grade II listed building located in Kitters Green. It was built in the late 17th Century with timber and whitewashed brick infill and weatherboarding.

Yew Cottage (LEN: 1348204) is a Grade II listed building situated to the south of Kitters Green. The cottage dates back to the late 17th Century and constructed with timber, whitewashed brick nogging and roughcast. Tiled roof, casement with leaded lights are other features.

The Vicarage (LEN: 1100919) is a Grade II listed building. This is a large Georgian cottage built in 18th Century with whitewashed brick and tiled hipped roof.

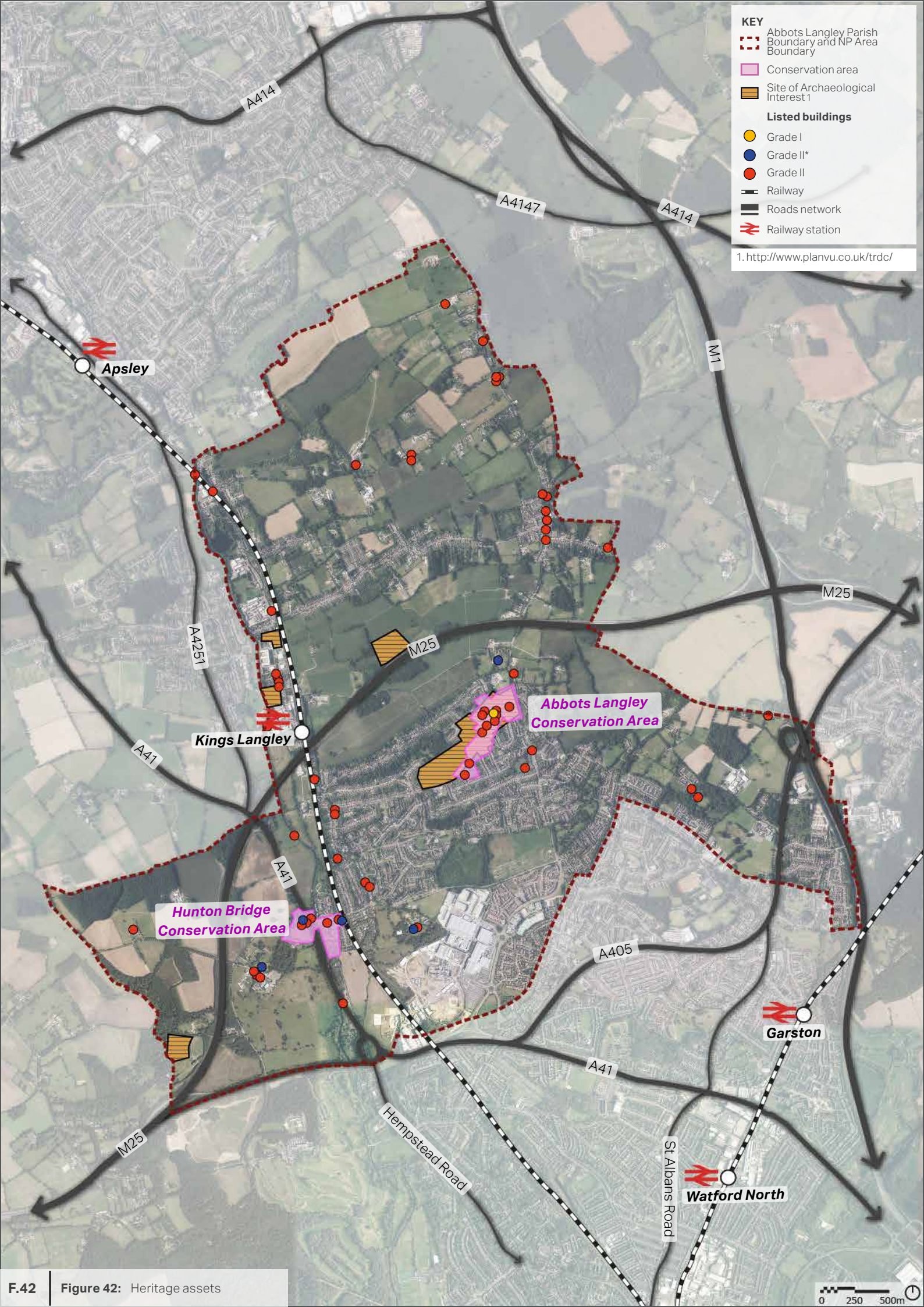
Breakspear Place (formerly Breakspear College) (LEN: 1296407) is a Grade II listed building which was previously a large house, then a College and now residential apartments. It is built with rendered and roughcast brick, slate roof and sash windows.



Figure 39:
The Church of the Ascension, a Grade II listed building in Bedmond. Built in 1880, pre-fabricated in corrugated iron, walls painted cream on a rendered brick plinth

Figure 40:
The King's Lodge, a Grade II* listed building in Langleybury and Hunton Bridge Character Area

Figure 41:
Breakspear Place, a three storey building converted to residential apartments with sash windows in Abbots Langley Village



KEY

- Abbots Langley Parish Boundary and NP Area Boundary
- Conservation area
- Site of Archaeological Interest 1
- Listed buildings**
 - Grade I
 - Grade II*
 - Grade II
- Railway
- Roads network
- Railway station

1. <http://www.planvu.co.uk/trdc/>

7 FR. Flood risk

3.1.7 Flood risk

With the majority of the developed areas being located on elevated areas, away from the main water courses, there is currently minimal flood risk within any of the settlements. However, in the west of the Neighbourhood Plan area, along the Gade Valley, there are areas of Flood Risk Zone 2 and 3 (see Figure 46, below).

The primary reason for these areas of flood risk is the Grand Union Canal, which can burst its banks in the event of a particularly heavy downpour. Furthermore, the orientation and extent of the surrounding hills make this area vulnerable to surface water flooding.



Figure 43:
A view to Grand Union Canal in Hunton Bridge

Figure 44:
View to Grand Union Canal from Gade Valley Character Area

Figure 45:
A property on Water Lane prone to flooding



KEY

Abbots Langley Parish
Boundary and NP Area
Boundary

Flood risk

Zone 2

Zone 3

Watercourse

Railway

Roads network

Railway station

F.46 | Figure 46: Flood risk and watercourses map

8

CA. Character areas

3.1.8 Character areas (CA)

Following on from the analysis set out above, this part of the report focuses on the different character areas within Abbots Langley Parish. These different areas are characterised by (among other things) variations in land use, pattern of development, building line/ plot arrangement, boundary treatment, heights and rooflines and the treatment of the public realm.

While some of the character areas are clearly defined and have very fixed boundaries, there is often overlap and an element of mixing; future development needs to take this into account in any design proposal.

There are 5 character areas identified within Abbots Langley Parish which are shown in the table opposite and Figure 47, below.

The character areas recognise the fourteen existing communities in the Parish, and group them as follows:

- 1

Pimlico and Bedmond Character Area

Bedmond
Pimlico
East part of Toms Lane
- 2

Gade Valley Character Area

West part of Toms Lane
Roman Gardens
Primorse Hill
- 3

Abbots Langley Village Character Area

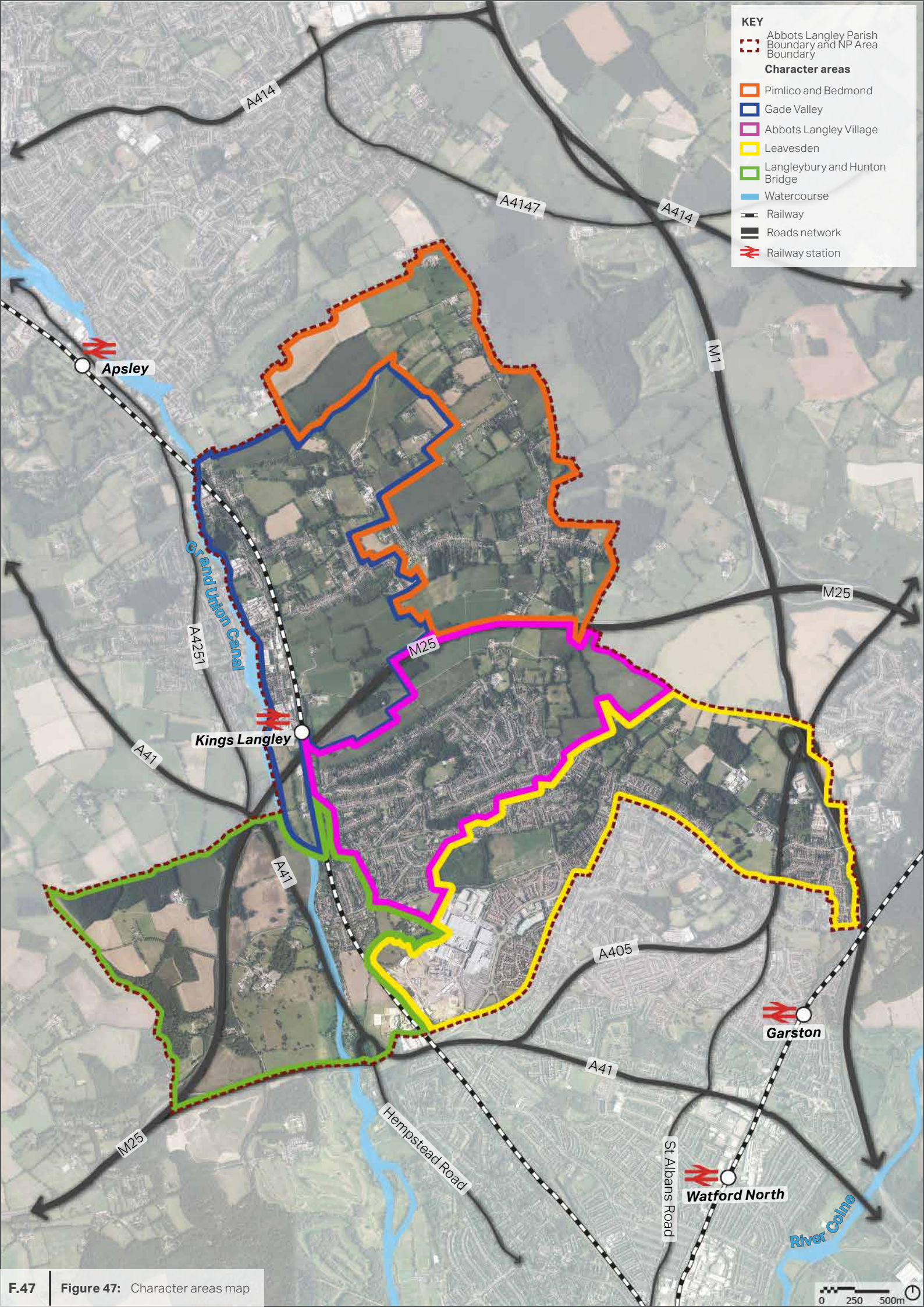
Abbots Langley Village
Hillside
- 4

Leavesden Character Area

Leavesden
Abbotswood Park
Furtherfield
Boundary Way
Coates Way
- 5

Langleybury and Hunton Bridge Character Area

Hunton Bridge
Langleybury



F.47 | Figure 47: Character areas map

1

Pimlico and
Bedmond Character
Area



Land Use	The village is predominantly residential with a shop, car dealership and a pub all on the High Street. In addition, there is the Church of the Ascension and a small primary and nursery school.
Pattern Of Development	The linear development runs along the 3 key roads which are Bell Lane, Toms Lane and the High Street. Several small cul-de-sacs lead off these roads. There is only one recognisable separate estate, which is down Chapel Way.
Building Line/Plot Arrangement	Buildings are either detached or semi-detached properties. The plots are given generous front gardens and in a lot of cases the building has a large setback from the road. This allows for space for private parking limiting the number of cars parked on the road.
Boundary Treatment	Boundary treatment in this character area is very consistent. Low walls, fences and hedges create a barrier between private and public spaces without creating completely inactive edges.
Heights & Roofline	While there are lots of different styles of buildings depending on the century they are built in, heights rarely surpass 2 storeys. A characteristic that is important to note is the red brick used on 18th century buildings with clay tiles as roofing material. The majority of the buildings are built with pitched and hipped roofs.
Public Realm	In Bedmond and Pimlico some of the pavements are quite narrow which limits walkability. Being a more rural part of the Neighbourhood Plan area, the surrounding countryside is very accessible. There is also a sports field in Bedmond and a play area; along with a purpose-built village hall on Bedmond High Street.

Figure 48:

The Church of Ascension in Bedmond built in tin, painted cream, on a rendered brick plinth

Figure 49:

A large detached house on Sergehill Lane with gabled roof and porch

Figure 50:

The Bell, a pub and restaurant on High Street

Figure 51:

Three-storey properties on Chapel Way

Figure 52:

The White Hart Public House, a Grade II listed building built in 17th Century



2

Gade Valley
Character Area



Land Use	Along Toms Lane development is almost completely residential with some community assets in a linear development form. However, on the western boundary of the character area is Kings Langley Village and with this comes industrial and retail uses as well as the railway station. The majority of the land in this area is made up of arable and pastoral fields. There is a Mobile Home Park to the north of Toms Lane.
Pattern Of Development	Housing has developed almost all the way along Toms Lane between Bedmond and Kings Langley. There is very little in the way of backland development away from the frontage onto Toms Lane, with Hilltop Road and Seabrook Road being the exceptions. Roman Gardens located off Station Road is a small modern housing estate built on the east side of the Grand Union Canal.
Building Line/Plot Arrangement	The buildings in this area are predominantly detached and semi-detached. Plots in this area are characterised by large front gardens with trees overhanging onto the street. Plots face onto Toms Lane and back onto the fields behind.
Boundary Treatment	High hedges and low walls are the usual form of boundary between public and private spaces along Toms Lane, providing a smooth transition between private and public spaces, while also adding interest to this character area.
Heights & Roofline	The houses along Toms Lane are a mix of 1 and 2 storeys in height and the differing rooflines are representative of the mix of styles built throughout the 20th century. In Kings Langley, there is also a mix of rooflines, however, it is a much larger and more diverse settlement with apartment buildings up to 4 storeys.
Public Realm	Toms Lane can often have a lot of vehicular traffic, especially when there is congestion on the adjoining road network. Together with the narrowness (and occasional absence) of pavements, this makes for a more challenging environment for pedestrians and cyclists. There are community greens, significant trees, a sports field and a wildlife reserve which provide residents with access to open space. Flood mitigation needs to be considered around Water Lane where there is a combination of flood risk from watercourses and surface water run-off..

Figure 53:
Two- storey buildings built with timber and roughcast with bow window on Toms Lane

Figure 54:
The view to Grand union Canal from Pimlico and Bedmond Character Area

Figure 55:
Semi- detached houses with pebbledash and timber frame with deep front garden

Figure 56:
The two- storey building constructed with mix of roughcast and red brick used for walls

Figure 57:
The row of properties on Toms lane with sloping deep front gardens



3

Abbots Langley Village Character Area



Land Use	While the village is largely residential, there are retail and service areas, e.g., on the High Street, that continue to thrive and this is something that the community are looking to protect. Abbots Langley Village also has several educational facilities and an abundance of community halls/facilities.
Pattern Of Development	The village extends from the Conservation Area along the High Street and Gallows Hill Lane, which is the location of the retail and service uses as well as important buildings such as the Manor House. The first modern development, and by far the largest, was the post war 1950s housing development. There is a cul-de-sac typology that is prominent throughout the village. Three areas are identified in Abbots Langley Conservation Area Appraisal, and these are Tibbs Hill to The Abbots House, The Commercial Centre and Kitters Green. Pictures associated with each area are presented on the following pages.
Building Line/Plot Arrangement	As noted above, many of the residential buildings in Abbots Langley Village were built in the 1950s and are mostly semi-detached. However, with it being such a large village there are also plenty of detached and terraced buildings, as well. Plots are arranged back-to-back in order to maximise natural surveillance with typically large setbacks to provide space for parking.
Boundary Treatment	Given that Abbots Langley is such a large village, with development from different periods, there is a good mix of boundary treatments. There are examples of low walls, high hedges, open driveways and, in some cases, no boundary at all between the building and the public realm.
Heights & Roofline	Abbots Langley Village has a mix of building heights ranging from bungalows to 4 storey apartment buildings. Throughout most of the village, however, houses are 2 storey in height. Rooflines vary depending on the age of the building, although most of them tend to be pitched and hipped roofs.
Public Realm	The High Street has extensive, separated pedestrian spaces for people to congregate. Street furniture such as benches also helps encourage this. As for green spaces, the largest and most noticeable public green space is the sports field behind the old Manor House. Pocket parks are also scattered throughout the settlement ensuring good access to green spaces for all.

Tibbs Hill to The Abbots House

Figure 58:
St Lawrence Church on High Street

Figure 59:
A public space at the junction of Langley Road and High Street and next to a row of two- storey terraced houses

Figure 60:
Barber shop and some listed buildings on High Street

Figure 61:
A bungalow adjacent to Hanover Gardens and in front of Breakspear Place

Figure 62:
The development on Stanfield



The Commercial Centre

Figure 63:
The shops on east side of High Street give a vibrant atmosphere

Figure 64:
20th-Century infill to the western side of High Street with a row of shops at the grounds floor and flats on top

Figure 65:
Attractive row of Victorian shops on west side of High Street between Henderson Memorial Hall and St Lawrence Close

Figure 66:
A row of Victorian terraced houses built in 1880, which are locally listed. The buildings built with gaunt brick with red brick detailing and bay windows

Figure 67:
The public realm located to the south of the Commercial Centre



Kitters Green

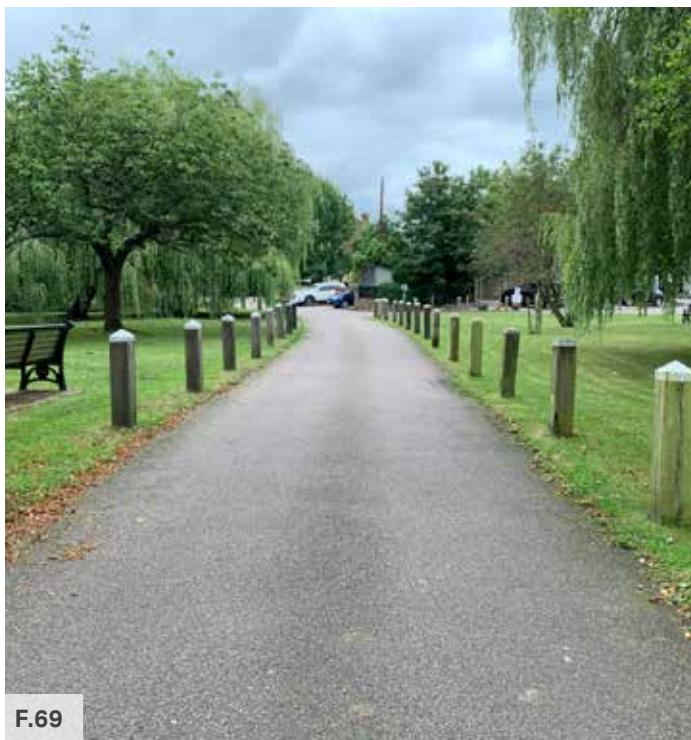
Figure 68:
Pound Cottage and the adjacent green space

Figure 69:
The green space at the heart of Kitters green with various public footpaths run through the area

Figure 70:
The Royal Oak, a public house built in 18th Century in Kitters Green

Figure 71:
Number 97 Kitters Green a locally listed building built with mix of flint and red brick

Figure 72:
The footpath leading to Royal Oak Pub



Other parts of Abbots Langley Village Character Area

Figure 73:

The Compasses, a pub located on Tibbs Hill Road

Figure 74:

Manors House Grounds Play Area

Figure 75:

A two- storey property with built with the mix of red and yellow brick on Tibbs Hill Road

Figure 76:

Two-storey terraced houses on High Road

Figure 77:

Semi- detached houses on Pope's Road



4

Leavesden
Character Area



Land Use	Leavesden is mostly residential. However, there are also educational facilities as well as shops and other services. Warners Bros Studio Tour London is located to the west of this character area. There are also public spaces such as Leavesden Country Park.
Pattern Of Development	A number of residential estates have been delivered to either side of the primary road network. Examples of this include the Lemonfield estate (built in the 1950s) and the Tudor Manor estate (built in the late 1980s). More recently there was development of the former Leavesden Hospital site in the mid-1990s and the Aerodrome Way Estate in the early 21st century.
Building Line/Plot Arrangement	Buildings tend to be detached and semi-detached in the estates of Leavesden. These plots are given back gardens and space at the front that can typically fit 2 cars on it. This is due to the generous width of each plot. The majority of plots are arranged back-to-back to maximise natural surveillance.
Boundary Treatment	Low walls and hedges are often used to create more formal boundaries between private and public space. At other times, simple changes in paving are used to mark out the edge of a driveway, the aim being to maximise space for cars.
Heights & Roofline	Houses in Leavesden respect a 2-storey height limit, although apartment buildings and commercial retail (with residential above) are sometimes higher, at 3 storeys. The typical roofline is pitched.
Public Realm	While there are small pocket parks within some of the estates, Leavesden is the location of one of the key public assets of the Neighbourhood Plan area. Leavesden Country Park offers outdoor space for exercise, but also is a green corridor that connects Leavesden with Abbots Langley Village. The Park has been awarded many Green Flags for excellence. The Sports Ground which is owned by Parmiters School is adjacent to the M1, and its facilities are available for hire by the public out of school hours. The Abbotswood development adjacent to Leavesden Film Studios is another important public space, with local retail provision (supermarket, pharmacy and cafe with outdoor space), in addition to the amenity space and play areas.

