

APPENDIX H: ABBOTS LANGLEY VILLAGE CENTRE MASTERPLAN

Abbots Langley

Village Centre Masterplan

**FINAL REPORT |
OCTOBER 2022**



Quality information

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Introduction

01



1. Introduction

Through the Department for Levelling Up, Housing and Communities (DLUHC)'s Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Abbots Langley Parish Council. This document is a concept masterplan for the central area of Abbots Langley Village including four detailed framework -proposals. This supports Neighbourhood Plan policies that guide the assessment of future development proposals, encouraging high quality design that is sympathetic to the local character of Abbots Langley.

1.1 About this report

The design studies are high level and illustrative, prepared to demonstrate how the design principles that the Parish Council wishes to promote could be applied on the sites. We have not undertaken technical studies on topics such as ground conditions, traffic and drainage (although AECOM specialists have inputted into design development). It is expected that full co-design exercises are undertaken by applicants on the sites. This report is just a step in that direction, enabling stakeholders to progress from an informed position.

The report provides an evidence base and concept masterplan. This should be read in conjunction with the Abbots Langley Design Guidance and Code completed by AECOM in June 2021.

Figure 01: Existing shops and local facilities on the High Street

Figure 02: Manor House Grounds, an important leisure space in the village



F.1



F.2

1.2 Aims and objectives

The Three Rivers Local District Council is expected to produce a new Local Plan that would plan for at least 10,000 new houses to be built over the next 15 years.

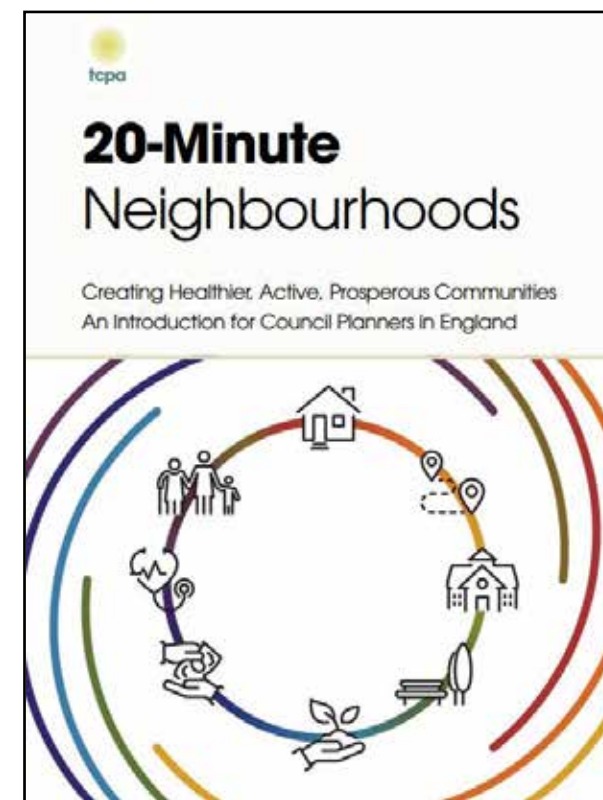
It seems, with this push for new housing, less attention is paid to the comprehensive planning of the use of land, adequate infrastructure including schools, primary care health services and the design of public realm along the High Street. There are also concerns about the loss of green belt land for housing development.

The objective of this Village Centre Masterplan is to provide a high-level concept masterplan based on the 20-Minute Neighbourhood principles for the central area of the village, showing how the central area can evolve as future developments come forward. This concept masterplan will align with the Neighbourhood Plan and inform the emerging Three Rivers District Council Local Plan.

The concept masterplan shows the opportunities that exist in the central area of the village to support existing facilities and businesses and improve the public realm along the High Street.

The key components of the scheme are as follows:

- To promote a highly distinctive local character that reflects the heritage of the village centre;
- To retain and create easily accessible green spaces;
- To connect the existing community facilities and businesses in order to increase patronage;
- Upgrade connections to the village centre for all residents.



F.3

Figure 03: TCPA 20-Minute Neighbourhoods

This report also sets out further details of the central area of the village including four detailed framework proposals for different parts of the central area. These sites are as follows:

- Area in front of the library and St Saviours;
- Area next to St Lawrence Church;
- Area in front of the shopping parade;
- The Breakspeare Special School Site.

This report encourages the village to be more self-sufficient by following principles set out in the 20-Minute Neighbourhood¹.

20-Minute Neighbourhood

Wellbeing relates to our physical and mental state. There are a number of factors that can influence our wellbeing. A holistic approach to this is the 20-Minute Neighbourhood concept, which is defined by the Town and Country Planning Association (TCPA) in its recent guide "Creating Healthier, Active, Prosperous Communities" as a place in which most of people's daily needs can be met within a short walk or cycle. The guide defines 20 minutes as the maximum time that people are willing to walk to meet their daily needs and that the 20-minute journey represents an 800m walk from home to a destination and back again (10 minutes each way).

Covid has made the 20-Minute Neighbourhood even more pertinent, with access to local facilities, including high-quality green infrastructure, more important than ever for our wellbeing.

The additional benefits of the 20-Minute Neighbourhood include:

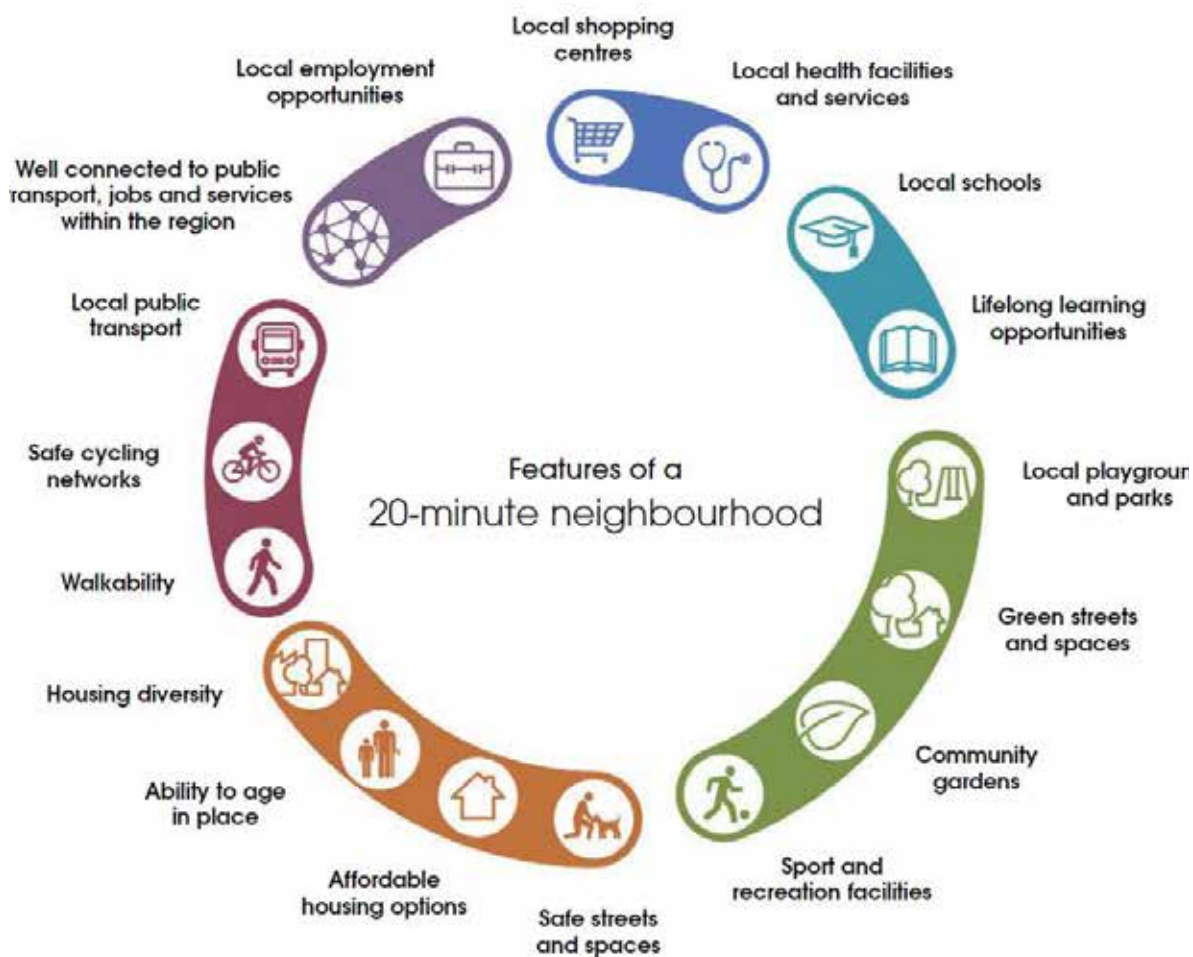
- People choose to stay in the neighbourhood for longer as the neighbourhoods are diverse and cater for a wide range of needs/lifestyles;
- People become more active which improves mental and physical health;
- Traffic is reduced and air quality is improved;
- Local shops benefit from increased patronage;
- People connect with nature;
- People see more of their neighbours, strengthening community bonds;
- Neighbourhoods become generally safer for all, but particularly children and elderly, due to the points above.

1. <https://tcpa.org.uk/resources/the-20-minute-neighbourhood/>

The village of Abbots Langley meets almost all of the 20-Minute Neighbourhood principles, but there is a need to protect and improve some of the elements. In addition, the village is well set up for the 20-Minute Neighbourhood, given its compact size and good provision of walking routes.

The characteristics of the 20-Minute Neighbourhood are shown in Figure 4 opposite, including:

- Diverse and affordable homes;
- Well-connected paths, streets and spaces;
- Schools at the heart of communities;
- Good green spaces in the right places;
- Local food production/ community gardens;
- Keeping jobs and money local;
- Community health and wellbeing facilities;
- A place for all ages.