Figure 78:
Leavesden Country park Play Area adjacent to Woodlands Cafe

Figure 79:
Warner Bros. Studio Tour London, a walk through exhibition showing authentic costumes and sets utilised in the production of the Harry Potters films

Figure 80:
The Swan Pub on College Road

Figure 81:
Terraced houses on High Road with casement windows

Figure 82:
A view to the Abbotswood Estate (Photo by Abbots Langley Parish Council)



5

Langleybury and
Hunton Bridge
Character Area



Land Use	This part of the Neighbourhood Plan area is very green with the small village of Hunton Bridge being the only real settlement. By far the most predominant use is residential with a couple of pubs and a hotel. There is also a primary school just to the west of the village.
Pattern Of Development	Hunton Bridge has been a settlement since the 19th century and has only recently, in the last 40 years, expanded to the south, first, and then to the north with the development of two main estates. Hunton Bridge Conservation Area (see Figure 42, below) covers Bridge Road and some part of Langleybury Lane with a number of listed buildings and locally important buildings.
Building Line/Plot Arrangement	Despite the small settlement size there is a good mix of detached, semi-detached and terraced housing. The buildings tend to have a small setback from the road offering a buffer between the front door and public realm. Plots are tightly packed on Bridge Road although, in the estate to the south, they are given a more generous plot width.
Boundary Treatment	Low walls and hedges create a soft barrier between buildings and the public realm. This helps the area retain active edges at the same time as providing property owners with the reassurance that passers-by are not looking directly into the property.
Heights & Roofline	Throughout most of the settlement, buildings are 2 storeys in height, with a mix of different roofline types. The mid 2000s development to the north of the site is an outlier with some 3 storey buildings.
Public Realm	In Hunton Bridge, Langleybury Cricket Ground and an open space on the west side of A41 are the main open spaces. This area is used for dog walking and owned by the Parish Council. In addition, a green walk is provided along the Grand Union Canal. There are narrow pavements on Bridge Road.

Figure 83:
Bridge Road sloping from west to the east providing an interesting view

Figure 84:
K6 Telephone Kiosk, Grade II listed, located near junction of Bridge Road and Old Mill Road

Figure 85:
Brookside Cottages on Old Mill Road

Figure 86:
Elaborate Dutch Gabled property on Bridge Road with the red brick details on top of windows

Figure 87:
A view to Grand Union Canal from Hunton Bridge





04

Design guidelines and codes

4. Design guidelines & codes

The aim of this chapter is to ensure that future development within the parish is well designed and built to last. It provides direction as to how the distinctive features within the parish can be retained and enhanced by new development that creates high quality places, thriving communities and prosperous places to live. The following pages set out the design principles for Abbots Langley Parish.

It is important that the new design embodies the 'sense of place' and also meets the aspirations of people already living in that area, maintaining a harmony between new development and that which already exists.

The set of design principles shown below are specific to Abbots Langley Parish and are based on the analysis of the character areas and discussions with members of the Neighbourhood Plan Steering Group.

4.1 Introduction

New development, at any scale, should not be viewed in isolation, but considerations of design and layout must be informed by the wider context and respond to the qualities of each character area.

The general design principles address the structure of the place, including the pattern of streets and spaces, building traditions, materials and the natural environment, which should all respond to the character and identity of each character area. It should also be recognised that new technologies are capable of delivering built development in a more efficient and sustainable form and this needs to be factored into considerations of character and context.

1 SL. Settlement layout

2 SM. Safe movement

3 BU. Buildings

4 RK. Regeneration of key centres

5 LC. Respecting the local character

6 SU. Sustainability

How do the design principles relate to each character area?

This table links the design principles to the different character areas in the Parish, which are introduced in the next section. The aim of the design codes is to specify the design actions that explain how to achieve the design principles.

Key:

- + This design principle does relate to this character area
- This design principle does not relate to this character area

Applicable design principles		Character area				
SL	Settlement layout	1	2	3	4	5
SL01	Pattern of developments	+	+	+	+	+
SL02	Layout and grain	+	+	+	+	+
SM	Safe movement					
SM01	Interconnected street network	+	+	+	+	-
SM02	Pedestrian and cycle paths connectivity	+	+	+	+	+
SM03	Parking typologies	-	+	+	+	-
SM04	Cycle parking	+	+	+	-	-
SM05	Legibility and signage	+	+	+	-	-
BU	Buildings					
Bu01	Houses for a lifetime	+	+	+	-	+
Bu02	Scale form and massing	+	+	+	+	+
Bu03	Building proportion	+	+	+	+	-
Bu04	Aspect and orientation	+	+	+	-	+
Bu05	Enclosure	+	+	+	+	-
Bu06	Boundary treatment	-	-	+	+	-
Bu07	Building line and setback	+	+	+	+	-
Bu08	Roofline	+	+	+	+	+
Bu09	Corner buildings	+	+	+	+	-
Bu10	Active frontage	+	-	-	+	+
Bu11	Well defined public and private space	+	+	+	+	-
Bu12	Extension and alteration	-	+	+	+	-

Applicable design principles		Character area				
RK	Regeneration of key centres	1	2	3	4	5
RK01	Mix of use	-	-	+	-	+
RK02	Public realm	-	-	+	+	-
RK03	Shop fronts	-	-	+	-	-
RK04	Infill	+	+	+	+	-
RK05	Signage and wayfinding	-	-	+	+	-
LC	Respecting the local character					
LC01	Landscape and green space	+	+	+	+	+
LC02	Landmarks and views	+	-	+	-	-
LC03	Architectural details	+	-	+	-	+
LC04	Materials and colour palette	+	+	+	+	+
LC05	Street lighting/ dark skies	+	+	+	+	+
SU	Sustainability					
SU01	Energy efficient housing and production	+	+	+	+	+
SU02	Biodiversity	+	+	+	+	+
SU03	Sustainable drainage	+	+	+	-	-
SU04	Permeable pavements	+	+	+	+	+
SU05	Storage and slow release	-	+	+	+	+
SU06	Bioretention systems	-	-	+	+	+

Character areas

1. Pimlico and Bedmond
2. Gade Valley
3. Abbots Langley Village
4. Leavesden
5. Langlebury and Hunton Bridge

1 SL. Settlement layout

4.2 Settlement layout (SL)

Future developments should be sympathetic to the local character and history and establish or maintain a strong sense of place.

The relationship between different components of the settlement should be carefully considered. With respect to the most important components of a settlement, the pattern of development and layout and grain are key to the creation of ‘sense of place’. These matters are considered in more detail on the following pages.



SL 01. Pattern of developments



SL 02. Layout and grain



F.88



F.89



F.90

Figure 88:
The pattern of development along High Street in Abbots Langley Village Character Area

Figure 89:
The pattern of development along Aerodrome Way in Leavesden Character Area

Figure 90:
The pattern of development along Bridge Road in Hunton Bridge Character Area

SL. Settlement layout

SL 01. Pattern of development

There are various development patterns within the parish. Some of them are linear (arranged along either side of a road, usually, only one plot deep) such as the development along Bedmond Road and Toms Lane. However, Abbots Langley Village and Leavesden Character areas have a more nucleated form (i.e., where developed has occurred around a central point, such as a road intersection, or an important building such as a church).

By contrast, in other parts of the parish, such as Pimlico, Langleybury and Hunton Bridge Character Areas, developed is more dispersed, with small clusters of development spread across a wider area.

The following principles should be taken into account in any future developments:

- Any future developments should reflect the local context ensuring that it makes a positive contribution to the existing built form;
- To ensure a good fit between new and old it is important that any new development seeks to conserve and enhance the character of the existing settlement in terms of urban form as well as character; and
- Developments affecting the transitional edges between a settlement and countryside should be softened by landscaping to complement the character of the adjacent or surrounding countryside.

SL. Settlement layout

SL 02. Layout¹ & grain²

Understanding and appreciating the local historic environment and the different character areas can help to ensure that potential new development is properly integrated with the existing settlement and does not result in the loss of local distinctiveness.

- Development should respect the historic, locally distinctive grain and mix of form, layout and size;
- Siting and layout of new developments must be sympathetic to the specific character areas and must respect the historic heritage of the surrounding area; and
- Developments which do not reflect the existing grain of a character area should be avoided unless on a site where a different design approach is deemed appropriate. Importantly, proposals need to consider existing density and the relationship between buildings and plot sizes.



Figure 91:
Fine grain in Abbots Langley Village Character Area

Figure 92:
Medium grain on Toms Lane in Gade Valley Character Area

Figure 93:
Coarse grain in Leavesden Character Area

1. Layout refers to the pattern of the physical arrangement of all resources. These resources could be roads, parcel size and orientation, buildings or green spaces etc.

2. Grain is essentially a description of the pattern of individual development plots in an urban or village block. When this pattern is dominated by small plots it is described as fine grain, when the plots are larger, it can be described as having an open or coarse grain.

2 SM. Safe movement

4.3 Safe movement (SM)

Safe movement focuses on the creation of safe, attractive and convenient connections around Abbots Langley Parish, within and between settlements, and to the wider area via sustainable modes of transport, wherever possible.

Walking and cycling should be encouraged to support growth, limit the negative impacts of traffic congestion on the roads and create direct and memorable routes. In particular, the safety of active transport should be improved around Chequers Lane between the three main settlements in Parish.

In addition, public transport should be used to support active travel¹ and provide improved links between places. There is an opportunity to use Leavesden Country Park as an active transport hub between Abbots Langley Village and Leavesden, providing safe and efficient access to both villages.



SM 01.
Interconnected
street network



SM 02.
Pedestrian and
cycle paths
connectivity



SM 03. Parking
typologies



SM 04. Cycle
parking



SM 05.
Legibility and
signage

1. Active travel refers to all modes of transport that are dependant on physical activity such as walking or cycling.

SM. Safe movement

SM 01. Interconnected Streets

Streets should be connected with each other and different travel options and routes should be considered. Good practice favours a well connected street layout that makes it easier to travel by foot, cycle, and public transport. A more connected pattern creates a 'walkable neighbourhood', a place where routes link meaningful places together.

The street network in Abbots Langley Village is reflective of its historic development, with the High Street as the principal route which connects Abbots Langley Village to the surrounding settlements. Branching out from the High Street, routes are mostly residential roads with culs-de-sac in some residential neighbourhoods. The culs-de-sac are mostly found in Pimlico and Bedmond, Gade Valley, Hunton Bridge and the southern part of Abbots Langley Village Character Areas.

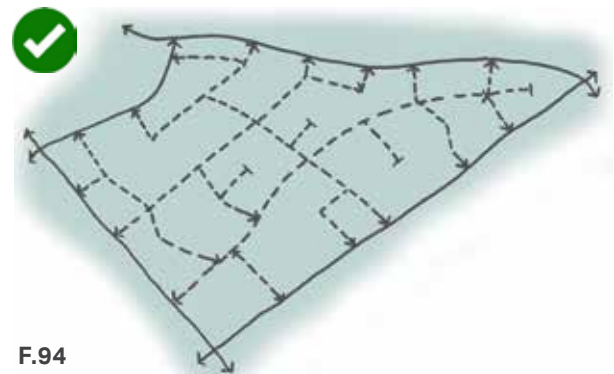
The street network contributes to the villages informal character and must be preserved in the design of future roads and retrofit of existing ones.

The following principles must, therefore, be taken into account:

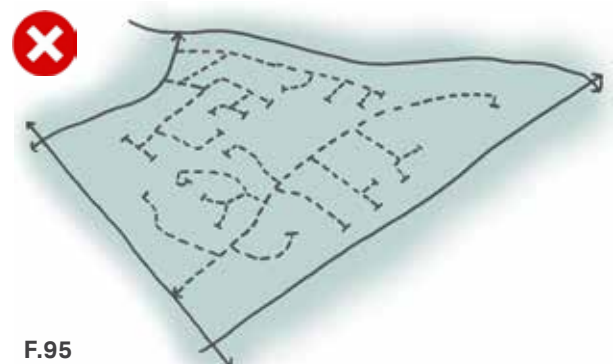
- New roads, if required, must meet the technical highways requirements as well as be considered a 'space' to be used by all, not just motor vehicles. It

is essential for new developments to have roads designed for the needs of pedestrians and cyclists. Existing roads must be retrofitted for the same purpose and to discourage speeding;

- Routes should be laid out in a permeable pattern, allowing for multiple connections and choice of routes, particularly on foot. Any cul-de-sac should be relatively short and provide onward pedestrian links;



F.94



F.95

Figure 94: A connected layout, with some culs-de-sac, balances sustainability and security aims in a walkable neighbourhood.

Figure 95: A layout dominated by culs-de-sac encourages reliance on the car for even local journeys.

SM. Safe movement

- Proposals should take into account existing relationship between buildings and the street or other surrounding open spaces and how the siting and position of any new buildings can fit around and enhance what is already there;
- There should be a clear hierarchy of streets to facilitate different levels of activity. Streets should incorporate opportunities for landscaping, green infrastructure and sustainable drainage; and
- The design of the street network should respond to the topography and natural desire lines¹.

Junctions 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;
- Junctions 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;

¹ Desire lines are routes that are developed over time by the choices people make in respect of how they move between places.



Figure 96:
High Street as the main road in Abbots Langley Village

Figure 97:
Toms Lane is meandering providing evolving views in Gade Valley Character Area

Figure 98:
Sergehill Lane as a rural road in Bedmond

- 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 to reduce pedestrian crossing distances. 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
- 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.



F.99



F.100

Figure 99:

Example of a raised crossing across a main road in Cambridge, with contrasting paving materials and space for low-level planting and street furniture.

Figure 100:

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).

SM 02. Pedestrian and cycle paths connectivity

Public footpaths offer access to the wider landscape from the settlements and the wide variety of lanes play a crucial role in connecting the character areas within the parish. They also provide opportunities for people to enjoy nature, benefiting both their physical and mental health. The following are the principles for interconnected streets, pedestrian/ cycle paths:

- New streets should be considered a space to be used by all, not only vehicles. Therefore, it is essential that street design prioritises the needs of pedestrians, cyclists and public transport users. Pedestrian and cycle routes need to be continuous and well connected, and can be from point to point or circular depending of the nature of the site and the relationship with the surrounding network;
- Propose short and walkable distances which are usually defined to be within a 10 minute walk or a 5 mile trip by bike. This information can be shown on signage at key points within the Parish. If the design proposal calls for a new street or cycle/pedestrian link, it must connect destinations and origins providing multiple access points where possible; and
- Create improvements to existing green networks to promote active travel opportunities, while also enhancing habitat and biodiversity.



Figure 101:
The footpath and cycle way next to Manor House Grounds

Figure 102:
Presence of cyclists on Bedmond High Street

Figure 103:
A footpath surrounded by mature trees and shrubs on Sergehill Lane in Bedmond

SM. Safe movement

SM 03. Parking typologies

Parking areas are a necessity of modern development. However, they do not need to be unsightly or dominate views towards the house. Parking provision should be undertaken as an exercise of placemaking.

- When placing parking at the front of a property, the area should be designed to minimise visual impact and to 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;
- When needed, residential car parking can be translated into a mix of on-plot side, front, garage, and courtyard parking, and complemented by on-street parking;
- For family homes, cars should be placed at the side (preferably) or front of the property. For small pockets of housing, a rear court is acceptable;
- The provision of tandem parking encourages on-street parking. Where on-plot parking space is limited, tandem parking is acceptable, but should be avoided in areas which offer general access, e.g. parking courts;
- Car parking design should be combined with landscaping to minimise the presence of vehicles; and
- Parking areas and driveways should be designed to improve impervious surfaces, for example, through the use of permeable paving¹.



F.104



F.105

Figure 104:
On-plot parking with garage

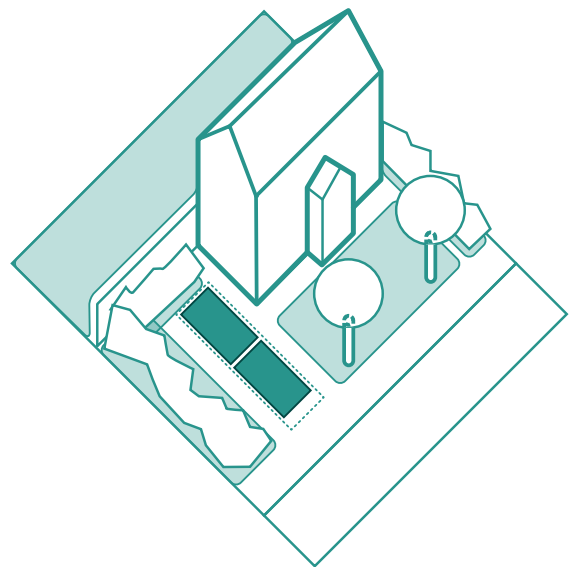
Figure 105:
On-street angle parking on High Street in Abbots Langley Village

1. Permeable pavement is a type of pavement that allows rainfall to percolate to an underlying reservoir base where rainfall is either infiltrated to underlying soils or removed by a subsurface drain.

SM. Safe movement

On-plot parking

- On-plot parking can be less visually intrusive when it is combined with high quality and well designed soft landscaping;
- 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; and
- Hard standing and driveways must be constructed from porous materials to minimise surface water run-off and help manage flood risk.



F.106



Figure 106:
The diagram showing on-plot parking

Figure 107:
On-plot parking on Bell Lane in Bedmond

SM. Safe movement

On-plot parking with 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;
- Often, garages can be used as a design element to create a link between buildings and ensuring continuity of the building façade. However, it should be understood that garages are not prominent elements and they must be designed accordingly;
- Garages should be designed with sufficient space to accommodate a modern car (See page 64);
- It should be noted that many garages are not used for storing vehicles, and so may not be the best use of space on a plot; and
- Considerations must be given to the integration of bicycle parking and/or waste storage into garages.



F.108



F.109

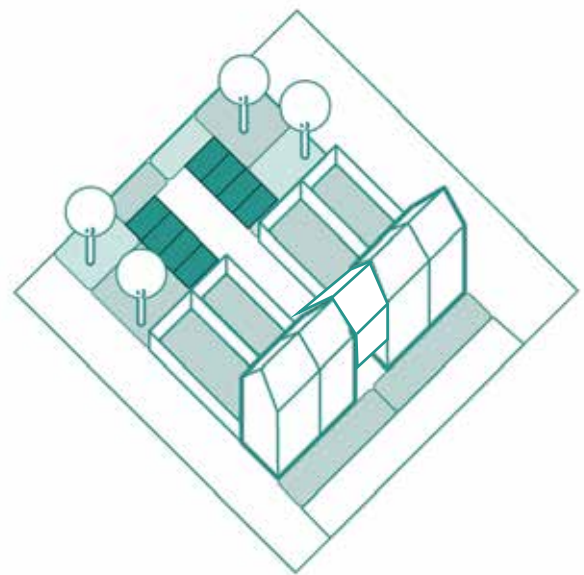
Figure 108:
Diagram showing on-plot parking with garage

Figure 109:
On-plot parking with garages on Little Orchard Close off Gallows Hill Lane

SM. Safe movement

Rear parking courtyard

- Rear parking courtyards must be overlooked by neighbouring properties;
- Access to the parking courtyards should be through archways where possible to ensure the continuity of the street frontage;
- Parking bays must be arranged into clusters with groups of 4 spaces as a maximum. Parking clusters should be interspersed with trees and soft landscaping to provide shade, visual interest and to reduce both heat island effects; and
- Public and private spaces should be very clearly defined to avoid confusion and necessary design mitigations should be applied for maximum safety such as gates or barriers.



F.110



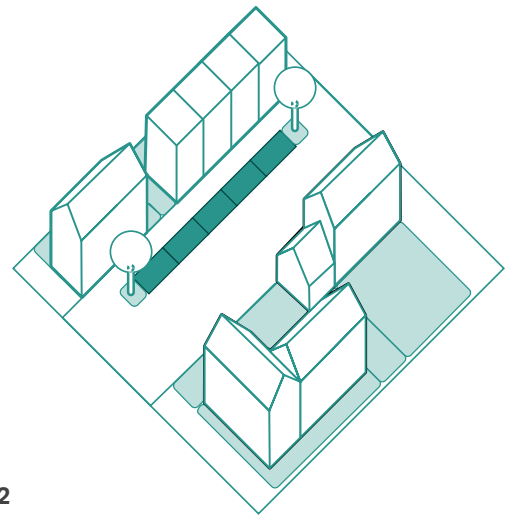
Figure 110:
An overlooked rear parking courtyard

Figure 111:
Rear parking courtyard on Wharf Way in Langleybury and Hunton Bridge Character Area

SM. Safe movement

On-street parking

- 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;
- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be clearly marked using changes in paving materials instead of road markings; and
- Opportunities must be created for new public car parking spaces to include electric vehicle charging points. Given the move towards electric vehicles, every opportunity must be taken to integrate charging technologies and infrastructure into the fabric of road and street furniture in the public and private realm.



F.112



F.113



F.114

Figure 112:
Diagram showing the on-street parking

Figure 113:
Inset on-street parking with electric vehicle charging points

Figure 114:
On-street parking on High Street in Abbots Langley Village

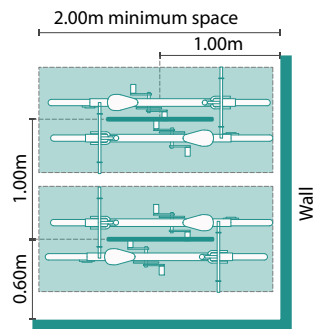
SM. Safe movement

SM 04. Cycle parking

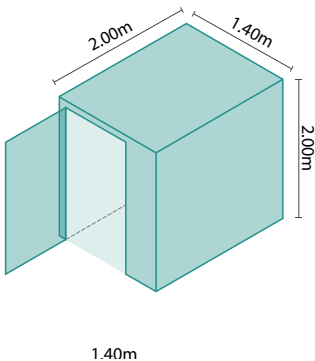
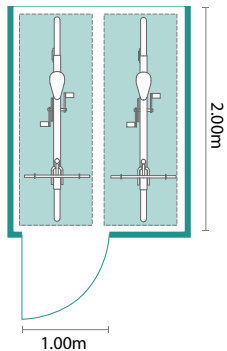
A straightforward way to encourage cycling is to provide secured covered cycle parking within all new residential developments and publicly available cycle parking in the public realm.

Houses without garages

- For residential units, where there is no on-plot garage, covered and secured cycle parking should be provided within the domestic curtilage;
- Cycle storage should be provided at a convenient location with an easy access;
- When provided within the footprint of the dwelling or as free standing shed, cycle parking should be accessed by means of a door at least 1300mm and the structure should be at least 2m deep;
- Parking should be secure, covered and well integrated into the streetscape if it is allocated at the front of the house; and
- The use of planting and smaller trees alongside cycle parking can be used to mitigate any visual impact on adjacent spaces or buildings.



F.115



F.116

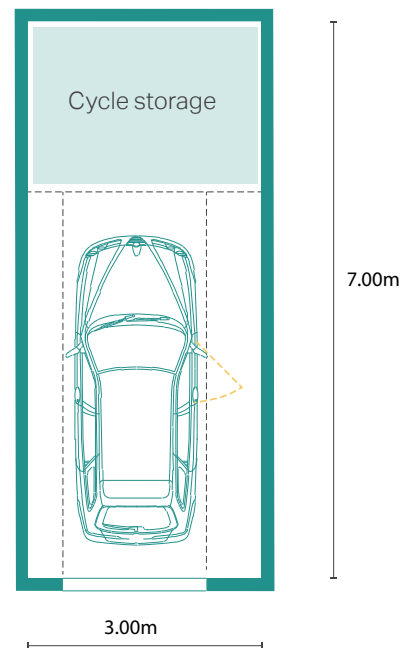
Figure 115: Sheffield cycle stands for visitors and cycle parking illustration.

Figure 116: Secure covered cycle store for two cycle storage illustration

SM. Safe movement

Houses with garages

- The minimum garage size should be 7m x 3m to allow space for cycle storage;
- Where possible cycle parking should be accessed from the front of the building either in a specially constructed enclosure or easily accessible garage;
- The design of any enclosure should integrate well with the surroundings;
- The bike should be removed easily without having to move the vehicle. New developments should promote cycling by providing more cycle routes and monitor the condition of the existing ones; and
- In the cases of apartments, cycle parking should be allocated at the basement or ground floor.



F.117

Figure 117:
Indicative layout of a garage with a cycle storage area

SM 05. Legibility¹ and signage

A legible and well signposted place is easier for the public to understand as people can orient themselves with visual landmarks and direct routes. Being able to navigate around a place makes people feel safer as well as offering a more pleasant living environment that functions well. Signage is an important element to Abbots Langley Village local character.

- Abbots Langley Parish should use a variety of easily identifiable landmarks, gateways and focal points such as listed buildings located on the High Street and the significant green space like Leavesden Country Park to create visual links and establish a clear hierarchy between different places;

1. Legibility means the way a place is laid out so that it is accessible and easily understood by those using it. Legibility can be improved by arranging the focal points, landmarks or high-quality trees within the settlement in a way that people can navigate the area, easily.

Utilise high quality trees and landscaping to help with the wayfinding along the main desired path

Make the best use of mature trees to mark the entrance to a development or distinct area within it

Local landmark buildings-such as listed buildings can be used as a point of orientation

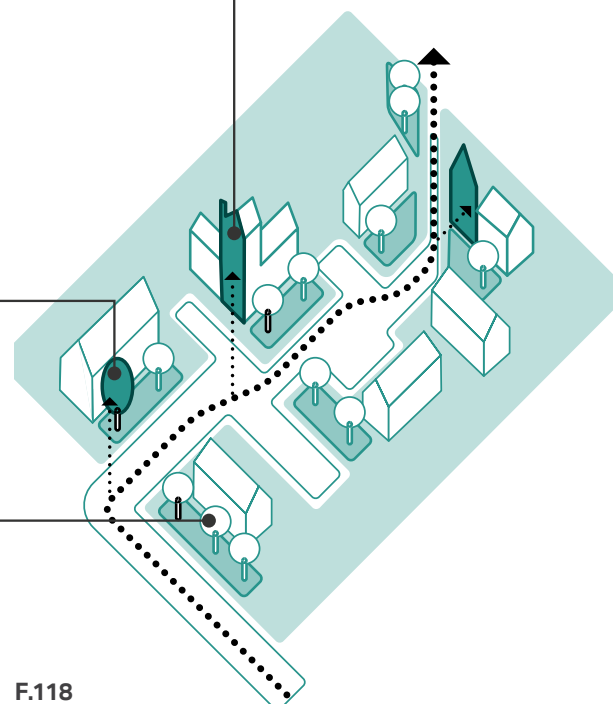


Figure 118:
Diagram showing the wayfinding elements in public realm

F.118

- The existing landmarks within the Parish such as Church of the Ascension in Bedmond, St Lawrence Church in Abbots Langley Village, etc., should be respected as key character assets that enhance the legibility of the area.
- Existing landmarks and wayfinding should be complemented by new development providing distinctive architectural elements around gateways, junctions and points of interest or orientation;
- New developments should be designed around a series of nodal points focusing on the relationship with the existing character areas as well as the surrounding landscape;
- Wayfinding must be clearly established throughout the village, particularly along pedestrian and cycle routes and should be designed to complement and not clutter the public realm; and
- New signage design must be easy to read. Elements like languages, fonts, text sizes, colours and symbols should be clear and concise, and avoid confusion; and
- Box signs² should generally be avoided and signwritten fascias preferred.

2. A sign with a solid frame to which plastic, metal or similar sign panels are attached on top of shop fronts.



Figure 119:
Abbots Langley Village Centre signage

Figure 120:
Church of St Paul a Grade II* listed building in Langleybury and Hunton Bridge Character Area

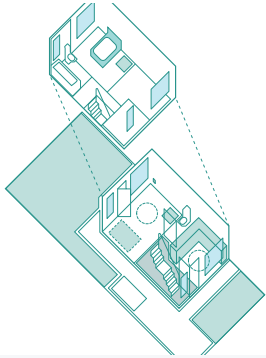
Figure 121:
The Church of the Ascension

3 BU. Buildings

4.4 Buildings (BU)

New developments should encourage different housing types to reflect different size, type and tenure of housing needs for a range of people including but not limited to families with children, older people, people with disabilities, travellers, people who rent their home and people wishing to commission or build their own home.

Development must seek to provide housing with standard design principles, innovative housing solutions and appropriate levels of space within the dwellings. Modern houses need to provide adequate storage spaces, as well as some consideration of how people might choose to work in the future.



BU 01. Lifetime homes



BU 02. Scale form and massing



BU 03. Building proportion



BU 04. Aspect & orientation



BU 05. Enclosure



BU 06. Boundary treatment

BU. Buildings



BU 07. Building line & setback



BU 08. Roofline



BU 09. Corner buildings



BU 10. Active frontage



BU 11. Well defined public & private space



BU 12. Extension & alteration

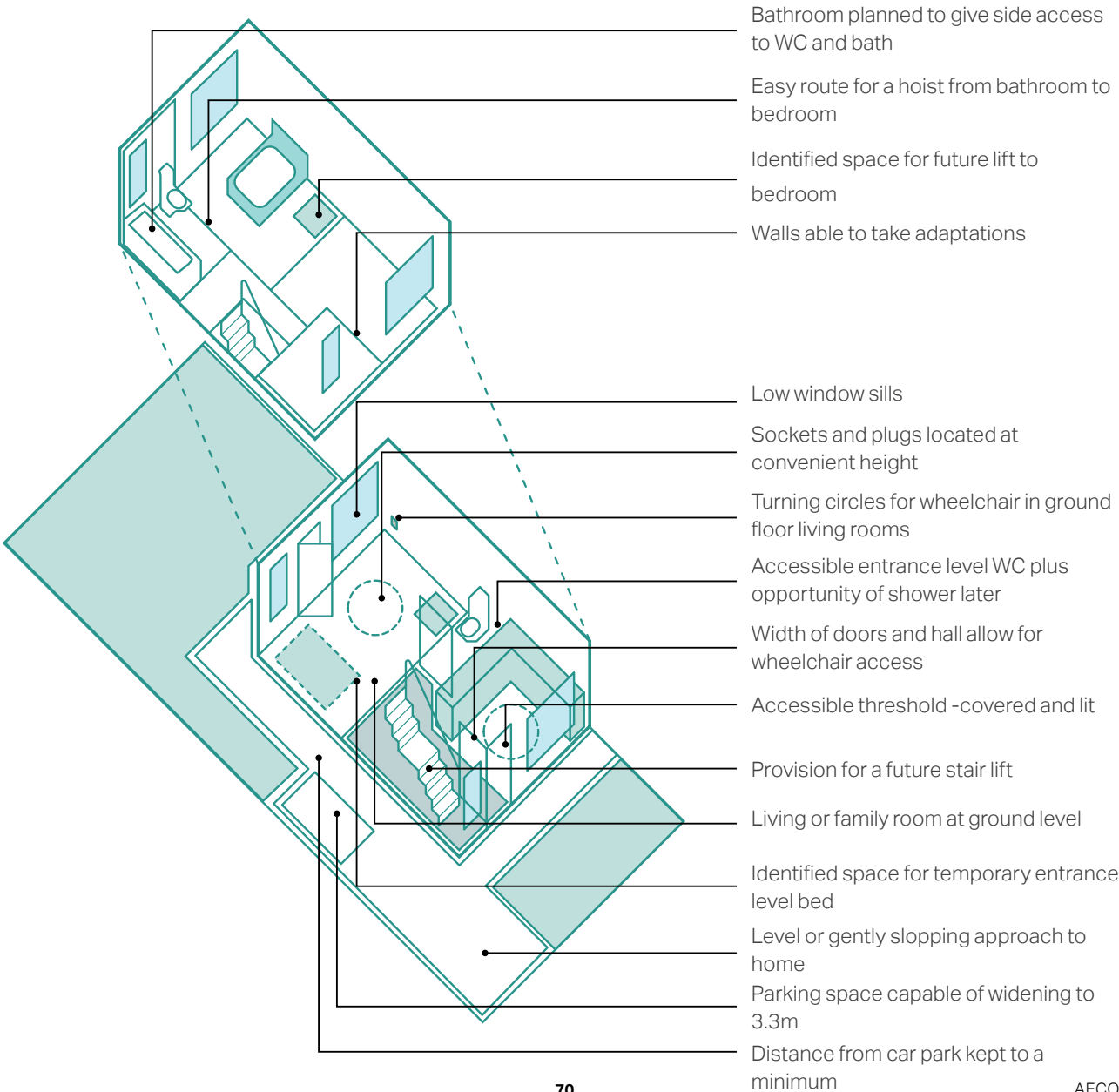
BU. Buildings

BU 01. Lifetime homes

Houses should be designed to meet the differing and changing needs of households and people’s physical abilities over their entire lifetime. One way to achieve this is to incorporate Lifetime Homes Standards design criteria in the

design of new homes and to assess whether they can be retrofitted in existing properties.

The diagram on this page illustrates the main principles of inclusivity, accessibility, adaptability and sustainability.



BU. Buildings

BU 02. Scale, form and massing

The scale, form and massing of buildings are important to the character of a place; therefore, the existing context needs to be considered and new development needs to react sensitively to preserve and enhance the best characteristics of a place ensuring a harmonious relationship with neighbouring buildings, spaces and streets.

Building heights within Abbots Langley are very consistent, with the majority of the buildings being two-storey.

- The scale and massing of new buildings should be consistent with the form and massing of neighbouring properties;
- New developments should seek to respond to the surrounding context by using similar configurations with a modern interpretation, if appropriate. Buildings and developments should provide high-quality, attractive, modern homes using modern materials that are still in keeping with the local character;
- The height of new buildings should respond to the surrounding context and should not be over-bearing or dominant in the existing street scene; and
- Development within Abbots Langley should be of a scale and design to reinforce the locally distinctive character of each character area.



Figure 122:
Compact terraced houses along High Street in Abbots Langley Village

Figure 123:
Semi-detached properties built with mix of pebbledash and red brick in Leavesden Character Area

Figure 124:
A bungalow with hipped roof on Toms Lane

BU. Buildings

BU 03. Building proportion

The relationships between the building and its elements can provide visual interest and enhance the local character.

- The proportions of a building's elements should be related to each other as well as the scale and proportion of the building;
- The proportions should be dictated by and respond to the type of activity proposed as well as the composition of the existing streetscape;
- The front elevation of the buildings must be arranged in an orderly way to avoid creating cluttered façades; and
- Features such as windows, doors and solid walls should create vertical and horizontal rhythms along the façade providing variety.

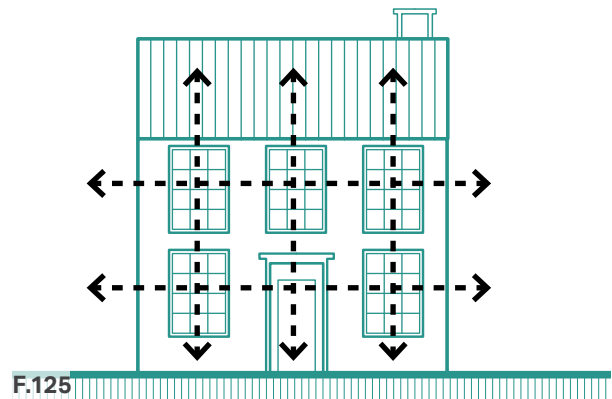


Figure 125:
Elevation showing typical building proportion in a detached house.

Figure 126:
The building proportion shown on Breakspear Place

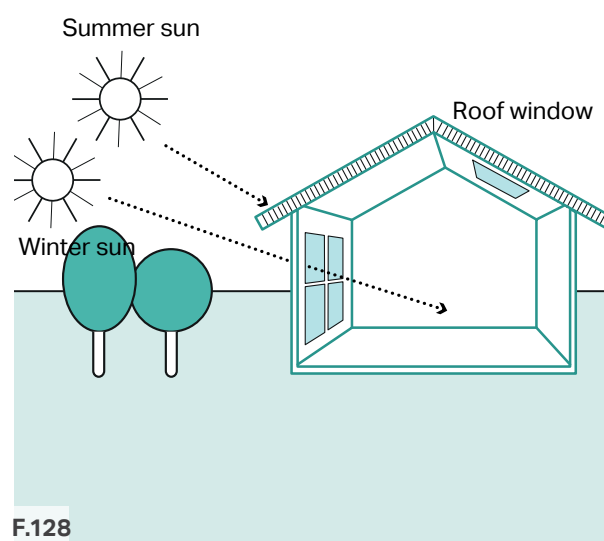
Figure 127:
The building proportion in Leavesden.