F.4

Figure 04: TCPA 20-Minute Neighbourhoods characteristics

1.3 Process

Following an inception meeting, AECOM and the members of the 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:



F.5

Figure 05: Key steps involved in the development of the Abbots Langley Village Centre masterplan

1.4 Document structure

01 INTRODUCTION - Outlining the background, objectives, process, Village Centre masterplan document structure and area of study.

02 POLICY AND EVIDENCE-BASED REVIEW - Reviewing the planning policy context.

03 MASTERPLAN AREA STUDY ANALYSIS - Providing village centre constraints and opportunities.

04 PUBLIC ENGAGEMENT - Providing an appreciation of public engagement and the development objectives.

05 VILLAGE CENTRE MASTERPLAN - Proposing a high-level concept masterplan and detailed masterplan proposals for four sites along the High Street.

05 DELIVERY - Explaining how this document can be used and elaborating next steps.



F.6

Figure 06: View towards a part of Abbots Langley Village centre in front of the Abbots Langley Post Office

1.5 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.

The neighbourhood 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. Travelling 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 access to Central London, which is well used by commuters.

A popular attraction in the neighbourhood area is the Warner Bros Studio Tour London where visitors can learn about the making of the Harry Potter films.



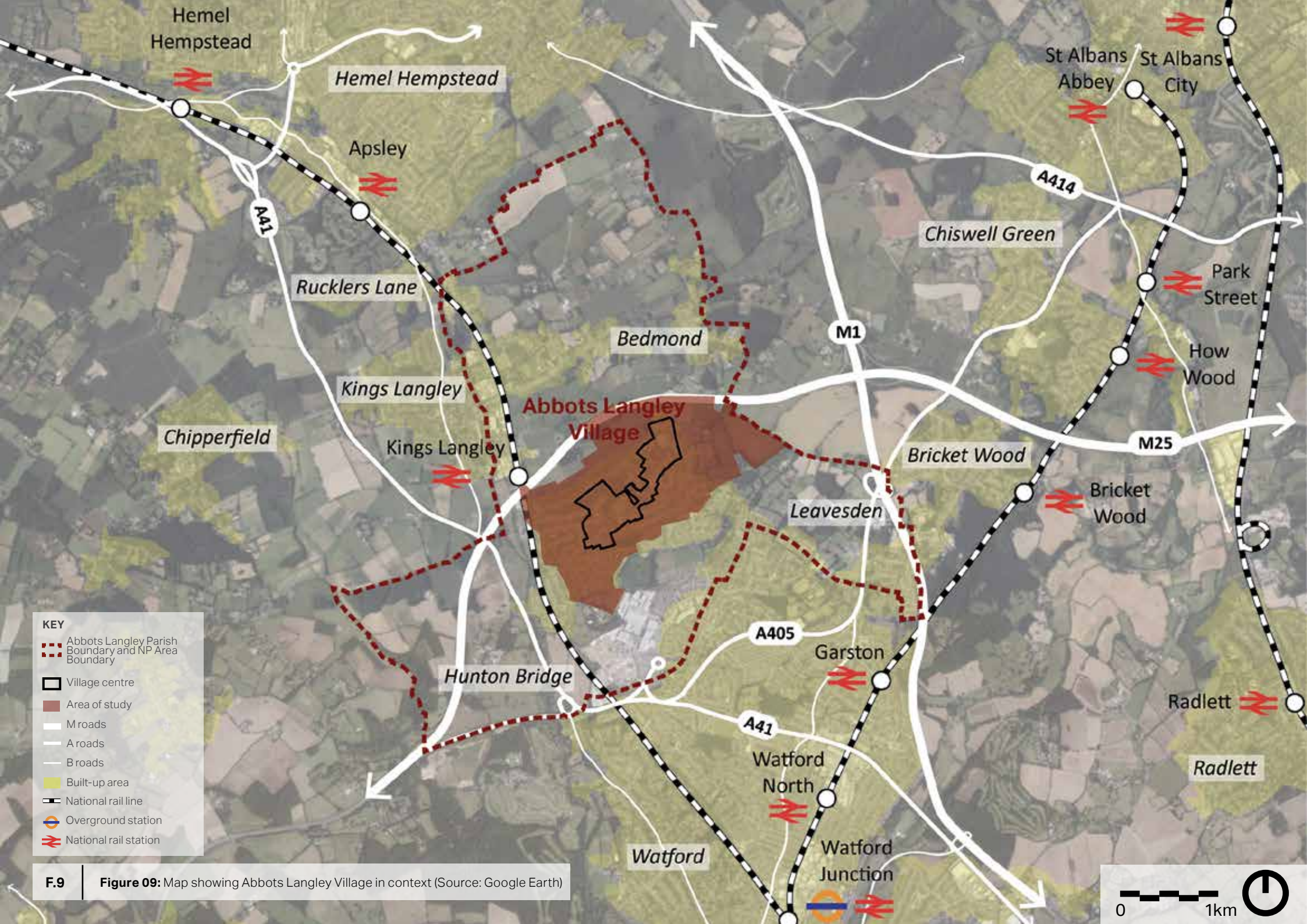
F.7

Figure 07: Church of St Lawrence, a Grade I listed building



F.8

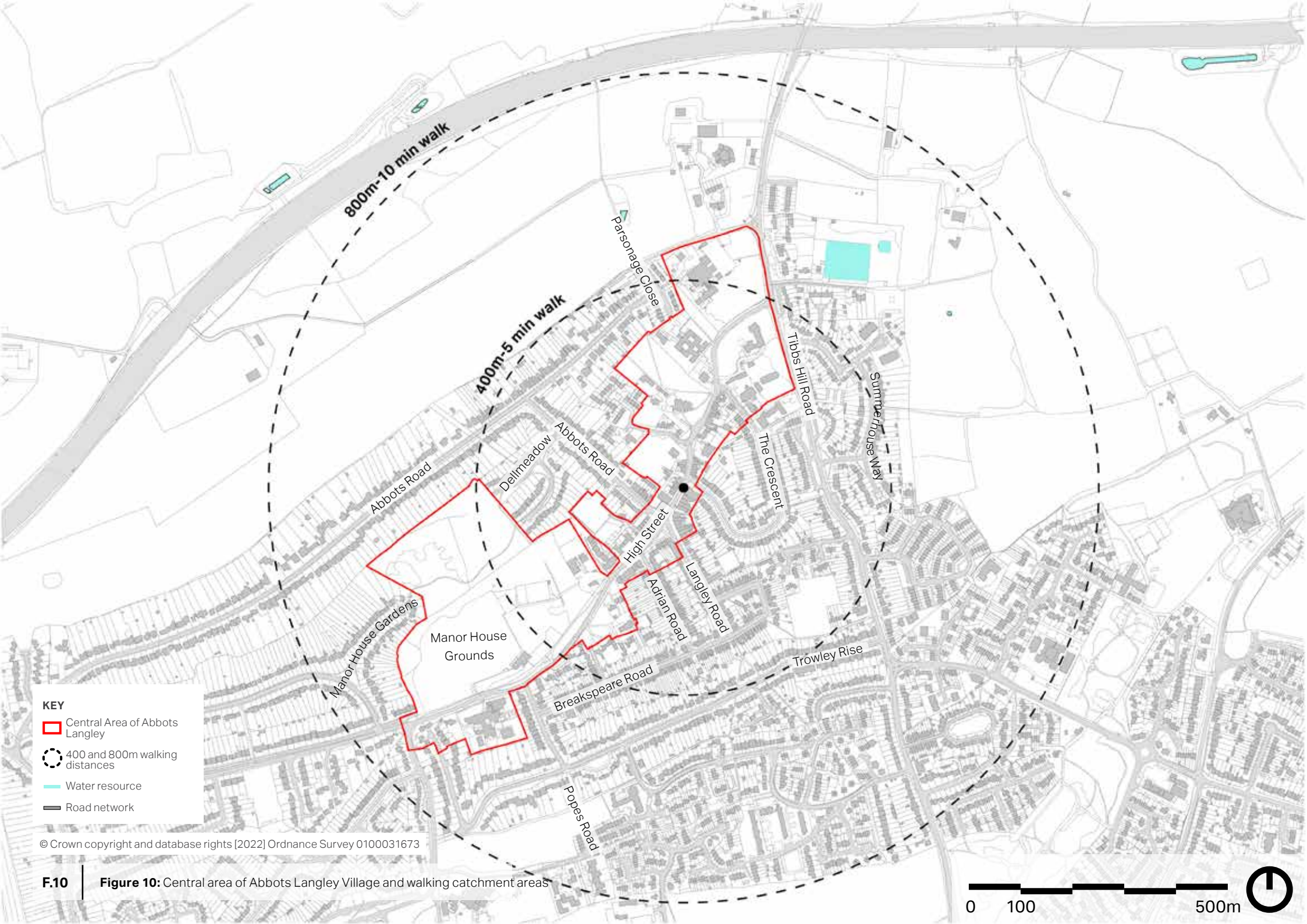
Figure 08: Shopfronts illustrating the vibrant retail scene along the High Street in Abbots Langley Village



KEY

- Abbots Langley Parish Boundary and NP Area Boundary
- Village centre
- Area of study
- M roads
- A roads
- B roads
- Built-up area
- National rail line
- Overground station
- National rail station

F.9 | **Figure 09:** Map showing Abbots Langley Village in context (Source: Google Earth)



KEY

- ▭ Central Area of Abbots Langley
- 400 and 800m walking distances
- ▭ Water resource
- Road network

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F.10

Figure 10: Central area of Abbots Langley Village and walking catchment areas





Figure 11: Current businesses and community facilities along the High Street in the central area of the village

Figure 12: Green space and public realm along the High Street. The wide verges containing street furniture provide an attractive area

Figure 13: Area in front of library and surrounding landscape

Figure 14: Parking area in front of the shopping parade of Garston TV, Abbots Langley Pharmacy, Full Moon, Opticians and Simmons

Figure 15: Breakspeare Special School on Gallows Hill Lane, provided for students with severe or profound learning difficulties



**Policy and evidence-
based review**

02



2. Policy and evidence-based review

This section summarises the relevant design policy, guidance and evidence base produced at national, county and district levels.

1.1 National and local policy and guidance

The following national and local policy documents and best practice guidance have informed this report. Any new development application should be familiar with these documents.

National Design Guidance

2021



National Planning Policy Framework - Department for Levelling Up, Housing and Communities

Relevant national planning policy is contained within the National Planning Policy Framework (NPPF, July 2021). The NPPF was updated in July 2021 to include reference to the National Design Guide and National Model Design Code and the use of area, neighbourhood and site-specific design guides. Paragraph 126 states that: "the creation of high quality buildings and places is fundamental to what the planning and development process should achieve and outlines that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."

2019



National Design Guide - Department for Levelling Up, Housing and Communities

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 are: 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 of creating high quality buildings and places. The document forms part of the government planning practice guidance.

2021



National Model Design Code - Department for Levelling Up, Housing and Communities

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 methodology for capturing and reflecting views of the local community.

2020



Building for a Healthy Life - Homes England

Building for a Healthy Life updates Homes England's key measure of design quality as the national housing accelerating body. The document sets out 12 considerations for creating integrated neighbourhoods distinctive places and streets for all. While it is not part of the national policy, it is recognised as best practice guidance and design tool in assessing the design quality of developments.

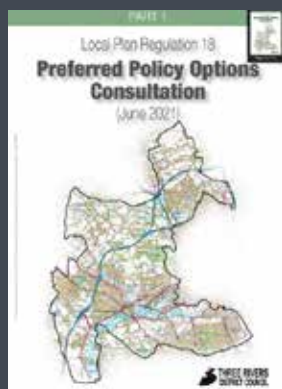
2007



Manual for Streets - Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts but that do place the needs of pedestrians and cyclists first.

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 2038. 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 Council is aiming to consult on the Regulation 19 Draft Local Plan in November and December 2022. An updated Local Development Scheme has not been published as of March 2022.

In addition, Three Rivers District Council is also working on a Joint Strategic Plan (JSP) for South West Hertfordshire along with neighbouring authorities (Dacorum, Hertsmere, 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 Masterplanning Guidance.

2018



Hertfordshire's Local Transport plan - Hertfordshire County Council

This plan sets out how transport can help deliver a positive future vision of Hertfordshire. As well as providing for safe and efficient travel, transport has a major input into wider policies such as economic growth, meeting housing needs, improving public health and reducing environmental damage.

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. It seeks to preserve, enhance and identifies features of special architectural or historic interest by Character Areas.

2005



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 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 views are limited by the curve of the High Street, brick walls and extensive planting around the main entrances into the Conservation Area in the north and south.

Masterplan area study
analysis

03



3. Masterplan area study analysis

This chapter has analysed the existing condition of Abbots Langley Village Centre. AECOM identified four objectives which were agreed with Abbots Langley Neighbourhood Plan Group. The objectives are: historic assets, public spaces, land use and sustainable travel. These have been introduced in the next chapter and further refined after the public engagement took place. A set of issues and constraints have been identified based on the objectives. Ultimately, following the baseline analysis a set of opportunities have also been proposed.

**F.16****Figure 16:** A view towards the High Street

3.1 Issues and constraints

Abbots Langley High Street is the historic focal point of the village centre. Various historic buildings along the High Street with distinctive materials add interest to the public realm.

A reasonable range of shops are located in the village centre, although businesses are concerned with the recent drop in foot fall. This is attributed to the closure of two local banks (Lloyds and Barclays) within the last two years and the impact of Covid 19. In addition, the shops remain vulnerable to high rents, business council taxes and Internet shopping trends (increased nationally from 9% in 2012 to 26% in 2022).

The overall sense is not of a failed or failing High Street, rather it is of a place which has been slowly drawing back into itself with an air of tiredness and lack of focus, despite some very obvious strengths and opportunities. To address this, it is suggested that a variety of businesses are provided along the High Street to establish a good balance between the type of businesses located in the area.

The historic assets and green infrastructure in the village could be enhanced to address the issues. These assets include the three churches and listed buildings, along with the Manor House Grounds, Millennium Gardens, Kitters Green and trees along the High Street.

Similarly, the streetscape in the High Street is not in bad condition, per se, but the general arrangement, including vehicle access and parking, is not conducive to it being pedestrian friendly and a people focused space. The surface material used on pavements adds to the relatively poor general arrangement of street furniture, making the High Street feel excessively open and lacking interest.

Lack of detail and inappropriate use of materials, colour and signage tends to reduce the overall quality of the village centre, undermining the sense of place and quality provided by some of the attractive historic assets.

There is a general lack of greening within the High Street, which tends to amplify the impact of the large areas of hard surfacing and creates a slightly austere atmosphere.

There is little in the way of public art or wayfinding, which means that those unfamiliar with Abbots Langley would not necessarily find it easy to locate or move between different points within the village centre.

Based on the key components of the scheme (described in Section 1.2), a list of objectives have been proposed. For each of these objectives, the main constraints and opportunities have been investigated.

The following pages illustrate the existing context and the main constraints of Abbots Langley's central area, while the objectives have been presented in Section 4.2. These are as follows:

- 1 Historic assets;
- 2 Land uses;
- 3 Public spaces;
- 4 Sustainable travel.

The analysis related to historic assets is shown in Figure 17.

1. HISTORIC ASSETS

CONTEXT

KEY

- Central Area of Abbots Langley
- Conservation Area
- Listed buildings
- Locally important buildings
- Water resource
- Road network

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F.17

Figure 17: Map showing the context in central area related to historic assets. Any new proposal should respect these existing heritage assets

0 100 500m



1. HISTORIC ASSETS

CONSTRAINTS

- If green space in front of heritage assets is not well-maintained, this can undermine their presence and value;
- A need to appreciate more of the listed buildings such as churches and other historic assets;
- Lack of high-quality architecture adjacent to some of the existing listed buildings.



Figure 18: Church of St Lawrence, a Grade I listed building



Figure 20: Row of adjoining listed buildings along the High Street



Figure 19: Pound Cottage in Kitters Green built in the late 17th century with distinctive materials



Figure 21: War Memorial on churchyard as a focal point approaching to the High Street

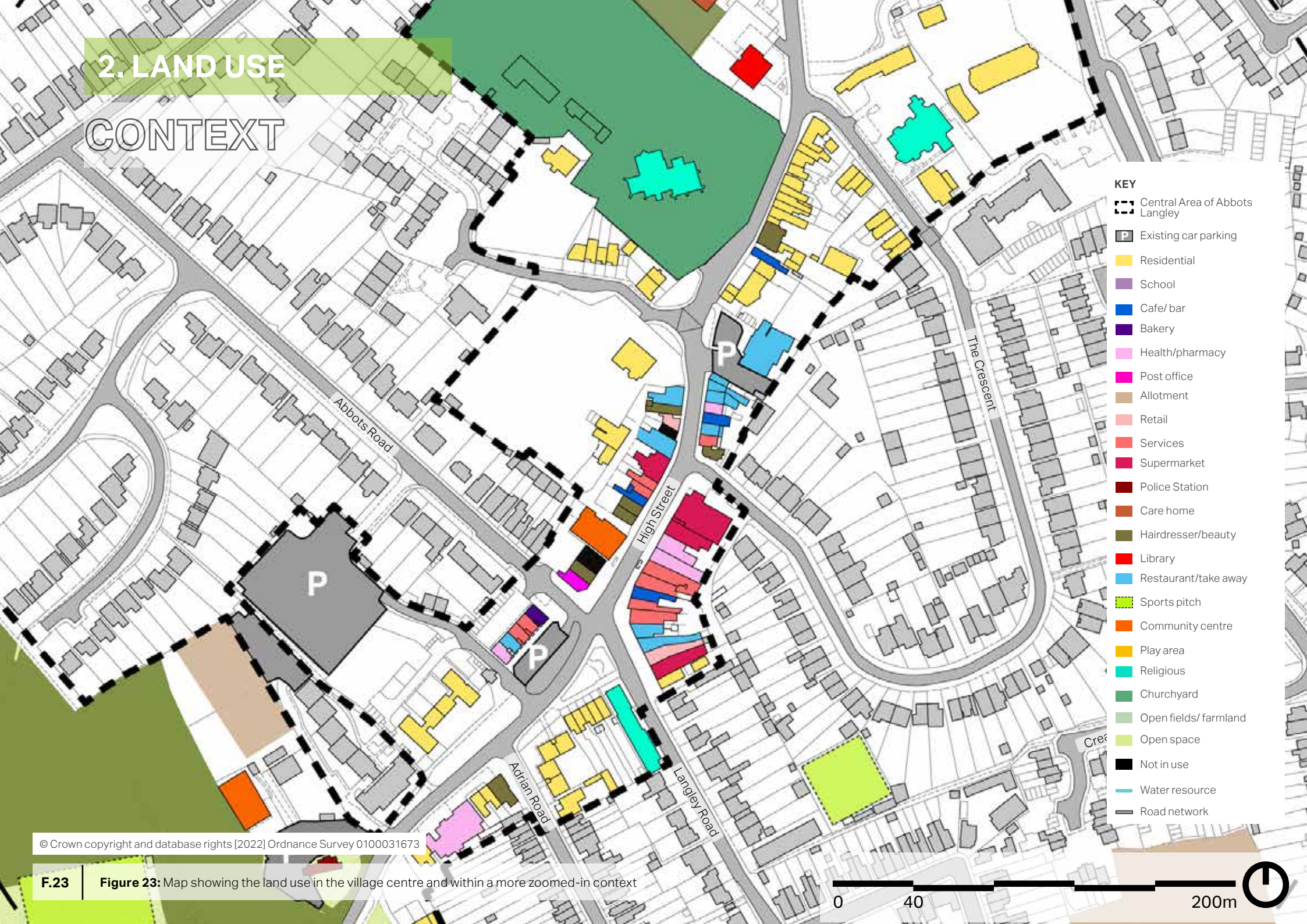
2. LAND USE

CONTEXT



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2. LAND USE CONTEXT



2. LAND USE

CONSTRAINTS

- Empty premises on the High Street creates inactive frontages and can lead to issues associated with vandalism and declining image;
- Lack of linkage between community facilities such as the Henderson Hub, the library, the community centre, the Manor House, three active churches, pubs and clubs;
- A good range of shops although businesses are concerned with drop in foot fall (after two bank closures) and remain vulnerable to high rents, business council taxes and online shopping.