BU. Buildings

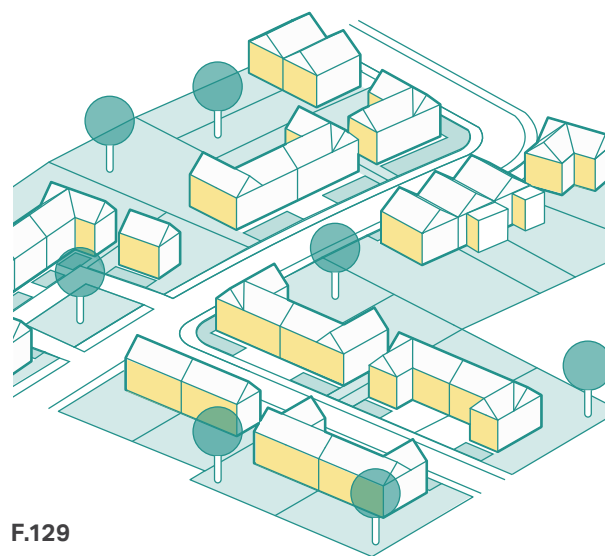
BU 04. Aspect and orientation

Buildings should be designed to maximise solar gain, daylight and sun penetration, while avoiding overheating. Subject to topography and the clustering of existing buildings, they should be orientated to incorporate passive solar design principles. These principles include:

- One of the main glazed elevations should be within 30° due south to benefit from solar heat gain. Any north-facing façades might have a similar proportion of window to wall area to minimise heat loss on this cooler side (see Figure 128);
- If houses are not aligned east-west, rear wings could be included so that some of the property benefits from solar passive gain (see Figure 129);
- Homes should be designed to avoid overheating through optimisation of glazed areas, natural ventilation strategies via passive/ non mechanical design measures. The natural ventilation strategies include high- and low- level openings, longer roof overhangs deep window reveals and external louvers/shutters to provide shading in hotter summer months (see Figure 128);
- All new residential units should be dual aspect, unless provision of dual aspect



F.128



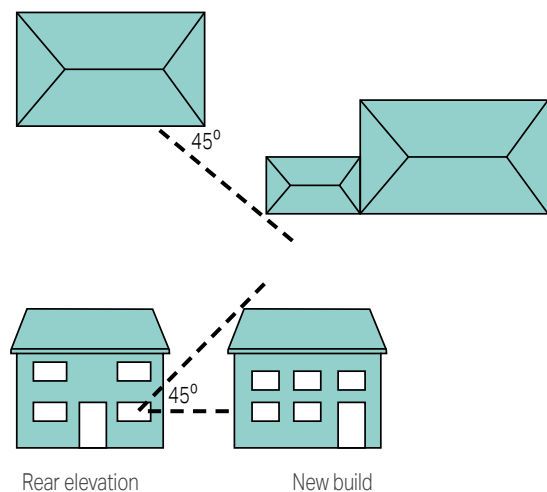
F.129

Figure 128:
The use of roof window, pitch roof, location and size of windows in favour of maximising solar gain

Figure 129:
Elevations that would benefit from passive solar gain

is demonstrated to be impossible or unfavourable¹. North facing single aspect units should be avoided or mitigated with the use of reflective light or roof windows;

- Providing solar panel on roof of south facing buildings recommended to enhance energy efficiency and sustainability (see Section 6);
- Minimise the degree to which the development aspect faces onto main roads or other significant source of air pollution and/or noise and vibration, which would preclude opening windows; and
- Two storey detached and semi-detached dwellings should not intrude into a 45 degree splay line drawn from the corner of an adjacent residential property. This principle is dependent on the spacing and relative positions of the dwellings and consideration will also be given to the juxtaposition of properties, land levels and the position of windows and extensions on neighbouring properties.



F.130

Figure 130:
The 45% rule ensures that adequate levels of daylight can be maintained.

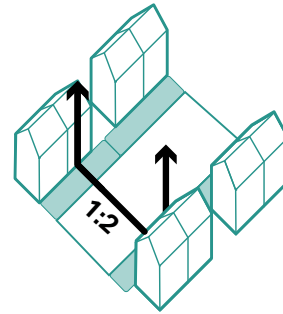
BU. Buildings

BU 05. Enclosure

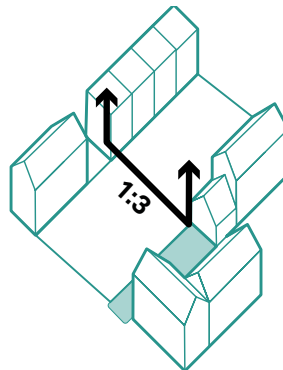
Enclosure is the relationship between public spaces and the buildings or other features that surround them. A more cohesive and attractive urban form is achieved where this relationship is in proportion.

The enclosure ratio varies considerably across the parish, depending on the age of the development and the role and function of the space around which the buildings are clustered. The following principles serve as general guidelines that should be considered to achieve a satisfactory sense of enclosure:

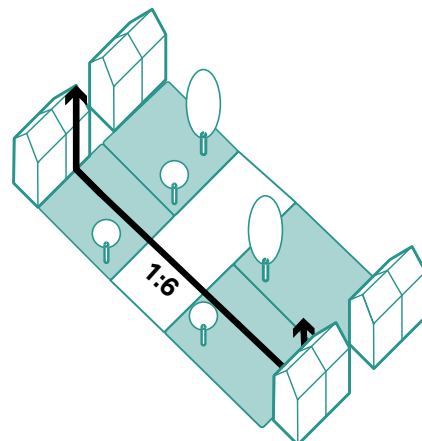
- Façades should have an appropriate ratio between the width of the street and the building height;
- Corner buildings¹ are placed in important locations and at the intersection of two streets;
- Excessively narrow gaps between buildings should be avoided. Buildings should be either detached/ semi-detached (with adequate side access to rear gardens) or properly linked (in the form of terraced housings, which may also have alley ways or covered walkways built into the structure of the buildings);



F.131



F.132



F.133

Figure 131:
Enclosure ratio on Bridge Road in Langleybury and Hunton Bridge Character Area is about 1:2

Figure 132:
Enclosure on High Street in Abbots Langley Village Character Area. The enclosure ratio is typically 1:3

Figure 133:
Enclosure ratio on Toms Lane in Gade Valley Character Area is more than 1:6

1. Corner buildings have two main facades facing the street.

BU. Buildings

- Building lines should run parallel to the back of the pavement;
- In places with lower density, the sense of enclosure is provided from the use of natural elements such as trees and hedges; and
- In the case of terraced buildings, it is recommended that a variety of plot widths, and façade alignments should be considered during the design process to create an attractive villagescape.



Figure 134:
Enclosure ratio on Bridge Road in Langleybury and Hunton Bridge Character Area is about 1:2

Figure 135:
Enclosure on High Street in Abbots Langley Village Character Area. The enclosure ratio is typically 1:3

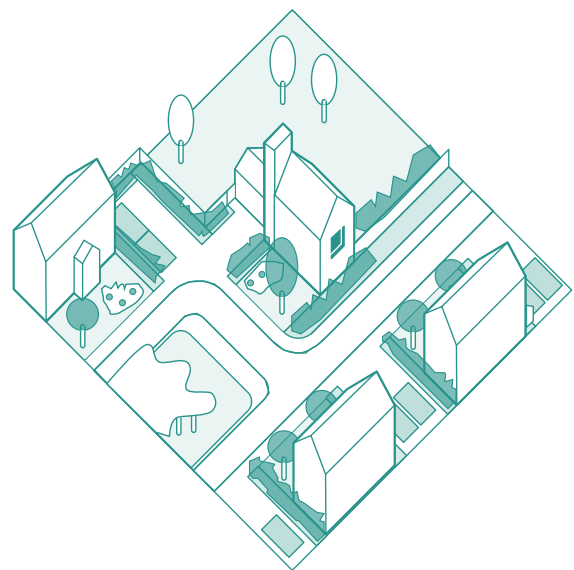
Figure 136:
Enclosure ratio on Tanners Hill in the Leavesden Character Area is more than 1:6

BU. Buildings

BU 06. Boundary treatment

Boundary treatments, such as hedges, low walls and fences should be included in design proposals to clearly distinguish public and private spaces.

- High walls and fences or railings on the front elevations should be avoided, especially in the conservation areas;
- Boundary treatments should reflect locally distinctive forms and materials, consisting mainly of red brick low walls and wooden fences, but also the occasional use of hedgerows and trees;
- Development shall identify existing boundary treatments in the context of the site and consider appropriate boundaries for new development to ensure integration with the existing context; and
- Existing boundary trees and hedgerow should be retained and should be reinforced with native species.



F.137



F.138

Figure 137:
Diagram showing the boundary treatment such as low wall and hedges in front of houses

Figure 138:
The mix of red- brick low wall, flowers and hedges on Toms Lane

BU. Buildings



F.139



F.140



F.141



F.142

Figure 139:
The use of trees, flowers and hedges on High Street in Bedmond

Figure 141:
Wooden fence and hedges defined the boundary of the flats on Shirley Road in Leavesden Character Area

Figure 140:
The mix of hedges and low wall built with stone on Gallows Hill Lane

Figure 142:
The railing as boundary treatment in Bedmond

BU. Buildings

BU 07. Building line and setback

The use of continuous and/or consistent building lines and setback distances contribute to the overall character of the area and the sense of enclosure of the streets and public spaces. Continuous building lines with a minimum gap create a strong distinction between public and private spaces, and provide definition to the public realm. Where buildings are more generously set back from the carriageway, the threshold spaces should be well landscaped.

- To ensure sufficient street enclosure private front threshold should have a modest depth and accommodate a small garden or area for plantation;
- With modern requirements for waste separation and recycling, the number of household bins has increased. It is important that these bins are accommodated in ways that allow convenient access, but without creating clutter in the street or private space in front of building. Where possible, recycling and refuse bins should be accommodated out of public view;
- Low to medium densities in residential areas can vary setbacks in order to respond to the landscape context and the more open character of the area; and

- Front gardens can be much deeper in response to topography or to respond to the existing character area. This treatment can also helps to create a softer transition between countryside, green spaces and built environment.



F.143



F.144

Figure 143:
Buildings with no setback on High Street in Abbots Langley Village

Figure 144:
A bungalow well set back on Toms Lane providing sufficient front garden and good visual impacts on Toms Lane

BU. Buildings

BU 08. Roofline

Traditional buildings within the village are unified by their simplicity of form, with gables and pitched roofs which, combined with variations in the height of eaves and ridge levels and the number of storeys, make an important contribution to defining the character of the area.

- Varied rooflines can help to create a more visually appealing and distinctive villagescape;
- The scale of the roof should be in proportion with the dimensions of the building with subtle changes in the roofline to avoid monotonous elevations; and
- Rooflines should respect the view corridors and not obstruct them. Also be mindful of the topography and existing landmarks when designing the new development.



Figure 145:
Subtle changes in roofline in Leavesden Character Area

Figure 146:
Various roofscape on Toms Lane in Gade Valley Character Area

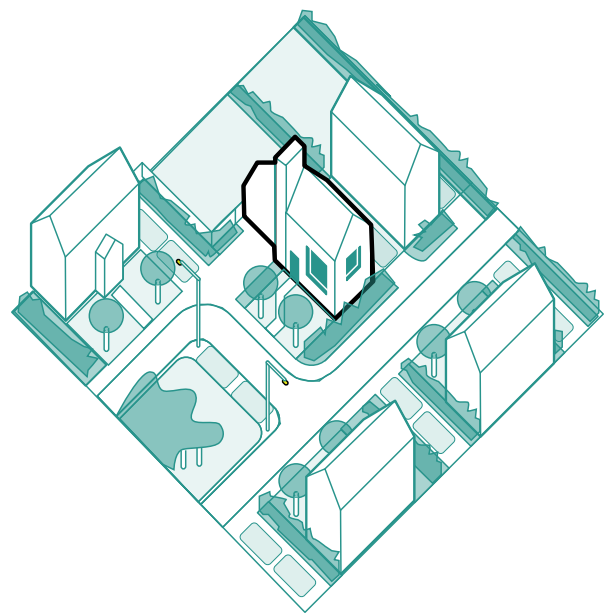
Figure 147:
The roofscape rhythm in Abbots Langley Village

BU. Buildings

BU 09. Corner buildings

An important villagescape principle is for buildings to properly address corners of development parcels. Where corner sites are visually prominent, buildings should define the corner architecturally.

- Buildings should have active frontages (see BU.10, below) on both aspects of a corner plot, with prominent entrances and windows on each elevation, wherever possible;
- On corners which are less visually prominent, such as within the lower density residential areas, continuous built frontage should address the corner by using a series of linked dwellings where possible; and
- When a terraced, detached or semi-detached house faces out onto the corner, the buildings should have the main entrance and habitable room windows facing both sides to create activity, and should overlook the street. This building can also be taller or have a distinctive architectural element to ensure a greater presence.



F.148



F.149

Figure 148:
The diagram showing the corner building with two active frontages

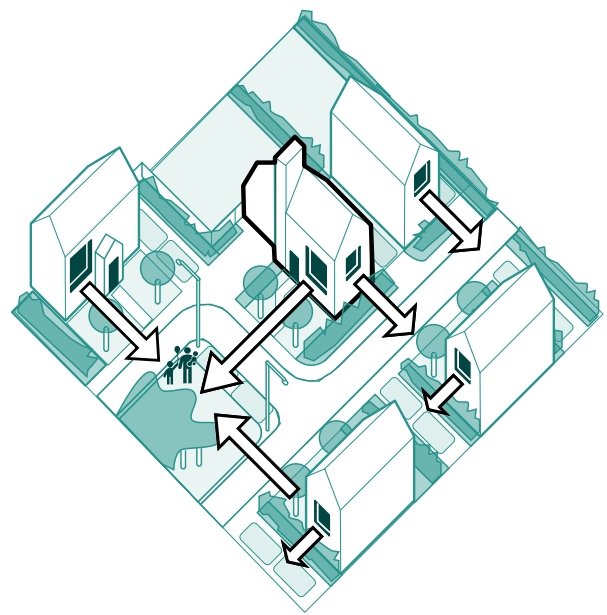
Figure 149:
The corner building at the junction of Popes Road and Breakspere Road

BU. Buildings

BU 10. Active frontage

Active frontages¹ bring life and vitality to streets and public spaces.

- Introducing regular doors, windows, front gardens and front parking, providing it does not dominate, can stimulate activity and social interactions;
- Narrow frontages with a vertical rhythm can create a more attractive and interesting streetscape, while articulation on façades and use of bays and porches can create a welcoming feeling; and
- Exposed blank façades facing the public realm must be avoided. They should normally be fully fenestrated.



F.150



Figure 150:
The active frontages with a well-supervised public realm.

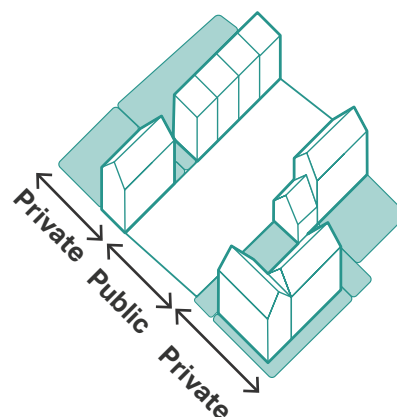
Figure 151:
The bay windows on a row of locally listed buildings provide an attractive streetscape

1. Active frontage refers to street frontages where there is an active visual engagement between those in the street and those on the ground of a building. Introducing windows and entrances can enhance the vitality of public spaces.

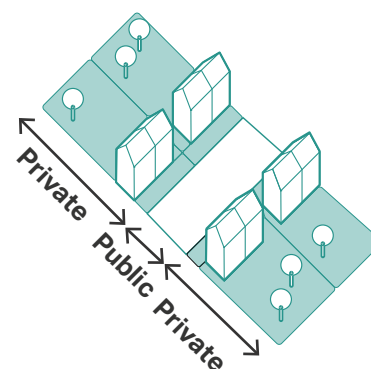
BU. Buildings

BU 11. Well defined public and private space

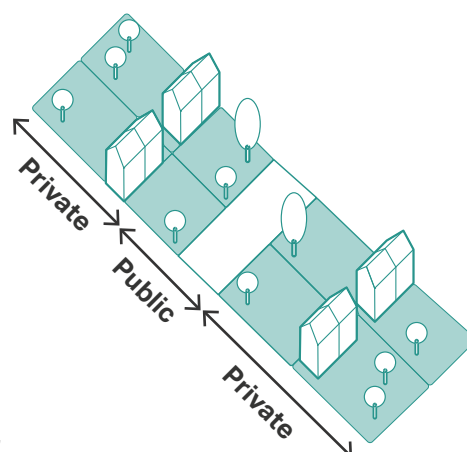
- Setbacks from the street and front garden landscaping, together with more detailed architectural design should seek to balance privacy for front living rooms with natural surveillance of the streets, and the need for street enclosure. The front garden depth should normally be a minimum of 3m from the front elevation of the dwelling and be permanently screened by a wall, fence or hedging, except where the historic form dictates that buildings should be aligned immediately to the rear of the footway;
- The privacy distance between the backs of the properties should be a minimum of 22m¹. This should be achieved between the faces of single or two storey buildings backing each other. Distances should be greater between buildings in excess of two storeys (especially dwellings/ flats) When this is not possible, the layout should be a back to-side arrangement, or use single-aspect buildings (north facing single aspect units should be avoided) to avoid creating overlooking issues;
- Appropriate boundary treatments including low walls, hedges and fencing/ railings must be incorporated into design proposals to clearly distinguish public and private space. Reliance should not be placed on high screening fences or wall (2m and above) where these would form a dominant feature;



F.152



F.153



F.154

Figure 152:
Public and private spaces on High Street in Abbots Langley Village Character Area

Figure 153:
Public and private spaces on High Street in Pimlico, Bedmond and Leavesden Character Areas

Figure 154:
Public and private spaces on Toms Lane in Gade valley Character Area

- Private open amenity space is important to wellbeing and is, in the form of back gardens, also part of the character of Abbots Langley Parish. All new houses will be expected to have usable outside amenity space, with the exception of the High Street in Abbots Langley Character Area where more compact building typologies, may be appropriate; and
- New residential development should provide private amenity space within the curtilage of the development in accordance with the following indicative minimum level²;

Housing typologies	Amenity space area
Houses	
2 bed house	45sqm
3 bed house	60sqm
4 bed house	75sqm
Additional bedrooms	15sqm each
Flats	
1 bed flat	15sqm
2 or more bed flat	25sqm
Specialists and supported housing for older people	
15sqm per bedspace to be provided communally	

- The standards provide guidance for all new residential development. However, in some situations, such as where existing buildings in village centres are converted to residential use, there might be challenges in meeting these standards. Some flexibility might be applied by proposing additional living space or the provision of winter gardens.