F.24
Figure 24: Henderson Memorial Hall on the High Street as community facility at the heart of the village



F.25
Figure 25: The Library on the High Street as community facility



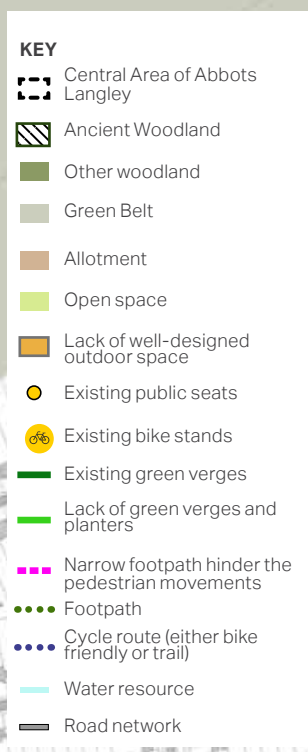
F.26
Figure 26: Empty premises on the High Street need to be revitalised



F.27
Figure 27: The shopping parade along the High Street

3. PUBLIC SPACES

CONTEXT



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3. PUBLIC SPACES

CONTEXT

KEY

-  Central Area of Abbots Langley
-  Ancient Woodland
-  Other woodland
-  Green Belt
-  Allotment
-  Open space
-  Lack of well-designed outdoor space
-  Existing public seats
-  Existing bike stands
-  Existing green verges
-  Lack of green verges and planters
-  Narrow footpath hinder the pedestrian movements
-  Footpath
-  Cycle route (either bike friendly or trail)
-  Water resource
-  Road network

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3. PUBLIC SPACES

CONSTRAINTS

- Poor outdoor conditions around some of the local facilities such as the library and the central area where the High Street meets Abbots Road;
- Lack of green features in the form of planters, street trees and green walls along High Street;
- Lack of outdoor places for informal socialising and gatherings in the shopping area;
- Limited street furniture and green elements create a less vivid scene;
- Lack of wayfinding signs to important destinations, activity nodes, landmark buildings, and open spaces;
- Lack of consistent use of local materials in some of the retail units. For more details please see Section LC04 in Abbots Langley Design Guidance and Codes¹;
- Inconsistent use of materials in the public realm creates a fragmented scene for pedestrians. Need for easier access for wheelchairs and mobility scooters.

1. <https://www.abbotslangley-pc.gov.uk/wp-content/uploads/sites/4/2022/06/Design-Guide-and-Code-Final-Report-November-2021.pdf>



Figure 30: Manor House Grounds in the village centre



Figure 32: Existing public realm with street furniture in front of the Methodist Church



Figure 31: Green infrastructure and footpath along the High Street



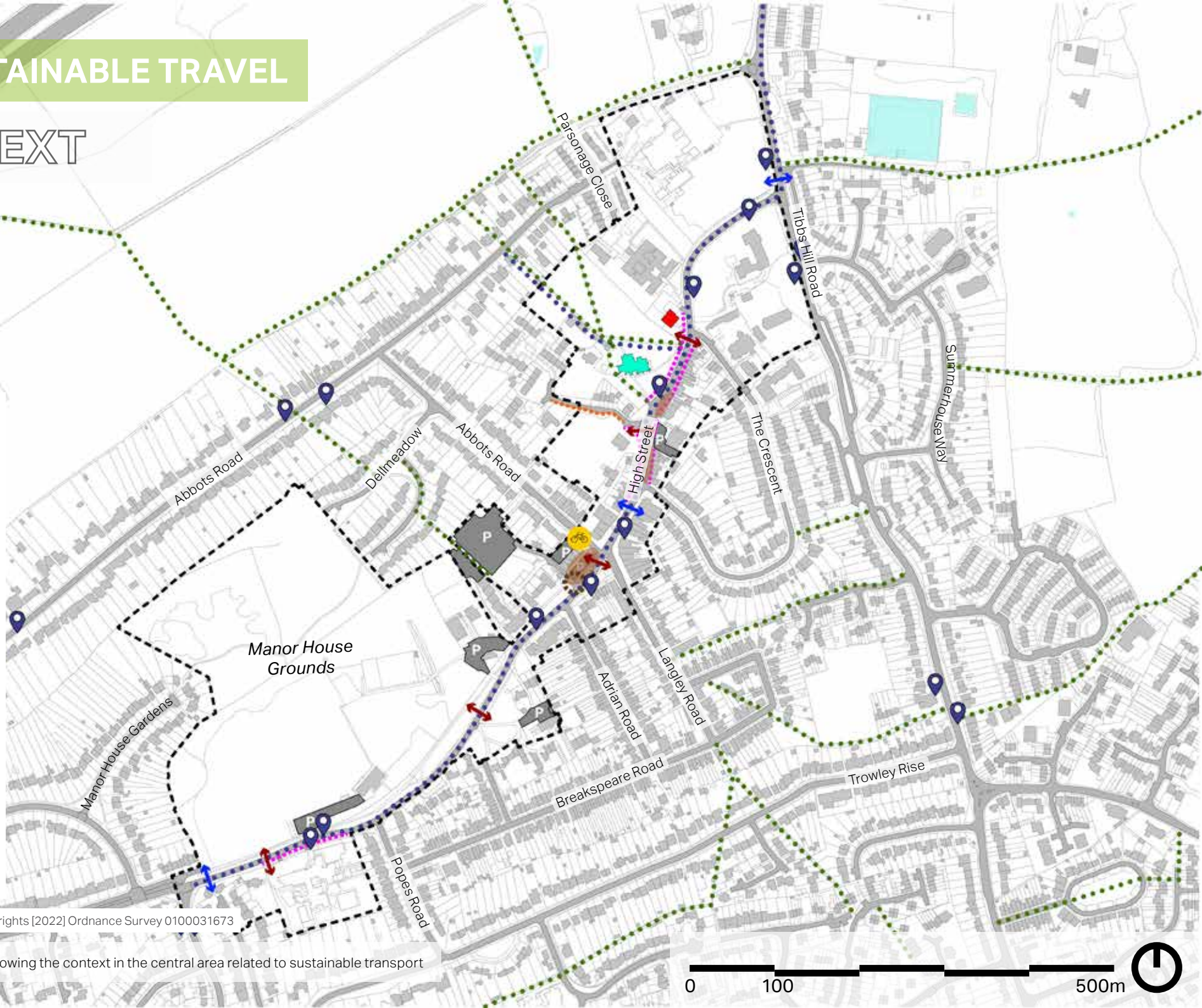
Figure 33: Poorly maintained paving materials in front of the shops create a fragmented streetscape

4. SUSTAINABLE TRAVEL

CONTEXT

KEY

- Central Area of Abbots Langley
- Library
- St Lawrence Church
- P Existing car parking
- On street parking
- ↔ Lack of pedestrian crossing
- ↔ Existing pedestrian crossing
- 🚲 Existing bike stands
- T Traffic issue
- 📍 Bus stop
- Narrow pavement hinders pedestrian movement
- Lack of pavements hinders pedestrian movement
- Footpath
- Cycle route (either bike friendly or trail)
- Water resource
- Road network



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4. SUSTAINABLE TRAVEL

CONSTRAINTS

- Traffic congestion along the High Street;
- Issue with the junctions where the High Street meets roads branching off;
- Lack of pedestrian crossings along the High Street and Gallows Hill Lane;
- Lack of pavement or inadequate pavement width hinders pedestrian movement;
- Lack of pelican crossing along the cross roads;
- Safety concerns about the pedestrian crossing in the High Street. Although there is a 20-mph speed limit, some safety issues remain;
- Existing car parking facilities fall under capacity. It is important to meet the rising parking needs of the local residents and visitors;
- Unattractive car parking due to lack of landscape features which creates less pleasant public spaces;
- Car-dominated public realm due to presence of car parking along the High Street;
- Lack of cycle route and footpaths to connect the village centre to other parks and countryside;
- Lack of bike stands discourages the use of bicycles in the village centre.



Figure 35: Car parking along the High Street creates a car-dominated spaces



Figure 36: Pedestrian route along the High Street

4. SUSTAINABLE TRAVEL

CONSTRAINTS

- Narrow pavements along some stretches of the High Street hinder pedestrian flow;
- Poor condition of pavements affects mobility especially those with mobility difficulties:
- Lack of signage showing important landmarks and showing footpaths and cycle routes could confuse residents and visitors.



Figure 37: Pedestrian crossing and pavement near the Henderson Hub



Figure 38: Existing signage and wayfinding

3.2 Opportunities

This section fulfils the criteria of the 20-Minute Neighbourhood by proposing suggestions and opportunities against each of the objectives.

These proposals are based on the outcome of the workshops and 20-Minute Neighbourhood principles (See Chapters 1 and 4).



F.39

Figure 39: A view away from the High Street to the west

1. HISTORIC ASSETS

OPPORTUNITIES

- An opportunity to look after the heritage buildings, showing the character and history of the village;
- Create points of interest to appreciate the local history in front of the listed buildings;
- Restore Pound and Kitters Green;
- Display more information about the local history with improved wayfinding in the village;
- Incorporate locally distinctive design features and public art;
- Respect the historic assets along the High Street and beyond by directing the views and improving the design of outdoor spaces;
- Preserve and enhance Abbots Langley's historic values by maximising green infrastructure and planting opportunities along key routes such as the High Street.



F.40

Figure 40: Incorporate locally distinctive design features



F.41

Figure 41: Display information about the local history (Source: <https://www.bing.com/images>)



F.42

Figure 42: An example of Nelson's statue used in Burnham Market representing the history of the place



F.43

Figure 43: Respect the historic value of existing listed buildings by maximising green infrastructure and avoid blocking the views towards them and around

1. HISTORIC ASSETS

OPPORTUNITIES

- KEY**
- Central Area of Abbots Langley
 - Listed buildings
 - Locally important buildings
 - Opportunity for improving or extending allotments
 - Incorporate locally distinctive design features and public art
 - View of St Lawrence Church
 - Proposed green spaces
 - Footpath
 - New footpath
 - Water resource
 - Road network



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F.44 Figure 44: Map showing the opportunities in central area related to historic assets



2. LAND USE

OPPORTUNITIES

- Provide well-connected roads and promote active travel modes around community facilities and businesses;
- Increase dwell-time and opportunities for community to form with 'sticky' uses such as regular farmer, community and artisan markets in front of businesses and community facilities. These should be interconnected via dedicated green routes;
- Improve existing facilities, recreation and leisure opportunities (e.g. toilets, to serve tourism):
- Improve the local food environment by encouraging local food production in allotments or community food enterprises in order to produce healthy, locally sourced, fresh food.



F.45

Figure 45: People walking on Guildford High Street (Source: <https://www.getsurrey.co.uk/news/surrey-news/surrey-hampshire-towns-villages-named-17968049>)



F.46

Figure 46: Farmers Market in Tring (Source: <https://www.livingmags.info/tring-farmers-market-attendance-rises/>)

2. LAND USE

OPPORTUNITIES

- Opportunity to transform empty high-street premises into community-led enterprise centres as familiar places with good public transport links;
- Provision of on-site office hub for hired use by office workers;
- Parks should include different types of spaces; some for sports and energetic activity; some more tranquil spaces should be provided for nurseries, more toddler-friendly play equipment in the Manor House Grounds, day centre, clubs and social activity for all ages;
- Provision of more storage facilities for the various sport equipment used by the local youth football teams and the cricket teams, currently in the cricket score building. This should be located across the playing fields;
- Improve changing facilities for home and away teams along with umpires. Also, maintain and improve the club house.



F.47

Figure 47: Performance events could take place in the flexible use space attracting a good number of people from all ages and offer entertainment. (Source: <https://www.connswatergreenway.co.uk/news/2016-09-05/love-victoria-park-a-great-day-out-for-all-the-family>)



F.49

Figure 49: An example of a community hub with a mix of complementary uses to maximise uses and activities. A library and gym in South Woodford. The income from the gym subsidises the library running costs (Source: <https://www.bing.com/images>)



F.48

Figure 48: Provision of high-quality materials on shop fronts in Burnham Market



2. LAND USE

OPPORTUNITIES

- Provision of multi-functional uses in any given premises can benefit the community by providing multiple services in the same location such as cafes, libraries, meeting rooms, performing arts venues, employment services etc. This creates a strong social offer to attract activity/community uses. The Henderson Hub is a good example of this. Its charitable status means it must fulfil a dual role as a village hall and a performing arts venue;
- Improve the shop frontage along the High Street;
- Encourage diverse businesses in order to improve the vitality of the High Street;
- Activate the vacant shops to boost the local economy;
- Improve the appearance of shop fronts along the High Street;
- Propose solar panels on public buildings to encourage the use of sustainable energy.



F.50

Figure 50: Drawing classes could be organised by the library or the community in general to attract people from all ages and help them express themselves while being close to nature. (Source: <https://texashillcountry.com/texas-hill-country-extra-curricular-activities/>)



F.51

Figure 51: Book reading events could be organised by the library or the schools over the weekends attracting families and promoting community engagement. (Source: <https://www.pinterest.co.uk/pin/556124253957054796/>)

2. LAND USE

OPPORTUNITIES

- Support small independent businesses and retailers that are community led-ventures. The idea of community wealth-building aligns with the principles of the 20-Minute Neighbourhood, with a focus on locally productive forms of business and employment, ensuring that a strong neighbourhood centre exists to support everyday needs;
- Provision of a banking hub on the High Street to increase footfall in the village centre;
- An opportunity for Margaret House Site to be an alternative health centre, affordable houses for the elderly or facilities for the care of the elderly;
- Move Vine House Health Centre (whose current facilities are under capacity for the current patient list) to Breakspeare School Site after 2024 and provide a new health centre with a potential capacity of up to 20,000 patients.



Figure 52: Redeveloping Breakspeare Special School Site for a new larger NHS health centre to replace the Vine House Health Centre (Source of the aerial view: Google Earth)

2. LAND USE OPPORTUNITIES

KEY

Central Area of Abbots Langley

Proposed bank hub in vacant shop

Opportunity for food production

Proposed health centre

Open fields/ farmland

Mixed use and multi functional indoor and outdoor uses

Improve shop fronts

5 and 10 minutes walk from the village centre

Water resource

Road network

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F.53 Figure 53: Map showing the opportunities in central area related to land use



3. PUBLIC SPACES

OPPORTUNITIES

- Provision of an attractive environment at a human scale by better connecting places such as churches and community centres to nature;
- Design pocket parks in between the outdoor spaces;
- A green and comfortable High Street and the paths branching off will enhance lives. This can be achieved by high quality planters, trees, green walls, allotments and other green spaces;
- Promote a healthier lifestyle by providing places to rest, with shade, shelter and street furniture. Allow some spill out spaces in front of cafes and restaurants;
- Create a temporary play street to create a safer space in which children can play. This can be achieved by short- term road closures;
- Create more attractive public spaces to accommodate events such as markets.



F.54

Figure 54: Allotment on the High Street in Elmbridge Village, Surrey. An affordable, healthy way of food production (Source: <https://www.bing.com/images/>)



F.56

Figure 56: Open space for people in all ages to encourage gathering and help legibility, Poundbury



F.55

Figure 55: Any element along the High Street like lighting columns, plants, signage, can be a form of public art to improve the quality of the environment. (Source: Westfield Stratford City: <https://www.iotagarden.com/projects/westfield-shopping-centre-london-e20-faux-corten-planters/>)



F.57

Figure 57: High-quality boundary treatments, Pedestrian/cycling footpaths, Screening built environment by different type of greeneries, Cambridge

3. PUBLIC SPACES

OPPORTUNITIES

- Use the same materials for all pavements, whether owned by the Highway Authority or the shops;
- Provide places suitable for everyone including the elderly, children and disabled people. This can be achieved by prioritising walking and cycling, so that children are safe to travel independently;
- Provide street furniture on the High Street and other public places:
- Improvements in the outdoor space in front of the library, church and the junction where the High Street meets Abbots Road and Langley Road.
- Provision of a public drinking fountain in Millennium Gardens;
- Creation of green corridors for wildlife.



F.58

Figure 58: Raised planter with seating improves the quality of public realm (Source: <https://www.externalworksindex.co.uk/entry/151830/Streetlife/Mobile-Green-Isles-Oval/>)



F.59

Figure 59: High-quality of street furniture can improve the environment of the High Street and offer opportunities for resting and socialising. (Source: Wokingham town market: <https://news.wokingham.gov.uk/news/overview-and-scrutiny-call-for-questions/>)



F.60

Figure 60: Example of high quality paving materials that give the impression of a shared space where vehicles, pedestrians and cyclists co-exist. (Source: Preston: <https://www.blogpreston.co.uk/2020/07/safety-action-plan-aims-to-bring-people-back-to-preston-city-centre/>)



F.61

Figure 61: Public drinking fountain

3. PUBLIC SPACES

OPPORTUNITIES

- Design the outdoor space in a way to emphasise key views and key focal point;
- Incorporate practical and mood lighting for evening usage.



Figure 62: Night time use- cafe (Source: <https://globerove.com/france/night-time-outdoor-cafe-paris/>)



F.63

Figure 63: Allocating space within the street for market stalls (permanent or temporary). These can be used for farmer, community or other type of markets

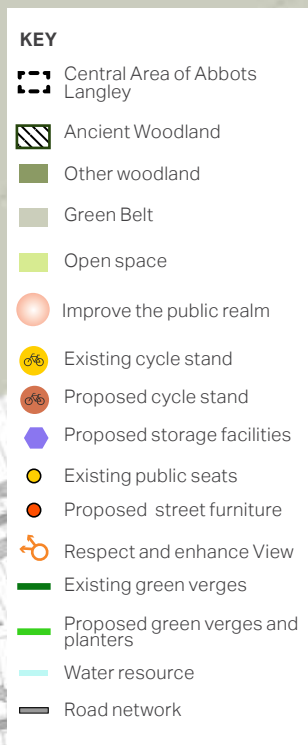


F.64

Figure 64: Well integrated greenery in public realm

3. PUBLIC SPACES

OPPORTUNITIES



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4. SUSTAINABLE TRAVEL

OPPORTUNITIES

- Improve materials for the carriageway to flag the approaching traffic calming measures and create a sense of shared environment rather than a strictly vehicular street;
- Replace the existing zebra crossing with a pelican pedestrian crossing on the High Street to improve pedestrian flow and increase safety;
- Discourage motor vehicle traffic and open the streets for walking and cycling e.g. using measures such as medians in the middle of street, traffic calming, and 20-mph limits or zones;
- Junction improvements (public realm/ shared surface junction with signals) to reduce speeds and congestion:
- Temporary road closure for special events in the parking area in front of the parade of shops (Simmons, Garston TV.etc.) to form a pedestrian square.