Figure 155:
The two- storey properties without front gardens along High Street in Abbots Langley Village Character Area

Figure 156:
Well- kept front garden with more than 3m width. Public and private spaces on Gallows Hill Lane

Figure 157:
Public and private spaces on Toms Lane in Gade Valley Character Area

BU 12. Extension and alteration

There are multiple ways to create extra space within a building using different types of extensions. Extensions must be designed to an appropriate scale and be secondary to the original building. The pitch and form of a building's roof forms part of its character; therefore, extensions should respond by enhancing the existing character. Extensions should consider the materials, architectural features and proportions of the original building and designed to complement these existing elements.

Many household extensions are covered by permitted development rights, meaning that they do not need planning permission. There are exceptions, though, that will be relevant in Abbots Langley Parish, such as conservation areas. Check the latest guidance here: https://www.planningportal.co.uk/info/200130/common_projects/17/extensions.

- The character of the existing building, along with its scale, form, materials and details should be taken into consideration when preparing proposals for alterations and/or extensions;
- External extensions should respect or enhance the visual appearance of the original buildings and the character of the wider street scene;
- Extensions should be subordinate in term of scale and form and shall not be visually dominant or taller than the existing building;
- Extensions should be recessed or in line with the existing building façade and shall use lower ridge and eaves levels to ensure that the length and width of the extension are less than the dimensions of the original building;
- Extensions should be designed using materials and details to match the existing building or alternately, use contrasting materials and details with a contemporary design approach. However, in either case extensions should create a harmonious composition overall and a strong degree of unity with the original building;
- Extensions should safeguard the privacy and daylight amenity of neighbouring properties;
- Extensions should retain on-site parking capacity and a viable garden area to meet the needs of future occupiers; and
- Extensions of existing buildings should help to reduce carbon emissions by complying with high energy efficiency standards and using low energy design.

Front extensions

These extensions are generally not acceptable. If proposed, in all cases front extensions should take the form of the existing building, mirroring the roof pitch, replicate or have lower cornice height and their ridge should be below the existing ridge height.

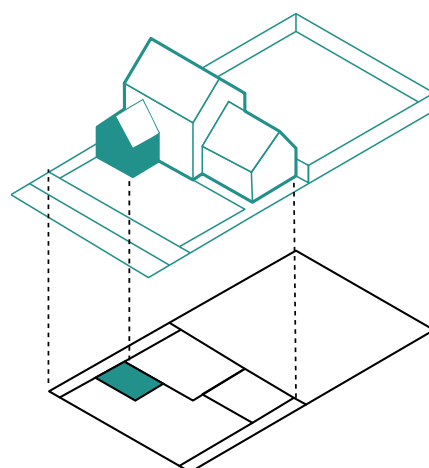
The extension can project maximum 2 metres beyond the front façade and will not cover more than 50% of the front elevation.

Rear extensions

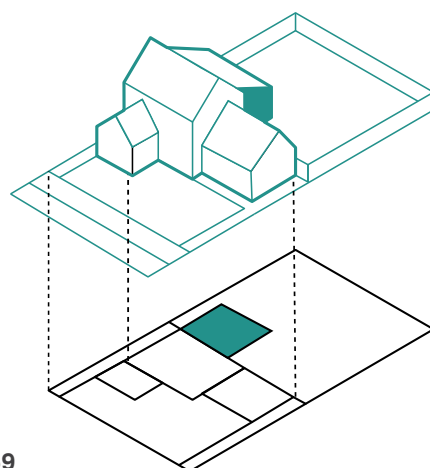
Single storey rear extensions are generally the easiest way to extend a house and provide extra living space. Generally, the maximum depth should be 3.6m, or 4m in the case of a detached dwelling¹. The extension should be set below any first-floor windows and designed to minimise any effects of neighbouring properties, such as blocking day light. A flat roof is generally acceptable for a single storey rear extension.

Double storey rear extensions are not common as they usually affect neighbours' access to light and privacy, however, sometimes the size and style of the property allows for a two-storey extension. In these cases, the roof form and pitch should reflect the original building and sit slightly lower than the main ridge of the building.

¹ [Part 1: Preferred Policy Options, Three Rivers Local Plan](#)



F.158



F.159

Figure 158:
An example diagram of a front extension

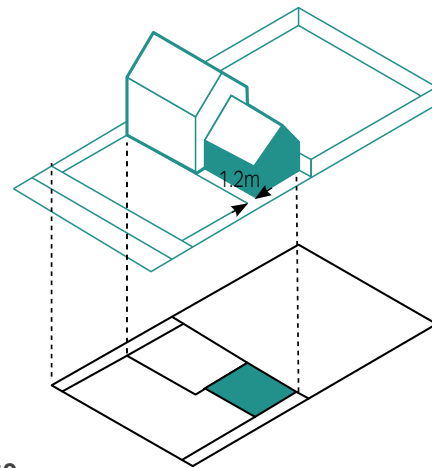
Figure 159:
An example diagram of a rear extension

Side extensions

Side extensions are a popular way to extend a building to create extra living space. However, if poorly designed they can negatively affect the appearance of the street scene, disrupting the rhythm of spaces between buildings. Single storey and double storey side extensions should be set back from the main building and complement the materials and detailing of those on the original building, particularly along the street elevation. The roof of the extension should harmonise with that of the original building; flat roofs should be avoided. Side windows should also be avoided unless it can be demonstrated that they would not result in overlooking of neighbouring properties. Proximity to the flank boundary in single storey extensions will be individually assessed.

In order to prevent a terracing effect and maintain an appropriate spacing between properties in keeping with the local character, where appropriate, the following should be taken into consideration when proposing two storey side extensions:

- First floor extensions (i.e. over a garage or previous ground floor extension) shall be a minimum of 1.2m from the flank boundary.
- Two storey extensions maybe positioned on the flank boundary provided that the first floor element is set in by a minimum of 1.2m¹.



F.160

Figure 160:
An example diagram of a side extension

4 RH. Regeneration of key centres

4.5 Regeneration of key centres (RK)

In order to enhance the character of Abbots Langley Village High Street and other key centres, different interventions need to be considered to enhance the place quality and functional role of these locations. The guidance and codes in this regard are a mix of use, public realm, streets and movement, shop front, infill, signage and wayfinding.

The following pages elaborate the guidance and codes in respect of the village and local centres, the aim being to bring benefit to both residents and businesses in the heart of the community.



RK 01. Mix of use



RK 02. Public realm



RK 03. Streets and movement



RK 04. Shop fronts



RK 05. Infill



RK 06. Signage and wayfinding

RK. Regeneration of key centres

RK 01. Mix of use

Abbots Langley Parish has a number of social and community facilities that contribute to the character of the village such as Manor House, Henderson Hall, Council chambers, Tanners Wood Hall. In addition, various sports facilities are found around the Parish such as a Multi use Games Area (MuGA) located adjacent to Manor House, Evergreen Football Club on South Way, Bedmond Football Club, Langleybury Cricket Club in Hunton Bridge etc. These facilities offer a high level of engagement for local people.

- Any proposed social and community infrastructure shall respond to the main place making principles identified in each character area as well as being sympathetic with the existing architectural style;
- Public houses represent a social focal point for communities and community activities and form part of the character and charm of the village. Where they exist, they should be protected and their setting and architectural quality retained and enhanced. New public houses should be designed to fit into the existing context and harmonise with the wider qualities of the proposed development;
- Similarly, places of worship such as chapels, vestries and mission halls shall be carefully designed as part of the specific character area where they are located;



F.161



F.162



F.163

Figure 161:
Abbots Langley Cricket Club on Manor House Grounds

Figure 162:
Henderson Memorial Hall on High Street in Abbots Langley

Figure 163:
The Hertfordshire County Council Library on High Street, a well- designed modern building sit at the heart of the Conservation Area

RK. Regeneration of key centres

- Changing the function of retail and other commercial space to residential use, within village and local centres, should be avoided, wherever possible;
- In terms of parking provision, it shall be provided in such a way that it does not create additional congestion nor create a sense of parking dominating the public realm. The prospect of sharing parking areas with existing facilities in the village centre should be considered (see Appendix, page 133, Policy DM13 Parking); and
- Signage and wayfinding must be used to highlight options for sustainable transport modes, promoting walking and cycling. This would potentially increase movement and activity in the streets, enhancing natural surveillance and therefore, reducing the potential for antisocial behaviour.



Figure 164:
The Bell on Bedmond High Street

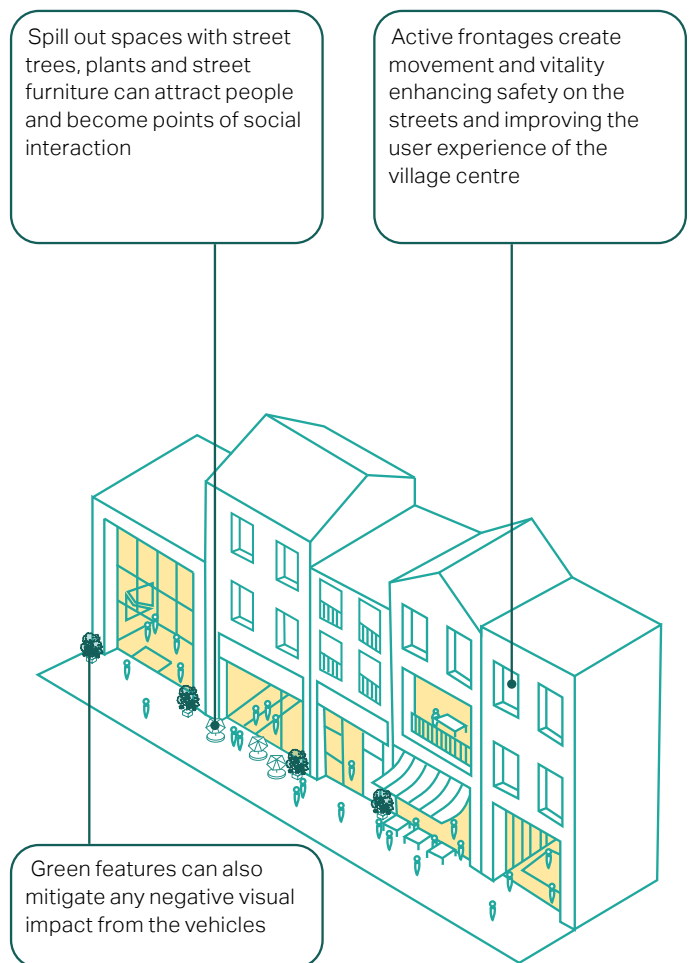
Figure 165:
St Saviours Catholic Church

Figure 166:
Woodlands cafe in Leavesden Character Area

RK. Regeneration of key centres

RK 02. Public realm

- The public realm is physically, visually and culturally accessible to the public and is vital to the quality and identity of Abbots Langley Parish;
- Well-connected, high-quality public spaces are essential to the long-term success of the village and local centres in Abbots Langley Parish, because they are the place where social and commercial exchange happens and are the forum in which the community expresses itself;
- The public realm within the village centres should be co-ordinated to strengthen local distinctiveness, enhance accessibility and aid wayfinding;
- Active frontage adds to the vitality and vibrancy of the streets and public realm and enhances the user experience of the village centre. The design guidelines seek to create an active commercial centre by promoting a vibrant street scene; and
- High levels of natural surveillance should be provided to create vibrancy and vitality within village and local centres, particularly at ground level. Use of larger well-proportioned windows or floor to ceiling windows on the ground floors help achieve adequate overlooking. The fenestration on floors above should be well proportioned and aligned with the ground floor.



F.167

Figure 167:

Diagram to illustrate some of the design guidance related to the village centre development

RK. Regeneration of key centres

- Pavement width in the village and local centres should be of a comfortable width for pedestrians, especially for those with disabilities, as well as wide enough to create active frontages with spaces for spill out seating and display areas for shops, cafes and restaurants. Pavements widths should be at least 2m at key points, such as along the High Street in Abbots Langley Village;
- Street furniture should be co-ordinated and well organised to avoid clutter and create a more attractive and coherent public realm; and
- Pedestrian flow and access within the village and local centres should be maximised to create the feeling of a shared space where pedestrians are the primary user. Well-designed traffic calming measures should be used to manage traffic speed and enhance pedestrian safety.



F.168



F.169



F.170

Figure 168:
The public realm adjacent to Abbots Langley Methodist Church

Figure 169:
The flower box and benches on the green verge along High Street creates a welcoming public realm

Figure 170:
The play area in Leavesden Country Park next to Woodlands Cafe provides a vibrant public realm

RK. Regeneration of key centres

RK 03. Shop fronts

- The fascia is the most important area of a shopfront for advertising the business. Maintain the signage within the established proportions and confines of the fascia board. Large box signs or additional flat boards should be avoided as they create disproportionate depth and height;
- Box signs should generally be avoided and signwritten fascias preferred;
- The most appropriate signage at fascia level is individual letters applied or painted directly onto the fascia board;
- Hanging signs should be appropriately sized in relation to the building and street. They should not dominate the pavement space. They should use an appropriate material, shape, and form avoiding large box signs;
- Hanging signs should be held by slender, well-designed brackets using a high quality material;
- In the case of corporate brands, those should be sensitive to the existing context, size, scale, use materials and textures from the local vernacular of the area;
- Avoid using visually distinct sources of illumination that result in disproportionate signage, such as internally-illuminated box signs; and

Character & Design

Integrate the shop front with the surrounding streetscape. Consider adjacent buildings and typical details in the area



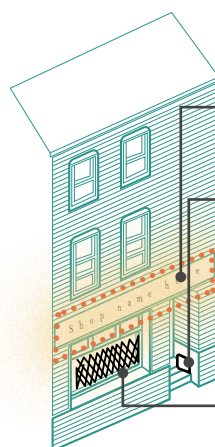
Incorporate the overall proportion, form, and scale of the building's upper floors into the design of the shop front

Lighting & Safety

Avoid using internally-illuminated box signs

Conceal alarms from the shop front façade and integrate them in the design

Avoid using external roller shutters and grilles. Favour the use of internal open grilles which cover only the glazed part of the shop front



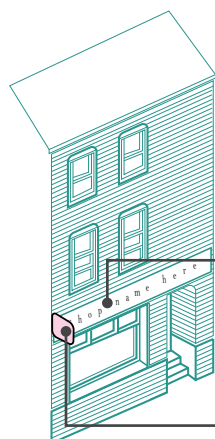
Signage

Avoid unnecessary visual clutter

Signage should not be placed on upper floors

Use the fascia as the predominant position for signage

Hanging signs should be in proportion to the building and street and should not dominate pavements



RK. Regeneration of key centres

- Avoid using external roller shutters and grilles. Favour the use of internal open grilles which cover only the glazed part of the shop front.

Good examples of shop front design

Stall riser

- A stall riser should be incorporated into the design for the full width of the shopfront, except for the door opening. The height of the stall riser should be between 0.3m and 1m.

Materials

- Window frames, doors, pilasters and fascias should be of timber construction with a painted finish and not a stained finish.

Panelling

- Any timber panelling used in doors, stall risers, pilasters or other elements of the shop front should comprise a constructional timber panel and should not comprise the application of timber beading to a flat timber surface.

Fascia

- The shop front design should include a full-width projecting fascia. The fascia should consist of a surrounding frame, creating an area for a shop-sign. Fascia with lettering of between 250mm and 300mm will read well from street level and from across the road; the size of the fascia is defined by the building typology or detailing, the font size should be proportionate to the fascia.

Lighting

- If lighting is incorporated into the design of the shop front, then it should comprise projecting light to create external illumination of the shop sign area.

Shutters

- If shutters and shutter boxes are incorporated into the design, then they should be placed internally, behind the shop front. When in an open position, shutters should not block the shop window opening.

Timber framing should be used as panelling for doors, windows, stall risers and other elements of shop front instead of metal material. Use of plastic or constructional timber should be avoided



Stall risers must be designed to full width of shop front and the height must be between 0.3-1.0m. Stall risers must be of timber or metal

Window frames, doors, pilasters and fascia should be of timber construction with paint finish and not stain finish

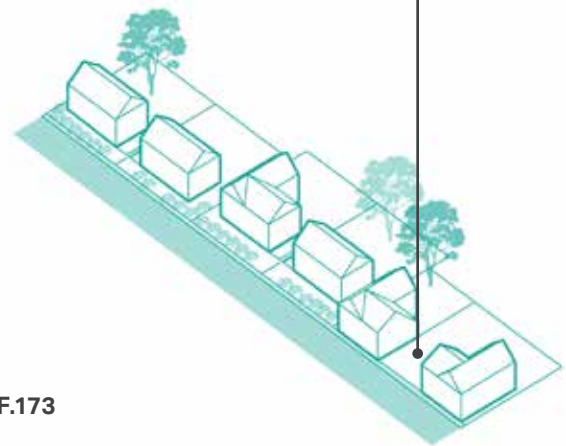
Figure 172:
A good example of shop front design

RK 04. Infill

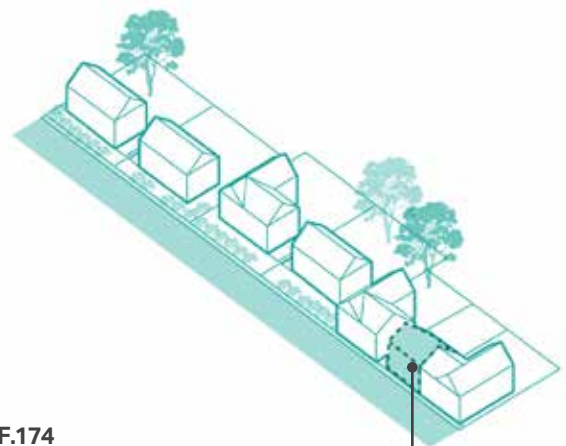
Infill sites will vary in scale, context and location within a settlement. Any new infill can have significant impact on the character and appearance of the built environment. The following principles should be applied in any future infill site:

- Infill development should complement the street scene into which it is inserted. It does not need to mimic the existing styles, but its scale, massing and layout need to be in general conformity with the existing (this is particularly true for ridge/eave heights, especially for terraced or dense groupings of buildings);
- The building line of new development should be in conformity with the existing. Very often, with terraced or dense groupings, the building line will be exactly the same, but in other cases it might be acceptable that it closely aligns with the existing arrangement of buildings where there is an irregular, meandering building line; and
- The density of any new infill development should reflect its context and its location in the village (centre or edge), or in a smaller settlement nestled in a wider landscape. The optimum density will respond to surrounding densities whilst making efficient use of land.

A potential site for infill. The future infill property should complement the street scene.



F.173



F.174

New building lines should be consistent with existing properties. Some places in Abbots Langley Village have small or large scale infill. The infill should reflect the surrounding context in terms of form, materials and height/massing. A careful attention should be given to design of infill, specially in the conservation areas.

Figure 173:
An indicative diagram highlighting a site before infill

Figure 174:
An indicative diagram highlighting a site after infill

RK. Regeneration of key centres

RK 05. Signage and wayfinding

When places are well signposted, they are easier for the public to understand and navigate. People feel safer when they can easily memorise places and navigate around them. It is easier for people to orientate themselves when the routes are direct, particularly for people with dementia and related cognitive and sensory challenges.

- A familiar and recognisable environment makes it easier for people to find their way around. For example, landmark buildings, trees, or signage totems are obvious and unambiguous features that could be added in new development;
- Buildings which are located at corners, crossroads or along a main road should play a significant role in navigation.
- At a local level, landmark elements

could be a distinctive building, public art or even a significant tree;

- Providing signage around the Parish showing travel times for walking and cycling, will be beneficial for both visitors and residents.
- New signage design must be easy to read. Elements like languages, fonts, text sizes, colours and symbols should be clear and concise, and avoid confusion;
- Signage should also help highlight existing and newly proposed footpaths and cycle lanes encouraging people to use them more; and
- Signage elements and techniques must be appropriate to the character of the area and be a nice fit to the existing architectural style and details.