F.66

Figure 66: Distinctive materials for junction, footpath, use of shared surface for all users to reduce traffic speed in Poynton (Source: <https://www.cnu.org/publicsquare/2019/04/26/poynton-video-tribute-hamilton-baillie>)



F.68

Figure 68: The use of safety camera plus applying the 20 mph limits



F.67

Figure 67: Stamford New Road after reconstruction in Altrincham. The new design re-organised traffic flows by introducing a central median, installing new trees and planters, adding crossings, using high-quality paving materials, and rationalising car parking (Source: <https://www.bing.com/images>)

4. SUSTAINABLE TRAVEL

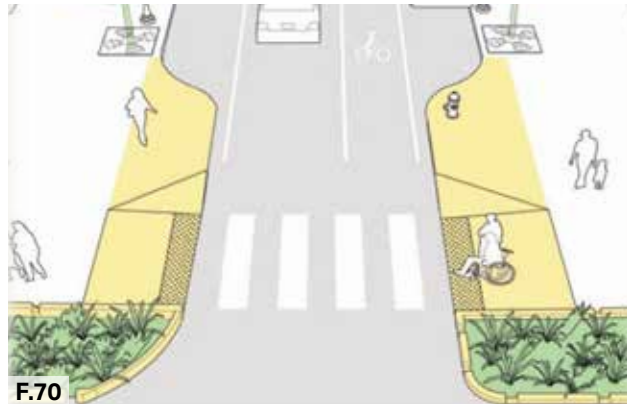
OPPORTUNITIES

03



F.69

Figure 69: Planted kerb build-outs and raised junction table to reduce vehicle speed



F.70

Figure 70: Shorter pedestrian crossings to encourage car to reduce speed (Source: <https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/gateway/>)



F.71

Figure 71: High- quality paving



F.72

Figure 72: Example of raised pedestrian crossing on a main road, with contrast paving materials and space for low- level planting and with contrasting paving materials



F.73

Figure 73: Road closure using a gate in Rickmansworth

4. SUSTAINABLE TRAVEL

OPPORTUNITIES

- Provide a well-connected road network and avoid cul-de-sac developments;
- Enable everyone to access the local facilities;
- Create an attractive street network at a human scale, with reduced risk of air and noise pollution and opportunities to connect with nature;
- Enhance public transport by extending the Arriva Click scheme from Watford;
- Introduce the Beryl Bike Hire Scheme and a more extensive cycle network;
- Improve signage to the High Street and improve walking and cycling routes;
- Improve signage to highlight the 20-mph speed limit on the High Street and raise awareness for drivers. This should also be accompanied by average speed camera control;
- Re-balance the ratio of existing parking in public spaces.



F.74

Figure 74: DIY urban design solutions to transform car-oriented public realm into more pedestrian-friendly spaces.



F.75

Figure 75: A signage totem that offers information about different destinations in St Albans



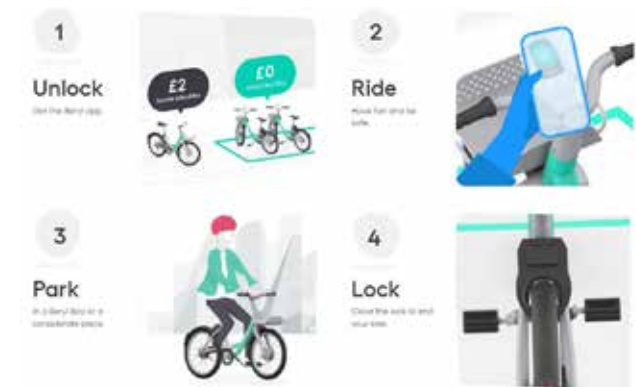
F.76

Figure 76: An example of signage in St. Albans showing the destination and the time



F.77

Figure 77: ArrivaClick, a smarter way to travel (Source: <https://www.arrivabus.co.uk/arrivaclick/>)



F.78

Figure 78: Beryl Bike Hire Scheme, a sustainable way to ride on the High Street (Source: <https://beryl.cc/scheme/watford/>)

4. SUSTAINABLE TRAVEL

OPPORTUNITIES

- Encourage car parking to the rear of Causeway parking area;
- Soften the parking area with hedges and flower beds to minimise the impact of parked cars;
- Relocate some of the car parking on the High Street to allow for more pedestrian footfall;
- Provide more disabled parking along or adjacent to the High Street:
- Progressively provide electric charging points in car parking spaces.
- Provision for cycle stands along the High Street to be more visible;
- Create more distinctive routes with focal points and access to the High Street and key facilities;
- Improve evening/feature lighting and in turn, safety for pedestrians.



F.79

Figure 79: Integrating cycle parking into streetscape, softened by vegetation



F.81

Figure 81: The cycle stands along the open space should be well-integrated into the environment (Source: https://en.wikipedia.org/wiki/Bicycle_parking_rack)



F.80

Figure 80: Good example of high-quality walking route with visible cycle stand and greenery to soften the landscape on St Peter's Street in St Albans

4. SUSTAINABLE TRAVEL

OPPORTUNITIES

- Cycling routes to connect the High Street with surrounding open spaces and areas;
- Provide local facilities such as health centres, primary schools and local shops within 800 metres of main housing developments;
- Provide affordable public transport which is reliable, convenient, clean and accessible to promote active travel modes;
- Ensure that footways are wide enough to accommodate everyone i.e. users of buggies, mobility scooters, wheelchairs, etc. The Department for Transport's Manual for Streets (2007)¹ states there is no maximum width for footway, it suggests that in lightly used streets, the minimum unobstructed width for pedestrians should generally be 2m;
- Improve the paving materials to create consistency and a more welcoming environment, facilitating pedestrian movement;
- Make the footpaths and cycle routes green by adding features such as planters and flower boxes;
- Temporary/ regular 'play street' can create a safe space for children to play and be active outside;
- Opportunity for spill-outs, where possible, to encourage social gathering;
- Opportunity for upgrading street furniture and proposals for additional street furniture where possible.

1. Manual for Streets (2007). Available at: <https://www.gov.uk/government/publications/manual-for-streets>



Figure 82: Car-dominated public realm before intervention, Altrincham



Figure 83: The public realm after the intervention. Pedestrianisation of the street, spill out cafes, welcoming paving materials with green elements encourage people to walk in the public realm, Altrincham

4. SUSTAINABLE TRAVEL

OPPORTUNITIES



F.84

Figure 84: Provision of electric charging points on car parking spaces



F.85

Figure 85: Rationalise the existing car parking and soften the public realm with appropriate trees and planters



F.86

Figure 86: Making the footpath green by providing planter and flower box along the High Street in Rickmansworth



F.87

Figure 87: Well-used public realm in St. Albans

4. SUSTAINABLE TRAVEL

OPPORTUNITIES

KEY

-  Central Area of Abbots Langley
-  Temporary road closure or pedestrianisation of the shop parade to accommodate markets & seasonal events
-  Proposed electric charging point
-  Improve car parkings
-  Proposed pedestrian crossing and traffic calming measures
-  Encourage 20mph speed limits
-  Proposed disabled car parking
-  Bus stop
-  Reduce the road width to 6.3 m
-  Proposed signage
-  Existing bike stand
-  Proposed bike stand & Beryl Bike Hire Scheme
-  Proposed landmark
-  Monitor on street car parkings by camera
-  Increase the pavement width to 2m
-  Footpath
-  New footpath
-  Improve cycle route and propose new links
-  Water resource
-  Road network



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Public engagement

04



4. Public engagement

The consultant team proposed three interactive workshops to give the residents and key stakeholders the opportunity to contribute to the development of potential solutions for the village centre. The purpose of the workshops was to generate a set of potential public realm improvements for Abbots Langley Village Centre.

4.1 Public engagement

After some baseline analysis and preparing the issues, constraints and opportunities, information was presented to attendees in a series of workshops. More than 100 participants attended the workshops including Abbots Langley residents and shopkeepers.

Public engagement took place across three workshops as well as comments via Abbots Langley Matters Facebook Page.



F.89

Figure 89: "Abbots Langley Matters" Page on Facebook



F.90

Figure 90: The leaflet hand out prior the workshops

Workshops

Three workshops took place, including one online (10 people on 19th May) and two face-to-face workshops (42 people on 20th June, 50 people on 22nd June 2022), to engage with local residents and shopkeepers. These were based on a shared understanding of the issues and constraints affecting the upgrade of the village centre.

In addition, a leaflet was handed out to participants to explain Abbots Langley Village Centre Masterplan, the objectives and frequently asked questions. The key question was "What are the issues and improvements that you require to be addressed in the Village Centre Masterplan?"



F.91



Figure 91: A series of pictures from the workshop held on 20 June 2022

The workshops were structured as follows:

- Introduction;
- 20-Minute Neighbourhood principles;
- The development objectives;
- Issues and constraints;
- Opportunities for improvement;
- Conclusions and next steps.

Abbots Langley Matters - Facebook Page

In addition to the public comments from the workshops, a further opportunity was given to local residents via the Abbots Langley Facebook pages ('Abbots Langley Matters' Group with 15,000 members). The dialogue on the Facebook page included about 140 comments.