Local landmark buildings, such as listed buildings, can be used as a point of orientation.

Highlight the location of the pedestrian and cycle routes through signage and wayfinding.

Utilise high quality trees and landscaping to help with the wayfinding along the main desired path.

Make the best use of mature trees to mark the entrance to a development or distinct area within it.

Figure 175:
Diagram showing the wayfinding elements in public realm

F.175

5 LC. Respecting the local character

4.6 Respecting the local character (LC)

A place’s character can be made up of many different elements which come together to create a unique sense of place. Any proposal will need to respect the existing context as well as create attractive and resilient places that contribute positively to the village-scape, views and landscape setting of Abbots Langley Parish.

These design principles describe the elements that contribute to Abbots Langley Parish’s character and new development should pay particular attention to the layout, form, scale, materials and detailing.



LC 01. Landscape & green spaces



LC 02. Views



LC 03. Architectural details



LC 04. Materials and colour palette



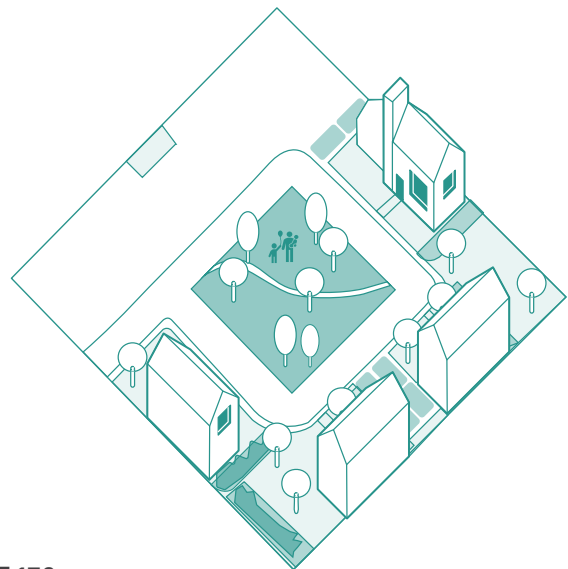
LC 05. Street lighting / dark skies

LC. Respecting the local character

LC 01. Landscape and green spaces

Abbots Langley Parish has a good network of footpaths and wide range of green spaces. Future open spaces should be planned considering the following principles:

- Design new open space to incorporate existing landscape features with opportunities for habitat, natural play and recreation;
- Planting should be used to soften the mass of new built form. For example, a 'semi-natural' strip of planting of around 50 metres would be adequate for 2 rows of trees with a woodland footpath between;
- Green buffers can be a satisfactory transition between old and new neighbourhoods. This could take the form of a 'semi-natural' woodland strip, as above, or more formal open space like playing fields including those belonging to schools;
- All existing good quality woodland, hedgerows, trees and shrubs to be retained within the layout of the parks and enhanced with improved management;
- New trees, grassland and shrubs to be planted to supplement existing vegetation;
- Active frontages to face onto green spaces;
- Provide allotments or other community garden facilities where appropriate; and
- Allow for flexible use of the space allowing temporary uses to fluctuate with a changing programme of events and use.



F.176

Figure 176:
Green space at the heart of a development

Figure 177:
The landscape in front of St Paul's Church in Langleybury (Photo by Abbots Langley Parish Council)

Figure 178:
Existing well- kept vegetation in Bedmond

Figure 179:
View to Grand Union Canal (Photo by Abbots Langley Parish Council)

Figure 180:
Horses Field near South Way and Langley Lane Play Area (Photo by Abbots Langley Parish Council)

Figure 181:
View to Leavesden Country Park (Photo by Abbots Langley Parish Council)



LC. Respecting the local character

LCo2.Views

One of the most important characteristics of Abbots Langley Parish is the significant number of listed buildings, many of which serve as landmarks within the villagescape and wider landscape. The natural landscape that surrounds the settlements also provides views of local significance, such as views to the Grand Union Canal or long- distance views to the countryside.

These landmarks and views need to be preserved in order to protect the identity and sense of place. Buildings in the parish are predominantly low rise, resulting in a roofline amd massing which fits well with the surrounding countryside. Therefore, new developments or any change in the existing built environment must comply with the following principles:



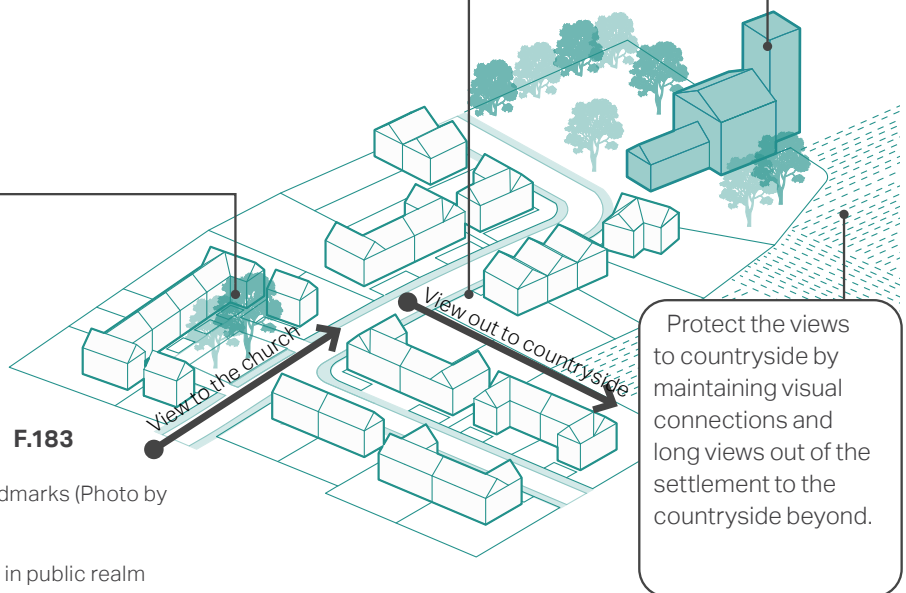
F.182

04

Mature trees and other landscape features at entrances to the development help increase legibility.

Avoid high density and keep some space between buildings to preserve views and provide feeling of openness.

Local landmarks, such as churches and other prominent buildings, create a point of interest and orientation and help with wayfinding.



F.183

Figure 182: Landscape and built features to create landmarks (Photo by Abbots Langley Parish Council)

Figure 183: Diagram showing the wayfinding elements in public realm

- Any new developments should respect the existing landmarks. New developments should include some landmark buildings to improve legibility and provide varying features to create articulation which allows visual interest;
- New buildings should be designed with a number of different features that can create a landmark, such as, projecting bays, large window openings, expressive roof forms and taller elements;
- To provide articulation and a welcoming feeling, building façades should have occasional projections such as bays and porches;
- Creating short-distance views broken by buildings, trees or landmarks to create memorable routes and places, and easily intelligible links between places. New developments should be oriented to maximise the opportunities for memorable views and visual connectivity;



Figure 184:

Allow for spaces between buildings to preserve views of countryside beyond (Photo by Abbots Langley Parish Council)

Figure 185:

Abbotswood Estate. Soft nature edges and preserving view to Horses Field (Photo by Abbots Langley Parish Council)

- New development proposals should not be visually intrusive. This should be achieved through appropriate scaling and design, including landscape screening, where appropriate;
- As noted above, existing views and vistas should be actively considered when preparing new development proposals. Where possible, new developments should seek to retain existing and frame new views and vistas towards the wider countryside;
- Where appropriate, future development proposals should incorporate landscape and built features to create landmarks, helping with legibility;
- New development proposals should maintain visual connections to the surrounding landscape and long views out of the settlement. Development density should allow for spaces between buildings to preserve views of countryside beyond and maintain the perceived openness of the settlement;
- Respect any designations and constraints related to the surrounding countryside and aim to preserve long distance views;
- Include 'soft' edges to shield buildings and ease the transition between the countryside and the urban area;
- Preserve uninterrupted views and vistas looking into and out of the village in all directions; and
- Protect views and vistas along Grand Union Canal.



F.186

Figure 186:
Significant view to Grand Union Canal in Gade Valley Character Area

LC. Respecting the local character

LC 03. Architectural details

New developments or any change to the existing built environment must be able to demonstrate a sympathetic response to the existing character and architectural details found in the village.

This section showcases some local building details which should be considered as positive examples to inform design proposals.

There are a number of features in the Neighbourhood Plan area, encompassing Georgian, Victorian, Edwardian and more modern architectural styles, each of which plays a crucial role in characterising the parish. Examples include the Church of St Lawrence, in Abbots Langley Village, with its surrounding mid-16th century timber framed houses and 18th century cottages. Other examples of note include larger 18th century houses such as the Vicarage and Breakspear Place. There are architectural elements in these keynote buildings and, indeed, across the wider built environment, that provide visual clues as to how new development proposals might be framed.

New development in Abbots Langley Parish must seek to preserve the existing character not only within the conservation areas, but also across the wider settlements. There are many elements that contribute to the local character of the village and these should be respected when new development is proposed.



Figure 187: St Lawrence Church, built with knapped flint, tilehanging and rendering

Figure 188: Breakspear Place, formerly listed as Langley House, built in Georgian Architecture Style

Figure 189: 18th Century house built with whitewashed brick and tiled gabled roof

LC. Respecting the local character



Figure 190:
A bungalow in front of Breakspear College built with yellow render, sash windows and shed dormers

Figure 192:
Pound Cottage built with leaded casement windows and hipped roof

Figure 194:
Georgian Architecture Style with red brick and sash windows in Bedmond

Figure 191:
Two storey property built with painted brick, bargeboard and lintel above windows

Figure 193:
Chapel Studios on Bridge Road

Figure 195:
A large bungalow with bow, casement windows and slate on roofscape

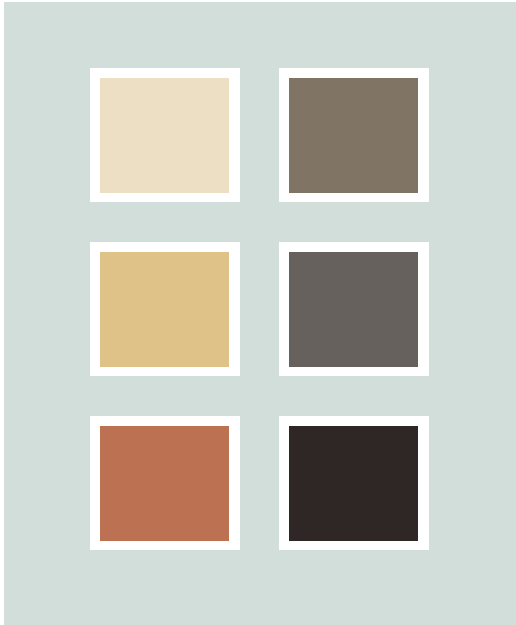
LC. Respecting the local character

LC 04. Materials and colour palette

A wide variety of materials have been used within the Parish such as flint, brick, timber and clunch (a stone detail used on older buildings). The colour pallet varies as shown below.

04

Colour palette



Wall



Warm red brick



Dark brown weatherboard



Gaunt or gault brick



Pebble dash



Knapped flint



Mix of timber and render

LC. Respecting the local character

Roof



Gabled roof with glazed pantile



Gabled roof with chimney



Shed dormer



Gabled dormer



Hipped roof



Slate

Details



Brick details around window



Porch



Details of interest

LC. Respecting the local character

LC 05. Street lighting / dark skies

The 'dark skies' character of the countryside should be protected. Dark skies benefit both people and wildlife.

Any new development should minimise impact on the existing 'dark skies' within the settlements and reduce light pollution that disrupts the natural habitat and human health.

The following guidelines aim to ensure there is enough consideration given at the design stage:

- The provision of street lighting within certain areas, such as public open space, sites of nature conservation and habitat or other sensitive areas should be the subject of careful consideration, with public safety an important factor;
- Ensure that lighting schemes will not

cause unacceptable levels of light pollution, particularly in intrinsically dark areas. These can be areas very close to the countryside or where dark skies are enjoyed;

- Consider lighting schemes that could be turned off when not needed ('part-night lighting') to reduce any potential adverse effects; i.e. when a business is closed or, in outdoor areas, switching off at quiet times between midnight and 5am or 6am. Planning conditions could potentially be used to enforce this;
- Impact on sensitive wildlife receptors throughout the year, or at particular times (e.g. on migration routes), may be mitigated by the design of the lighting or by turning it off or down at sensitive times;

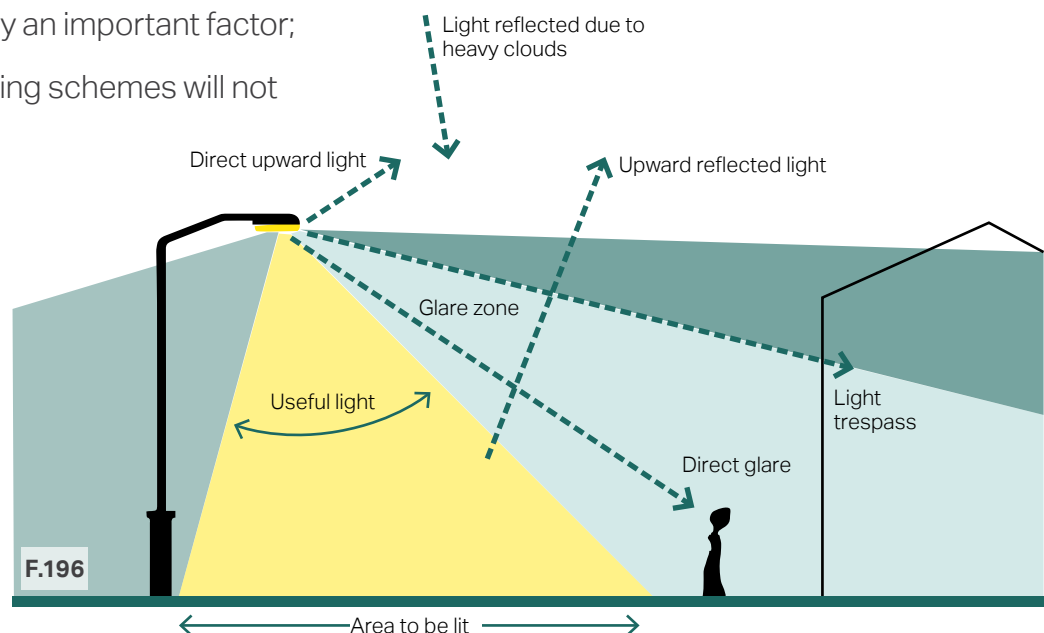


Figure 196:
Diagram to illustrate the different components of light pollution and what 'good' lighting means

- Glare should be avoided, particularly for safety reasons. This is the uncomfortable brightness of a light source due to the excessive contrast between bright and dark areas in the field of view. Consequently, the perceived glare depends on the brightness of the background against which it is viewed. It is affected by the quantity and directional attributes of the source. Where appropriate, lighting schemes could include 'dimming' to lower the level of lighting (e.g. during periods of reduced use of an area, when higher lighting levels are not needed);
- The needs of particular individuals or groups should be considered, where appropriate (e.g. the safety of pedestrians and cyclists);
- Foot/cycle path light should be introduced sensitively and in harmony with surrounding rural landscape. Light fittings such as solar cat's-eye lighting, reflective paint and ground-based lighting could be introduced. Full-height lighting should be avoided; and
- Any new developments and house extensions designs should encourage to use natural light sources.

6 SU. Sustainability

4.7 Sustainability (SU)

New development should incorporate and support innovative and proactive approaches to design and opportunities to deliver decentralised energy systems powered by a renewable or low carbon source and associated infrastructure, including community-led initiatives.

New developments must strive for good quality design that meets low or zero-carbon targets for CO2 emissions that can be constructed sustainability, maximising opportunities for recycling.

This section introduces energy efficient technologies and strategies that could be incorporated in individual buildings, landscapes and wider neighbourhoods.



SU 01. Energy efficient housing & production



SU 02. Biodiversity



SU 03. Sustainable drainage



SU 04. Permeable pavements



SU 05. Storage and slow release



SU 06. Bioretention systems

SU. Sustainability

SU 01. Energy efficient housing and energy production

Energy efficient homes combine energy efficient construction, appliances and lighting with commercially available renewable energy systems, such as solar water heating and solar electricity, and ground/air-source heat pumps.

The aim of these interventions is to reduce overall energy use in the home, as cost effectively as possible.

It should be noted that sustainable design principles do not prescribe a particular architectural style and can be adapted to fit a wide variety of built character. A wide range of solutions is also available to retrofit existing buildings, including listed properties, to improve their energy efficiency¹.