The comments were gathered after the workshops and AECOM refined the issues, constraints and opportunities based on the feedbacks which has informed the final concept masterplan.

The outcome of the public engagement is shown on the next page. Residents' and stakeholders' views are referred to in Section 3.1 and Section 3.2.

Public engagement outcome

During discussions with the attendees in the different workshops and from the comments gathered from Abbots Langley Matters Facebook Page, the ideas which were repeated are categorised under each of objectives (See Section 4.2).

These are based on the things that participants valued and considered to be most important to the long-term vitality and wellbeing of the High Street and village centre.

The most important things that the attendees valued are illustrated on the following page.

Improve the relationship of Manor House and new health centre

Highlight the historic buildings

Improve pavements material

Link historic assets

Space to grow and sell food locally

Bank hub

Points to stop and look around

Make better use of pavements

Need for another health centre

Display historic assets information

Maintain a balance in terms of shops

Storage facilities in Manor House Grounds

Increase footfall

Flexible location for regular outdoor activities/events

Shops look tired

Rearrange the car parking spaces

20mph speed limit plus speed camera control

More disabled parking

Multi-use facilities

Improve wayfinding

Traffic calming measures

Continuous walking and cycling links

Provide cycle stands

wheelchair access to the shops

Beryl Bike Hire Scheme

Use of electric vehicle charging facilities

Arriva Click Demand Responsive Bus Service

4.2 The village centre masterplan objectives

The four objectives, listed opposite, have been identified in collaboration with the Abbots Langley Neighbourhood Plan Steering Group.

They are proposed to respond to, aid and advance the lives of residents and the attractiveness of the place for visitors.

These are long-term, sustainable recommendations that will support and uphold local values and preserve resources for future generations.

The following page shows the main interventions discussed during the public engagement which have informed the concept masterplan.

HISTORIC ASSETS

Promoting a highly distinctive local character that reflects the heritage of the village centre, applying 20-Minute Neighbourhood principles that seek to deliver an attractive, safe and popular place at the heart of the village.

LAND USE

Existing community facilities and businesses will be better connected within the village centre and accessible to the village and parish beyond. There will be an emphasis on flexible spaces which support local people as they seek to develop new commercial activities, while retaining existing businesses in the village centre.

PUBLIC SPACES

Green public spaces will be accessible to all residents. A village centre focused on a green infrastructure network that contains a range of interconnected green spaces, which are accessible and meet the needs of residents. Public spaces should be well connected by active travel modes (walking and cycling).

SUSTAINABLE TRAVEL

Upgrade connections to the village centre for all residents in the parish via safe and convenient routes with good public transport, free off-street parking, walking and cycling links. Introduce new services like 'on-demand' Arriva Click and Beryl Bikes for hire as in Watford. Integrating nature into the public realm and street networks to improve the quality of the environment and the wellbeing of residents.

HISTORIC ASSETS

- 1 Highlight the historic buildings
- 2 Link historic assets
- 3 Points to stop and look around
- 4 Display historic assets information
- 5 Abbots House

LAND USE

- 6 Maintain a balance in terms of shops
- 7 Shops look tired
- 8 Bank hub
- 9 Need for another health centre
- 10 Multi-use facilities
- 11 Wheelchair access to the shops

PUBLIC SPACES

- 12 Improve the relationship of the Manor House and new health centre
- 13 Flexible location for regular outdoor activities/events
- 14 Improve pavements material
- 15 Space to grow and sell food locally
- 16 Make better use of pavements
- 17 Additional sports storage facilities in Manor House Grounds

SUSTAINABLE TRAVEL

- 18 Increased footfall
- 19 Rearrange the car parking spaces
- 20 More disabled parking
- 21 20mph speed limit plus speed camera control
- 22 Improve wayfinding
- 23 Traffic calming measures
- 24 Provide electric vehicle charging facilities
- 25 Implement Beryl Bike Hire Scheme
- 26 Introduce the Arriva Click Demand Responsive Bus Service
- 27 Continuous walking and cycling links
- 28 Provide more cycle stands

Village centre
masterplan

05



5. Village centre masterplan

This chapter has proposed a series of design concepts for the High Street as well as some aspirations for other key areas in the village centre aiming to improve the existing situation.

5.1 Concept masterplan

This section presents the concepts for the masterplan for the High Street and the key areas identified in the village centre. A series of detailed designs have been proposed for the following key areas:

1. Area in front of the library and St Saviours Church;
2. Area next to St Lawrence Church;
3. Area in front of the shopping parade;
4. The Breakspeare Special School Site.

These proposals have been developed and based on the analysis of the constraints and opportunities for the High Street, a series of site visits, the feedback

given from the multiple workshops and discussions with the Neighbourhood Plan Steering Group.

A variety of graphic materials have been used to illustrate these proposals ranging from maps, as well as hand-drawn sketches.

The concept diagram (See Figure 92) links the spaces in front of three different churches (St. Lawrence, St Saviours and Abbots Langley Methodist Church) and the Breakspeare Special School Site, which has been highlighted as an opportunity to be an enlarged health centre replacing the Vine House Health Centre with a capacity of 20,000 patients in the village centre.

Any improvements on the High Street aim to reduce non-essential use of the High Street by motor vehicles and prioritise pedestrian movement and safety. The proposed interventions suggested for each of above areas are explained on the following pages in more detail.