Existing homes

- 1  **Insulation**
in lofts and walls (cavity and solid)
- 2  **Double or triple glazing with shading**
(e.g. tinted window film, blinds, curtains and trees outside)
- 3  **Low- carbon heating**
with heat pumps or connections to district heat network
- 4  **Draught proofing**
of floors, windows and doors
- 5  **Highly energy-efficient appliances**
(e.g. A++ and A+++ rating)
- 6  **Highly waste-efficient devices**
with low-flow showers and taps, insulated tanks and hot water thermostats
- 7  **Green space (e.g. gardens and trees)**
to help reduce the risks and impacts of flooding and overheating
- 8  **Flood resilience and resistance**
with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

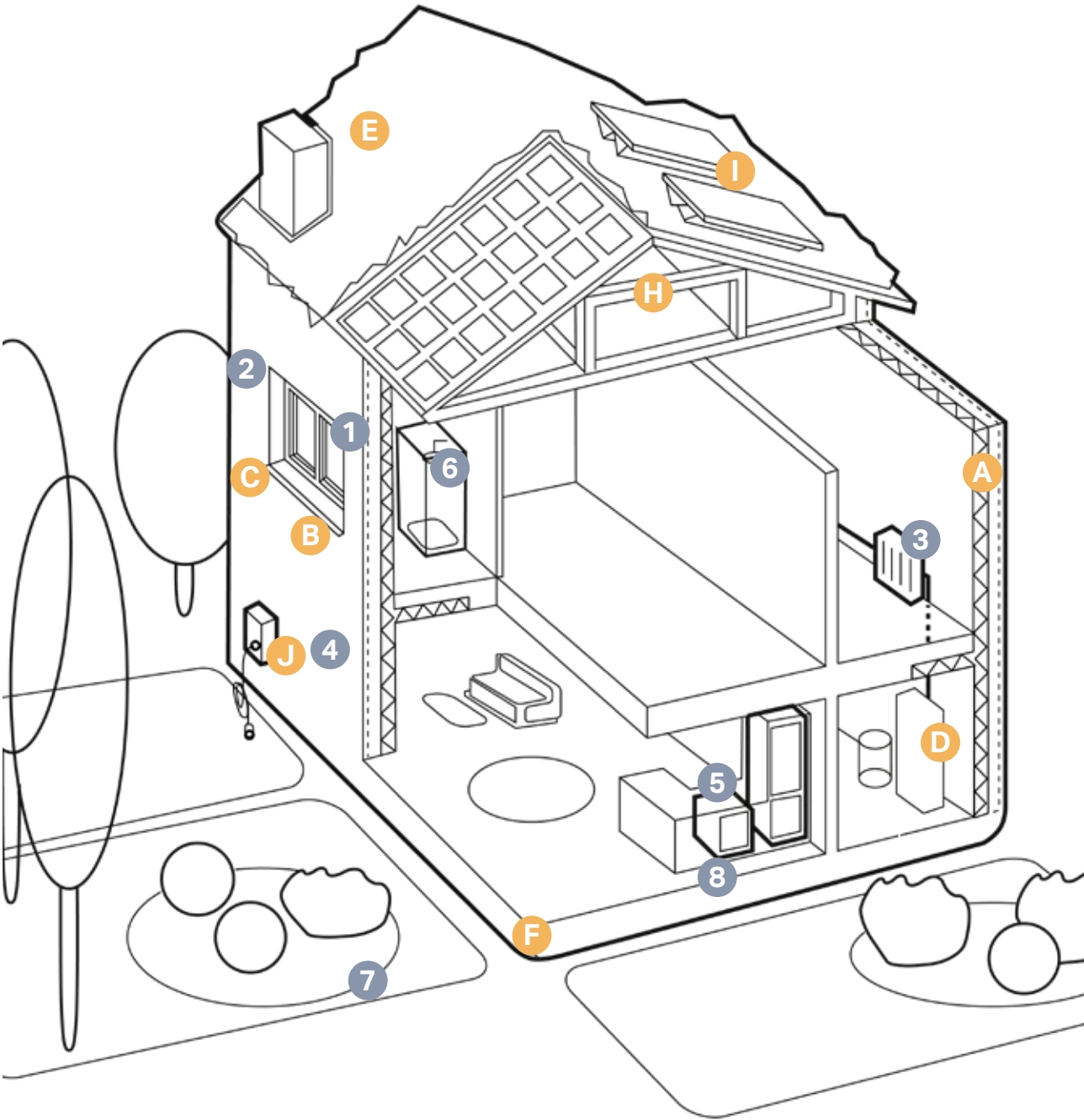
New build homes

- A  **High levels of airtightness**
- B  **Triple glazed windows and external shading**
especially on south and west faces
- C  **Low-carbon heating**
and no new homes on the gas grid by 2025 at the latest
- D  **More fresh air**
with mechanical ventilation and heat recovery, and passive cooling
- E  **Water management and cooling**
more ambitious water efficiency standards, green roofs and reflective walls
- F  **Flood resilience and resistance**
e.g. raised electrical, concrete floors and greening your garden
- G  **Construction and site planning**
timber frames, sustainable transport options (such as cycling)
- H  **Solar panels**
- J  **Electric car charging point**

1. Historic England. <https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/>

SU. Sustainability

04



F.197

Figure 197:
Diagram showing low-carbon homes in both existing and new build conditions.

SU. Sustainability

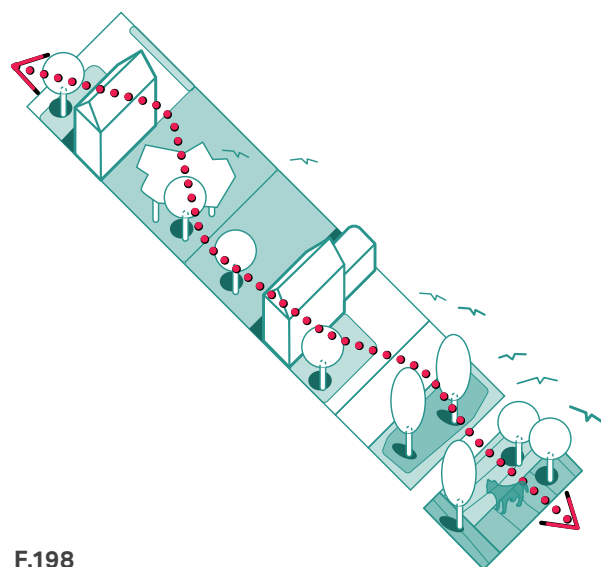
SU 02. Biodiversity

Abbots Langley Parish has a rich and varied landscape character. There are many natural features and assets, such as trees, woodlands, hedgerows, verges, front and back gardens. They all contribute to provide habitats for biodiversity to flourish. Therefore, any new development or any change to the built environment should:

- Protect and enhance designated habitats to the west of the Neighbourhood Plan area around the Grand Union Canal. Ensure habitats are buffered. Widths of buffer zones should be appropriately sized and based on specific ecological function;
- Protect woodlands, hedges and other trees and road verges, where possible. Natural tree buffers should also be protected when planning for new developments;
- Avoid abrupt edges to development with little vegetation or landscape on the edge of the settlement and, instead, aim for a comprehensive landscape setting;
- Include the creation of new habitats and wildlife corridors in development proposals. This could be done by aligning back and front gardens or

installing bird boxes or bricks in walls; and

- Create wildlife corridors in the surrounding countryside by proposing new green links and improving existing ones. This will enable wildlife to travel between foraging and dwelling areas.



F.198



F.199

Figure 198:
Diagram to highlight the importance of creating wildlife corridors

Figure 199:
Examples of a bughouse decorating rear gardens or public green spaces

SU. Sustainability

SU 03. Sustainable drainage (SuDS)

As mentioned earlier (see 3.1.7 Flood risk), there are areas of flood risk to the west of the Parish around Water Lane where mitigation will be required. One way of managing the surface water is using SuDS.

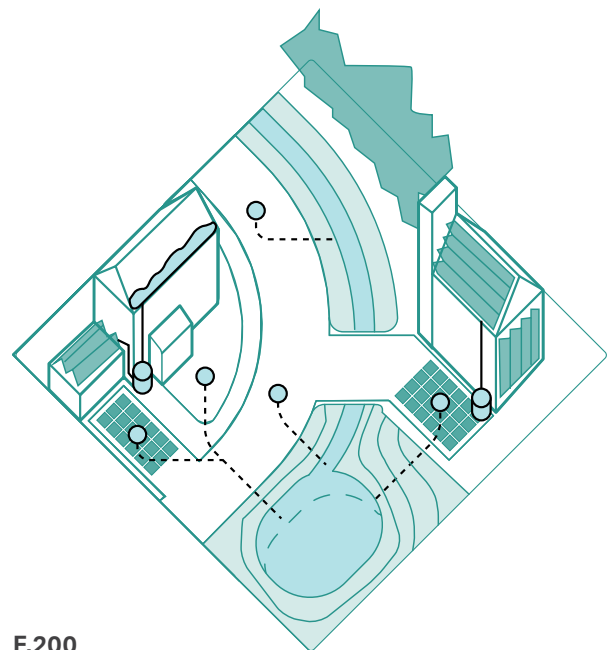
The term SuDS stands for Sustainable Drainage Systems, and covers a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst also providing amenity benefits.

SuDS work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system. Usually, the most sustainable option is collecting this water for reuse, for example in a water butt or rainwater harvesting system, as this has the added benefit of reducing pressure on important water sources.

Where reuse is not possible there are two alternative approaches using SuDS:

- Infiltration, which allows water to percolate into the ground and eventually restore groundwater;
- Attenuation and controlled release, which holds back the water and slowly releases it into the sewer network. Although the overall volume entering the sewer system is the same, the peak flow is reduced. This reduces the risk of sewers overflowing. Attenuation

and controlled release options are suitable when either infiltration is not possible (for example, where the water table is high or soils are clay) or where infiltration could be polluting (such as on contaminated sites).



F.200



F.201

Figure 200: Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs

Figure 201: Examples of SuDS designed as a public amenity and fully integrated into the design of the public realm, Sweden

SU. Sustainability

When designing SuDS, one must consider site-specific conditions such as underlying ground conditions, infiltration rate, slope or presence of ground contamination. A number of overarching principles can, however, be applied:

- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network;
- Integrate into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area;
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; and
- SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

SU 04. Permeable pavements

Most built-up areas have hard surfaced roads, footpaths and driveways which are impervious surfaces and reduce the capacity of the ground to absorb runoff water. This, in turn, increases the risks of surface water flooding. Permeable pavements offer a solution to maintain soil permeability while performing the function of conventional paving. The choice of paving in public areas should also have reference to public safety, so some materials may not be appropriate and, therefore, permeable paving might be more difficult to install. In domestic properties, there may be greater scope for the use of permeable surfaces on driveways and footpaths. The choice of permeable paving units should be made with reference to the local context; in Abbots Langley Parish, therefore, the units may take the form of unbound gravel, grass drives with inset permeable concrete, clay pavers, or stone setts.

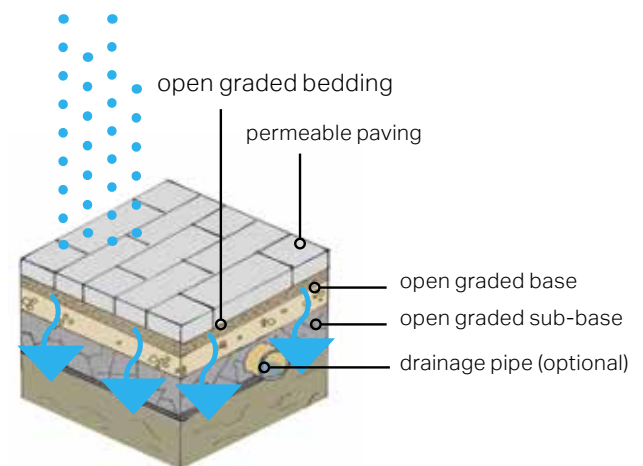
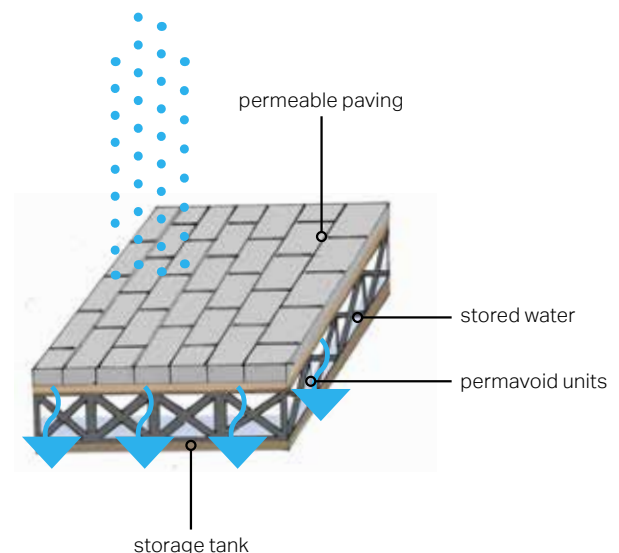
Permeable paving can be used where appropriate on footpaths, public squares, private access roads, driveways, and private areas within the individual development boundaries. In addition, permeable pavements must also comply with:

- Flood and Water Management Act 2010, Schedule 3;¹
- The Building Regulations Part H;

¹ Great Britain (2010). Flood and Water Management Act, Schedule 3. Available at: <http://www.legislation.gov.uk/ukpga/2010/29/schedule/3>

SU. Sustainability

- Drainage and Waste Disposal;¹
- Town and Country Planning (General Permitted Development) (England) Order 2015;²
- Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage are listed below:
- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems;³
- The SuDS Manual (C753);⁴
- BS 8582:2013 Code of practice for surface water management for development sites;⁵
- BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers;⁶ and
- Guidance on the Permeable Surfacing of Front Gardens.⁷



F.202

Figure 202:
Diagrams illustrating the functioning of a soak away

1 Great Britain (2010). The Building Regulations Part H – Drainage and Waste Disposal. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/442889/BR_PDF_AD_H_2015.pdf

2 Great Britain (2015). Town and Country Planning (General Permitted Development) (England) Order 2015. Available at: http://www.legislation.gov.uk/ukxi/2015/596/pdfs/ukxi_20150596_en.pdf

3 Great Britain. Department for Environment, Food and Rural Affairs (2015). Sustainable drainage systems – non-statutory technical standards for sustainable drainage systems. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf

4 CIRIA (2015). The SuDS Manual (C753).

5 British Standards Institution (2013). BS 8582:2013 Code of practice for surface water management for development sites. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=000000000030253266>

6 British Standards Institution (2009). BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=000000000030159352>

7 Great Britain. Ministry of Housing, Communities & Local Government (2008). Guidance on the Permeable Surfacing of Front Gardens. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf

SU. Sustainability

SU 05. Storage and slow release

Rainwater harvesting refers to systems for the capture and storage of rainwater as well as those enabling the reuse on-site of grey water (lightly contaminated water)

Simple storage solutions, such as water butts, can help provide significant attenuation. To be able to continue to provide benefits, there has to be some headroom within the storage solution. If water is not reused, a slow release valve allows water from the storage to trickle out, recreating capacity for future rainfall events.

New digital technologies that predict rainfall events can enable stored water to be released when the sewer has greatest capacity to accept it.

These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design.

Therefore, some design recommendations 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 203:
Examples of water butts used for rainwater harvesting in Reach, Cambridgeshire

Figure 204:
Examples of water butts used for rainwater harvesting in Reach, Cambridgeshire

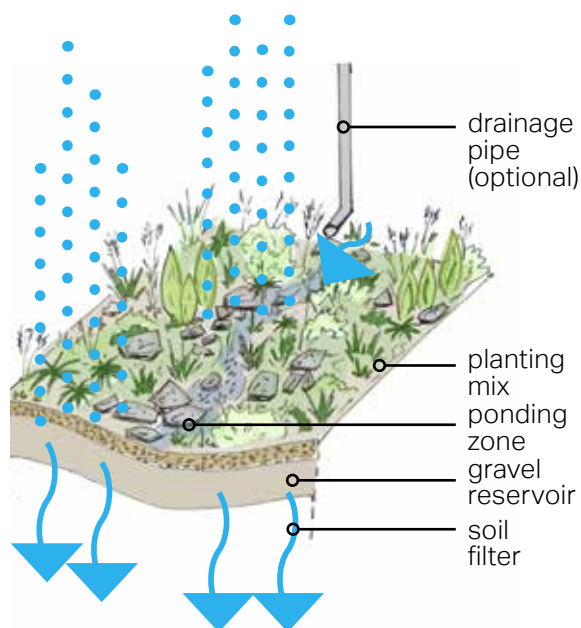
SU. Sustainability

SU 06. Bioretention systems

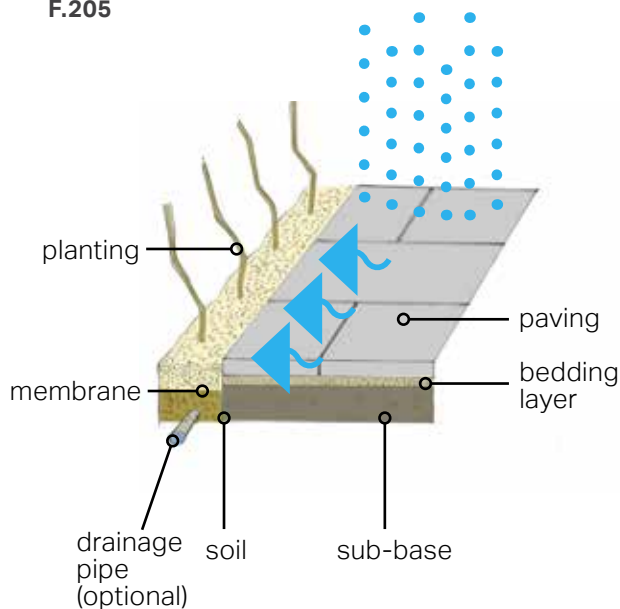
Bioretention systems, including soak-aways and rain gardens, can be used within each development, along verges, and in semi-natural green spaces.

- They must be designed to sit cohesively with the surrounding landscape, reflecting the natural character of the Parish. Vegetation must reflect that of the surrounding environment; and
- They can be used at varying scales, from small-scale rain gardens serving individual properties, to long green-blue corridors incorporating bio-retention swales, tree pits and mini-wetlands, serving roads or extensive built-up areas.

These planted spaces are designed to enable water to infiltrate into the ground. Cutting of downpipes and enabling roof water to flow into rain gardens can significantly reduce the runoff into the sewer system. The UK Rain Garden Design Guidelines provides more detailed guidance on their feasibility and suggests planting to help improve water quality as well as attract biodiversity.¹



F.205



F.206

Figure 205:
Diagram illustrating the functioning of a rain garden

Figure 206:
Diagram illustrating the functioning of a soak away garden

¹ UK Rain Gardens Guide. Available at: <https://raingardens.info/wp-content/uploads/2012/07/UKRainGarden-Guide.pdf>



05

General questions

5. General questions

Because the design guidelines and codes in this document cannot cover all design eventualities, this section provides a number of questions based on established good practice against which the design proposal should be evaluated.

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

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 considered the local context and provided an appropriate design solution.

As a first step, there are a number of ideas or principles that should be present in all proposals. These are listed under “General design guidelines for new development.” Following these ideas and principles, a number of questions are listed for more specific topics on the following pages.

1

General design guidelines for new development:

- Does the development integrate with existing paths, streets, circulation networks and patterns of activity?
- Does it reinforce or enhance the established settlement character of streets, greens, and other spaces?
- Does it harmonise and enhance existing settlement in terms of physical form, architecture and land use?
- Will it relate well to local topography and landscape features, including prominent ridge lines and long-distance views?
- Does it reflect, respect, and reinforce local architecture and historic distinctiveness?
- Does it retain and incorporate important existing features into the development?
- Will it respect surrounding buildings in terms of scale, height, form and massing?
- Does it adopt contextually appropriate materials and details?
- Can it provide adequate open space for the development in terms of both quantity and quality?
- Does it incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features?
- Will it ensure all components, e.g., buildings, landscapes, access routes, parking and open space are well related to each other?
- Does it 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?
- Will it positively integrate energy efficient technologies?
- Will it ensure that places are designed with management, maintenance and the upkeep of utilities in mind?
- Does it seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g., insulation), before specification of energy efficient building services and finally incorporate renewable energy sources?

2

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the 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?

3

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?

Local green spaces, views and character:

- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within 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 impact on existing views which are important to the area and how are these views incorporated in the design?
- 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?

3

Local green spaces, views and character:

- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

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

5

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 maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

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

7

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?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

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 match those of the existing dwelling?
- In case of side extensions, 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?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

9

Building materials and surface treatment:

- What is the distinctive material in the area?
- 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 roof details 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?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

- 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?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

11

Architectural details and design:

- 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?
- Is it possible to incorporate passive environmental design features such as larger roof overhangs, deeper window reveals and/or external louvres/shutters to provide shading in hotter months?
- Can the building designs utilise thermal mass to minimise heat transfer and provide free cooling?
- Can any external structures such as balconies be fixed to the outside of the building, as opposed to cantilevering through the building fabric to reduce thermal bridge?



06

Delivery

6. Delivery

The Design Guidelines will be a valuable tool in securing context-driven, high quality development within Abbots Langley Parish. They will be used in different ways by different actors in the planning and development process, as summarised in the table, opposite.

Actors	How They Will Use the Design Guidelines
Applicants, developers, & landowners	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.
Local Planning Authority	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.
Parish Council	As a guide when commenting on planning applications, ensuring that the Design Guidelines are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.



Appendix. Policy review

Appendix. Policy review

This section highlights the key adopted and emerging planning policies relevant to the design codes included in this document. It should be read in conjunction with the Chapter 2 Policy Review of this Report.

Three Rivers Core Strategy 2011-2026 (Adopted October 2011)

The adopted Three Rivers Core Strategy set out the District-wide spatial vision and overarching strategies up to 2026. The key policies relevant to the design codes included in this document are:

Policy PSP2 Development in the Key Centres (South Oxhey, Croxley Green, Abbots Langley, Chorleywood, Leavesden and Garston and Mill End)

sets out the place-shaping strategy for key centres identified in the settlement hierarchy, including Abbots Langley. In Key Centres, future development sites are expected to be predominantly in the urban area and on previously developed land. Developments should also conserve and enhance the local distinctiveness of Key Centres, particularly the historic core of Abbots Langley. They should also improve provision of, and access to, services and facilities.

Policy CP1 Overarching Policy on Sustainable Development requires all development in Three Rivers to contribute to the sustainability of the District, including by taking into account the need to tackle climate change.

Policy CP3 Housing Mix and Density

promotes high quality residential development that respects the character

of the District and caters for a range of housing needs. In particular, new development should provide a range of house types and sizes to reflect the existing and future needs of the Three Rivers population and the characteristics of housing in the area. In relation to density, development should respect density levels within existing residential areas, particularly within areas of special landscape and/or historic value in the district. In locations that are highly accessible to public transport, services and facilities, higher densities will be promoted. (Note: While the policy text refers to the production of an overall Design Code Supplementary Planning Document at the time of adoption, the relevant SPD does not form part of the current Development Framework for Three Rivers. The most up-to-date Local Development Framework as of May 2021 also did not indicate progress of the production of a District-wide Design Code).

Policy CP4 Affordable Housing seeks to secure an overall provision of around 45% of all new housing as affordable housing.

Policy CP9 Green Infrastructure seeks a net gain in the quality and quantity of Green Infrastructure through protection, enhancement and provision.

Policy CP10 Transport and Travel requires all development to be designed and located to minimise the impact of travel by motor vehicle on the District.

Policy CP12 Design of Development states a list of high quality design criteria

which all development proposals will be expected to achieve. All development proposals are expected to:

- Have regard to the local context and conserve or enhance the character, amenities and quality of an area;
- Conserve and enhance natural and heritage assets;
- Protect residential amenities by taking into account the need for adequate levels and disposition of privacy, prospect, amenity and garden space;
- Make efficient use of land whilst respecting the distinctiveness of the surrounding area in terms of density, character, layout and spacing, amenity, scale, height, massing and use of materials;
- Build resilience into a site's design taking into account climate change (for example flood resistant design);
- Use innovative design to reduce energy and waste and optimise the potential of the site;
- Ensure buildings and spaces are, wherever possible, orientated to gain benefit from sunlight and passive solar energy;
- Design out opportunities for crime and anti-social behaviour through the incorporation of appropriate measures to minimise the risk of crime and create safe and attractive places;

- Incorporate visually attractive frontages to adjoining streets and public spaces;
- Ensure all appropriate frontages contain windows and doors that assist informal surveillance of the public realm;
- Use high standards of building materials, finishes and landscaping; also provide/contribute towards street furniture and public art where appropriate;
- Ensure the development is adequately landscaped and is designed to retain, enhance or improve important existing natural features; landscaping should reflect the surrounding landscape of the area and where appropriate integrate with adjoining networks of green open spaces;
- Make a clear distinction between public and private spaces and enhance the public realm;
- Ensure that places, spaces and buildings are accessible to all potential users, including those with mobility difficulties;
- Provide convenient, safe and visually attractive areas for the parking of vehicles and cycles without dominating the development or its surroundings; and
- Be durable and, where practical, buildings should be capable of adapting to other uses and functions in order to ensure their long-life.

Three Rivers Development Management Policies (Adopted July 2013)

Adopted in July 2013, the Development Management Policies for Three Rivers set out the detailed criteria which planning applications within the District will be considered against, alongside other policies within the Development Framework. The key policies of relevance include:

Policy DM1 Residential Design and Layout requires all residential development to satisfy the design criteria set out in Appendix 2 of the document, in order to ensure that development does not lead to a gradual deterioration in the quality of the built environment, and that landscaping, the need for privacy and amenity space and the creation of identity in housing layouts are taken into account.

Appendix 2 Design Criteria sets out qualitative and quantitative guidelines in relation to privacy, prospect, amenity space, property extensions, dormers, roofs and the layout, as well as boundaries, for new development.

Policy DM3 The Historic Built Environment sets out a presumption in favour of the retention and enhancement of heritage assets.

Policy DM6 Biodiversity, Trees, Woodlands, Watercourses and Landscaping requires development to result in no net loss of biodiversity value across the District as a whole. In particular, development proposals are required to seek to retain existing trees, hedgerows and other important landscape and nature conservation features as many as possible, particularly, those of local amenity, nature conservation value and biodiversity value. New developments are also required to include new trees and other planting to enhance the landscape of the site and its surroundings as appropriate.

Policy DM7 Landscape Character requires proposals to make a positive contribution to the surrounding landscape.

Policy DM11 Open Space, Sport and Recreation Facilities and Children's Play Space states that proposals for new and existing open space should be designed to a high standard and should not consist of large areas of open grass. In particular, it should have regard to its surroundings, its likely use, the need for a variety of different forms of open space, the need to enhance existing nature conservation interests and the benefits of creating new habitats.

Policy DM13 Parking requires development to make provision for parking in accordance with the zone-based standards set out in Appendix 5 of the document. It also refers to Hertfordshire County Council's Roads in Hertfordshire: A Design Guide, which sets out the street

design guidelines and parking standards (including vehicles, motorcycle and cycle) in Hertfordshire, particularly in relation to dimensions and design principles.

Emerging Three Rivers Local Plan

Three Rivers District Council is currently preparing a new Local Plan which will set out the vision and policy framework for growth within the District until 2038. The Additional Regulation 18 Preferred Policy Options and Sites for Potential Allocation documents are published for consultation from June 2021 to August 2021. Part 1 of the documents set out the preferred strategic vision and policies while Part 2 of the documents identifies potential sites for allocation (including housing, gypsies and travellers & traveling showpeople sites, employment, town centres & retail, open space, education, green belt and other infrastructure).

The key preferred policies in Part 1 relevant to the design codes included in this document are:

Preferred Policy Option 1 Strategic Policy: Overarching Policy on Sustainable Development states that the Council will take a positive approach to the consideration of development proposals that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. In particular, all development proposals are required to take into account the

sustainable need to:

- Tackle climate change by reducing carbon emissions, increasing energy and water efficiency of buildings, promoting the use of renewable energy systems, and using other natural resources wisely, including through the use of sustainable building materials;
- Manage water and flood risk through the use of Sustainable Drainage Systems;
- Optimise the use of land including through an uplift in the density of development where appropriate;
- Reduce waste going into landfill by reducing materials used, reusing and recycling building materials, and providing opportunities for recycling wherever possible;
- Protect and enhance our natural, built and historic environments from inappropriate development and improve the diversity of wildlife and habitats;
- Build mixed and sustainable housing by providing a range of tenures and types, including affordable housing and specialist and supported accommodation to meet needs;
- Maintain high levels of employment by attracting jobs and training opportunities for local people and supporting businesses;
- Improve access to jobs, skills, services and facilities particularly within areas of deprivation in the District;
- Sustain the viability and vitality of the

key town and district centres and villages identified in the settlement hierarchy (Abbots Langley is identified as a key District Centre);

- Protect and enhance existing social and community facilities, and provide new facilities;
- Promote a range of sustainable travel modes with priority given to cycling and walking;
- Providing necessary infrastructure to enable and/or support development, including transport, education, health, Green Infrastructure, utilities, waste facilities, waste water, leisure, cultural and community facilities;
- Promote buildings and public spaces of a high enduring design quality that respect local distinctiveness, are accessible to all and reduce opportunities for crime and anti-social behaviour; and
- Manage and reduce risk of and from pollution in relation to quality of land, air and water and dealing with land contamination.

Preferred Policy Option 2 Housing

Mix and Type requires all new homes to contribute to the creation of balanced and sustainable communities by meeting identified local and District housing needs in terms of mix, size, tenure and type to cater for the full range of different households.

Preferred Policy Option 3 Housing

Density seeks to promote high quality residential development that respects the character of the District and caters for a range of housing needs. New housing should be provided at a target density responding to the site, its context and the housing need with densities generally of at least 50 dwellings per hectare. In areas served by public transport, services and facilities higher densities will be expected.

Preferred Policy Option 4 Affordable

Housing requires all new development resulting in a net gain of one or more dwellings to provide at least 40% of the total number of dwellings as affordable housing for rent and an additional 10% of total number of dwellings as dwellings available for affordable home ownership on developments delivering 10 or more dwellings. 10% of the affordable housing should meet the Building Regulation M4(3) standard.

Preferred Policy Option 6 Residential Design and Layout and Accessible and Adaptable Buildings

requires all new housing development to be designed and built to high quality for duration of its lifetime and meets the preferred Design Criteria as set out in the consultation document Appendix 1 to ensure that development does not lead to a gradual deterioration in the quality of the built environment, and that landscaping, the need for privacy and amenity space and the creation of identity in housing layouts are taken into account. In addition, the preferred policy supports housing designed and built to encourage sustainable and flexible living

and those that are built to be accessible and adaptable to meet changing occupier circumstances over the lifetime of the development. On developments of 50 or more dwellings, 10% of new homes are required to meet the Building Regulations M4(2) standard and 10% of the affordable housing are required to meet the Building Regulations M4(3) standard.

Preferred Policy Option 10 Social and Community Facilities

supports proposals for new or improved social or community facilities that are accessible by a range of sustainable modes of transport; provide spaces and buildings which are inclusive, accessible, flexible and sustainable and which meet the needs of the intended users; and are designed and sited to maximise shared use of the facility.

Preferred Policy Option 11 Health and Wellbeing

requires all development to be designed to maximise opportunities to promote healthy communities and reduce health inequalities, particularly in regard to the provision of accessible open space, vegetation and landscaping, sport and recreation facilities, cultural facilities and safe, well promoted, walking and cycling routes.

Preferred Policy Option 13 Adapting to Climate Change and Sustainable Construction

supports new development that builds in greater resilience to climate change and extreme weather events through the design of sites and buildings,

including where appropriate:

- Managing flood risk and promoting sustainable drainage systems;
- Promoting and enhancing the Green Infrastructure network across the District and integrating this as part of the design process;
- Protecting the natural environment, and conserving and enhancing biodiversity; and
- Considering the layout of new development, building orientation, shading, construction materials and ventilation systems to address sunlight and daylight, passive solar gain and reduce risks of overheating and reliance on air conditioning systems.

In relation to sustainable design and construction, the preferred policy also requires new development to be designed and constructed to:

- Make efficient use of mineral resources and incorporate a proportion of recycled materials and/or secondary aggregates;
- Minimise waste and reuse materials resulting from excavation and demolition activity;
- Conserve water and reduce flood risk;
- Be flexible and adaptable to the needs of future occupiers; and
- Incorporate measures to enhance biodiversity value.

Preferred Policy Option 15 Flood

Risk and Water Resources requires major development and supports minor development to incorporate Sustainable Drainage Systems into their designs. Developments are required to maintain a minimum distance of 8m from a main river and a minimum distance of 5m from any ordinary watercourse.

Preferred Policy Option 18 Waste

Management and Recycling requires development proposals to provide waste and recycling facilities in accordance with the Council's Solid Waste Storage and Collection Guidance.

Preferred Policy Option 19 Green

and Blue Infrastructure requires new development to contribute to the delivery of new safe and accessible Green and Blue Infrastructure and to the management of a linked network of new and enhanced open spaces and corridors. It also seeks to protect and enhance public rights of way and other sustainable transport links between spaces in the Green Infrastructure network by requiring development masterplans to incorporate buffers of at least 20m around Rights of Way (where appropriate).

Preferred Policy Option 20 Landscape

Character seeks to conserve and enhance the quality, character and features of the Chilterns AONB and other landscape regions.

Preferred Policy Option 21 Biodiversity, Trees, Woodlands and Landscaping

seeks to ensure a net gain in biodiversity value in developments and protect

designated sites. In particular, development proposals are expected to retain as many trees and hedgerows as possible and should be designed to allow trees and hedgerows to grow to maturity without causing undue problems of visibility, shading or damage.

Preferred Policy Option 22 Open Space, Play Space, Sport and Recreation

requires proposals for new or existing open space to be designed to a high standard and should not consist of large areas of open grass. It should have regard to the relationship between the open space and its surroundings, the level and kind of use likely given the nature of nearby uses and occupants, the need to maintain a variety and balance of different forms of open space and the need to maintain and enhance existing nature conservation interests and the benefits of creating new habitats.

Preferred Policy Option 23 Local Distinctiveness and Place Shaping

requires all new development to achieve high quality design that responds to the distinctive local character (including landscape character of the area) of the area and contributes to a strong sense of place. It also defines that essential elements of place-making include creating economically and socially successfully new places with a clear identity that promote wellbeing.

In addition to the Design Criteria set out in Appendix 1, the preferred policy also sets out the following criteria in relation to design:

Distinct Local Character

- All new development should be designed to respond to locally distinct patterns of development and character, including landscape setting. Proposals will need to take account of local design guidance including that contained within Conservation Area Appraisals, Neighbourhood Plans and Supplementary Planning Documents to conserve or enhance the character, amenities and quality of an area;
- Development should make efficient use of land whilst respecting the distinctiveness of the surrounding area in terms of density, character, layout and spacing, the pattern of street blocks and plots, building forms, amenity, scale, height, massing, style, landscaping and the use of materials;
- The layout of proposals must be easy to navigate, with buildings designed and positioned to define and enhance a hierarchy of streets and spaces and create a density appropriate to the site, taking account of factors such as the relationship between building height and street width, and the relationship between the height, width and depth of buildings;
- Materials used should be sustainable, practical, durable and attractive with regard to aspects including their colour, texture, grain and reflectivity; and

- The size, function or density of some of the allocations for development within the Local Plan are such that it may not be appropriate for these sites to always reflect locally distinct patterns of development. In such cases, sites should take opportunities to create their own identity while ensuring cohesive and vibrant neighbourhoods.

Connections

- The layout of development should be designed to ensure it connects appropriately to existing street patterns and built form, and creates safe and accessible spaces; and
- Buildings and open spaces should be designed to create a high quality public realm, promote positive social interaction and create attractive environments that maximise opportunities and encourage people to move around by cycling and walking.

Safeguarding Amenity

- Development should protect residential amenities and the attractiveness of non-residential buildings and spaces which contribute to the economic success of the District for both existing and proposed occupiers by taking into account the need for adequate levels and disposition of privacy, prospect, amenity and garden space, and suitable access.

Landscaping and Public Realm

- Development should incorporate visually attractive frontages to adjoining streets and public spaces and should provide for high standards of building materials, finishes and landscaping;
- Landscaping must be considered as an integral element of the layout and design of development, including integration with adjoining networks of green open spaces where appropriate and retaining, enhancing or improving important existing natural features such as trees, hedgerows and walls as far as possible. Proposals for landscaping should show how the design, planting species and materials have been selected with regard to factors including the character of the area, conservation and enhancement of biodiversity and the natural environment, and ongoing management and maintenance;
- Development should provide for a clear distinction between public and private space and should provide boundary treatments which enhance the appearance, character and amenity of the site and area; and
- Development should enhance the public realm to promote social interaction, including making provision for adequate lighting and for street furniture and public art where appropriate and ensuring that all appropriate frontages contain windows and doors that assist informal surveillance.

Safeguarding Assets and the Environment

- All development should conserve and enhance natural, built, cultural and heritage assets, including public open space; and
- Proposals must take opportunities to make sustainable design integral to the development and build resilience into a site's design taking into account climate change including through flood resistant design, Green Infrastructure, sustainable drainage, minimising the use of natural resources, reducing waste and ensuring that buildings and spaces are durable capable of adaptation to other uses and functions where practical in order to ensure their long-life.

Safety and Security

- Development must design out opportunities for crime and anti-social behaviour through the incorporation of appropriate measures to minimise the risk of crime and create safe and attractive places taking into account the Police 'Secured by Design' standards and where appropriate guidance on terrorism in the Government's Planning Practice Guidance; and
- Development should provide natural security through layout and design with attractive, well enclosed, and overlooked streets, roads and spaces with clear consideration for the interrelationship of land use with external spaces and landscaping.

Access and Inclusion

- Places, spaces and buildings must be accessible to all potential users, including those with mobility difficulties taking into account the setting of buildings in the wider environment, the location of buildings within plots, gradient, transport infrastructure and public realm; and
- Development must provide appropriate levels of parking for cycles to support sustainable travel choices and appropriate levels of parking for vehicles to avoid additional on-street parking where this would cause congestion or harm to amenity or highway safety. Parking and cycle storage areas should be convenient, safe and visually attractive areas that do not dominate the development or its surroundings or impact on driver, cyclist or pedestrian sight lines.

Ancillary Facilities

- Development must provide appropriate facilities for individual and communal use including cycle storage, amenity areas and facilities for the storage and collection of refuse and recycling materials which are designed and sited in accordance with current Council standards, avoiding adverse impacts on safety or security, the street scene, or the amenities of the proposed and existing properties.

Preferred Policy Option 25 Heritage and Historic Environment seeks to conserve and enhance the historic environment. It supports development of the highest design quality that will sustain and where appropriate enhance the special interest, character and significance of the District's heritage assets and their setting, as well as those that will make a positive contribution to local character and distinctiveness. Within conservation areas, development will only be permitted if the proposal:

- Is of a design and scale that preserves or enhances the character or appearance of the area;
- Uses building materials, finishes, including those for features such as walls, railings, gates and hard surfacing, that are appropriate to the local context;
- Retains historically significant boundaries, important open spaces and other elements of the area's established pattern of development, character and historic value, including gardens, roadside banks and verges;
- Retains and restores, where relevant, traditional features such as shop fronts, walls, railings, paved surfaces and street furniture, and improves the condition of structures worthy of retention;
- Does not harm important views into, out of or within the conservation area; and
- Protects trees, hedgerows and other significant landscape features and incorporates landscaping appropriate to the character and appearance of the conservation area.

Preferred Policy Option 26 Sustainable Transport and Travel requires new development to contribute to the delivery of an integrated, accessible and safe transport system that maximises the use of sustainable transport modes of walking, cycling and the use of public transport.

Preferred Policy Option 27 Parking requires development to make provision for parking in accordance with the parking standards set out in Appendix 3. In particular, 20% of car parking spaces for major developments should be allocated and off-street vehicle parking for new developments should be provided. Areas providing parking should preserve a building's setting and the character of the surrounding area, and should provide adequate soft landscaping and surface material to avoid adverse visual impacts and to manage surface water runoff.

Preferred Policy Option 28 Deliveries, Servicing and Construction requires development proposals to demonstrate that adequate provision of deliveries and servicing arrangements can be made for future occupiers. These should be accommodated off-street where possible. The use of delivery and servicing bays should be strictly controlled.

Preferred Policy Option 29 Waterways seeks to protect and enhance waterway infrastructure.

Preferred Policy Option 30 Broadband and Electronic Communications requires all residential, employment and commercial developments to be served by or be capable of being served by superfast broadband. Proposals for the installation of electronic communications equipment should have no significant adverse effect on the external appearance of the building on which, or space in which, they are to be located and should be appropriately designed, coloured and landscaped to take account of their setting. The possibility of sharing facilities, erecting antennae on existing structures and miniaturising or camouflaging apparatus should be explored.