Concept diagram



Figure 93: St Saviours, a Catholic church on The Crescent

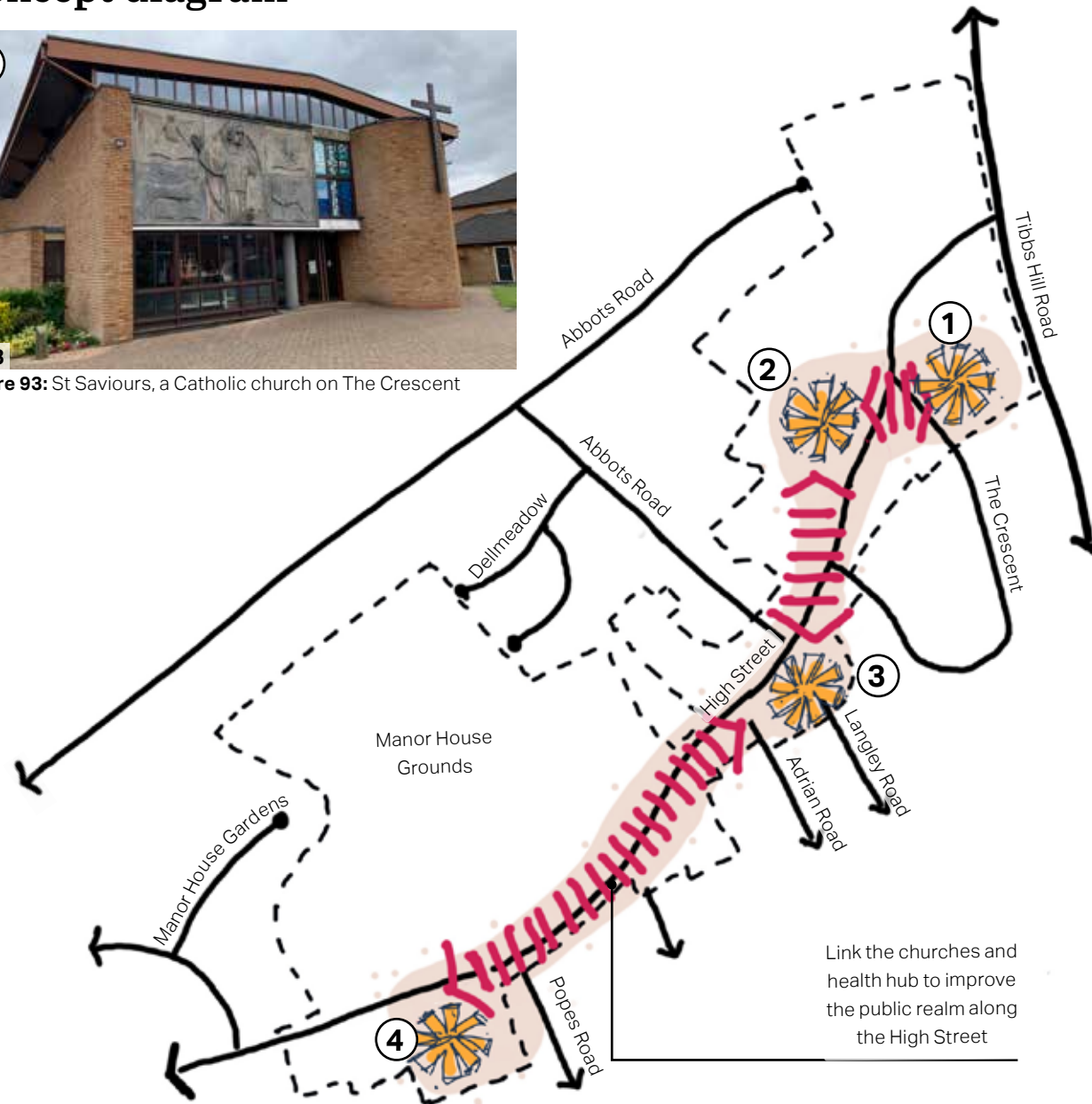


Figure 94: St Lawrence Church, an Anglican church on the High Street



Figure 95: Abbots Langley Methodist Church on the High Street

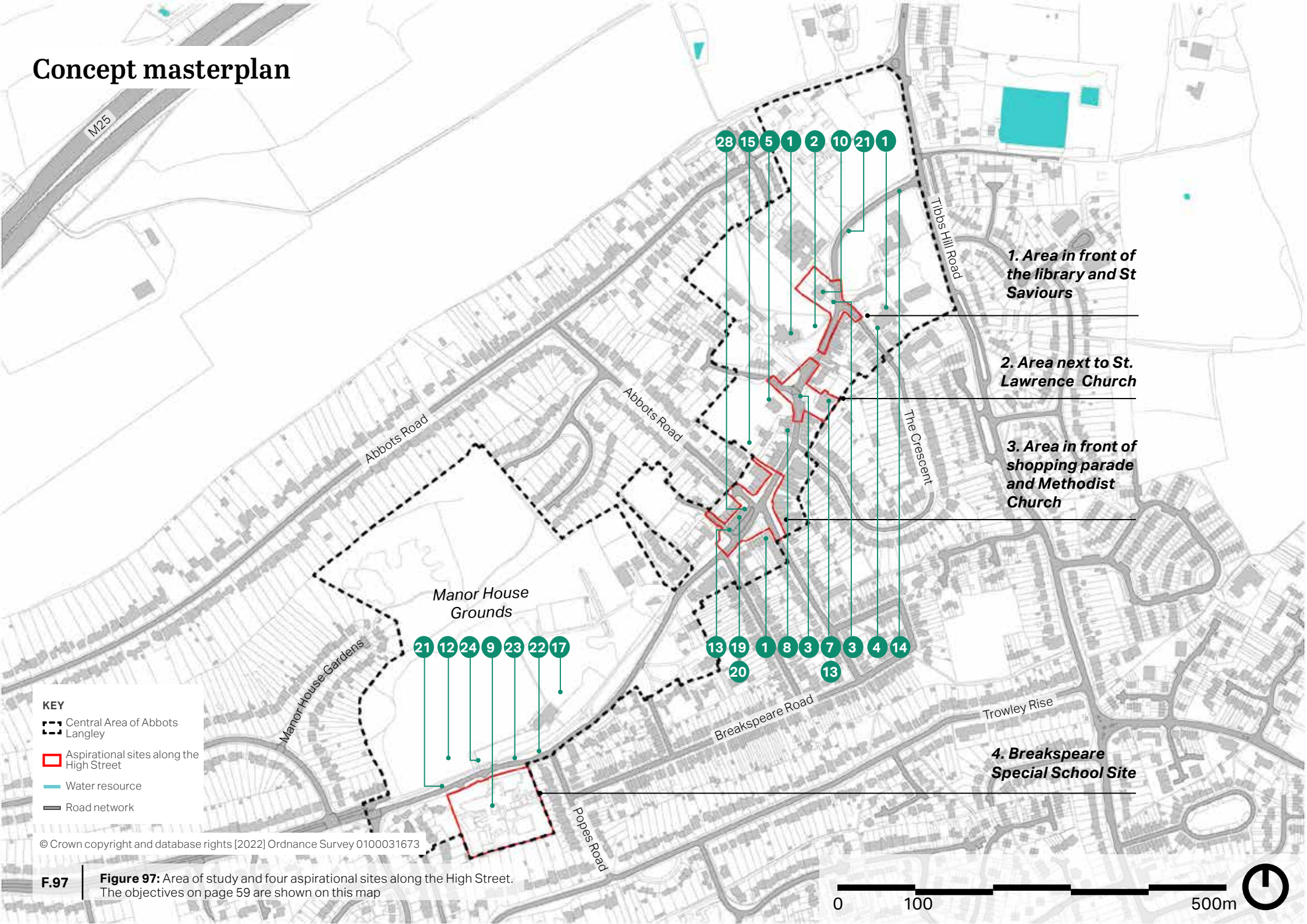


Figure 96: Breakspeare Special School Site, an opportunity to be a health hub with capacity for 20,000 patients

F.92

Figure 92: The overall concept diagram. Linking three churches and the aspirational site - Breakspeare Special School Site- aiming to improve the public realm quality

Concept masterplan



KEY

- Central Area of Abbots Langley
- Aspirational sites along the High Street
- Water resource
- Road network

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F.97

Figure 97: Area of study and four aspirational sites along the High Street. The objectives on page 59 are shown on this map



1. AREA IN FRONT OF THE LIBRARY AND ST SAVIOURS CHURCH

This area is a gateway to the High Street and therefore its character should be welcoming. It is important to discourage speeding along the High Street and propose dwelling points within the public realm.

Historic assets

- Provide information boards in front of historic assets such as churches and the war memorial to illustrate their history.

Public spaces

- Provide signage on the area near the library to indicate the gateway to the village centre, showing the speed limit, other important destinations and landmarks, plus the walking distance to each of the destinations;
- Provide public art (e.g. sculptures) in front of the library with adequate street furniture and landscaping to create a well-designed public realm;

- Opportunity for a public space opposite the library with seating areas and flexible use (e.g. Activity for kids) space to accommodate events. Indicative examples of those events are shown on Figure 50.

Land use

- Provision of an office hub behind Abbots Langley Library to provide hot desks for hire with high performance internet services.

Sustainable travel

- Reduce the width of the High Street to 6.3m for two-way operation with adequate space for buses to come through, subject to further investigation and transport evaluation;
- Re-design the High Street into a shared surface scheme. Junction improvements such as reducing the radius of The Crescent where it meets the High Street;

- Provision of pedestrian crossing with lights along junction and raised tables to reduce car speed;
- Provision of median in centre of the High Street to help vehicular flow (See Figure 67);
- Provide an average speed camera control where the 20mph sign is located to discourage cars from speeding;
- Use different materials at the road junction in favour of increasing the safety;
- Wider footway along the High Street to improve pedestrian flow and improved paving materials. An indicative example is shown on page 43;
- Improve the cycle and pedestrian links along the High Street and surrounding area;
- Visible cycle stands will be added along the footpaths to encourage walking and cycling. Design should be well integrated with the natural environment. An indicative example is shown on page 49.

KEY

Existing features

- Building frontage
- Churchyard
- Open space
- Trees
- Street lamp
- Pedestrian crossing light

Proposed features

- Carriageway (Width of the High Street reduced to 6.3 minimum)
- Raised table
- Pavement improvement
- Public realm improvement (point of interest)
- New office hub
- Disabled parking
- Parking
- Bus stop
- Trees
- Signage
- Cycle stand Beryl Bike Hire Scheme
- Improved pedestrian & cycle links
- Benches
- Flower box
- Pedestrian crossing lights
- Information board
- Median



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F.99

Figure 99: Example of cycle stands



F.100

Figure 100: Use high-quality bins and other street furniture along the High Street



F.101

Figure 101: Use of high-quality materials on the raised tables



F.102

Figure 102: Shared surface with carriage and pavement on the same level. The shared surface can be used by all public realm users such as vehicle, pedestrian and cyclists. Trees can soften the area and improve the biodiversity, Walthamstow Village



F.103

Figure 103: Example of signage



Figure 104: Indicative sketch showing the site within its context

2. AREA NEXT TO ST LAWRENCE CHURCH

The public realm in front of St Lawrence Church can be used as another point of interest by local residents to appreciate the historic assets such as the church and Abbots House. There is also an opportunity to improve the area in front of Pin Wei Restaurant.

Historic assets

- Provide information boards in front of historic assets such as churches and war memorial to illustrate their history and the distinctive local character.

Public spaces

- Design green space by proposing flower boxes and trees in front of the Pin Wei Restaurant which offer shading and also enclose the junction. Parklets and rain gardens can be used along the High Street;
- The public realm in front of St Lawrence Church can be used as a stopping point, providing a seating area and flower boxes to encourage socialising;

- Provide signage in front of the church, showing the important destinations and landmarks plus the walking distance to each of the destinations;
- Improve the public realm in front of the church by proposing public art features, new benches to encourage socialising and places for the elderly to sit and relax;
- Encourage pedestrian flow by improving the paving material quality around the restaurant and proposing high-quality green space.

Land use

- Provide a flexible space in front of Pin Wei Restaurant for various events or regular monthly farmer's market (Note: The existing business lease is due to finish at the end of 2022. See page 90 Site H3- site could be redeveloped for housing).

Sustainable travel

- Change the configuration of carriageway and junction near St Lawrence Church to reduce the width of the High Street to 6.3m for two-way operation with adequate space for buses to come through, subject to further investigation and transport evaluation;
- Re-design High Street to create a shared surface scheme;
- Provision of pedestrian crossing at the junction, plus raised tables to discourage speeding;
- Visible cycle stands proposed in front of improved public realm in front of the church to encourage walking and cycling;
- Parking spaces in front of the Pin Wei Restaurant are for restaurant users only and camera controlled;

ST LAWRENCE CHURCH

KEY

Existing features

-  Building frontage
-  Churchyard
-  Open space
-  Trees
-  Street lamp
-  Pedestrian crossing light
-  Benches

Proposed features

-  Carriageway (Width of the High Street reduced to 6.3 minimum)
-  Raised table
-  Pavement improvement
-  Public realm improvement (point of interest)
-  New office hub
-  Disabled parking
-  Parking
-  Bus stop
-  Trees
-  Signage
-  Fountain
-  Cycle stand Beryl Bike Hire Scheme
-  Improved pedestrian & cycle links
-  Benches
-  Flower box
-  Pedestrian crossing lights
-  Information board
-  Median



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F.106

Figure 106: Rain gardens with outlet kerbs in stone



F.108

Figure 108: Example of street furniture



F.110

Figure 111: Raised planters with integrated seating



F.107

Figure 107: Tree grill



F.109

Figure 109: Use of trees along the High Street



F.111

Figure 110: Example of a parklet in Hammersmith & Fulham



F.112

Figure 112: Indicative sketch showing the site within its context

3. AREA IN FRONT OF SHOPPING PARADE

The next set of proposals refers to the centre of the High Street. The High Street welcomes local residents and visitors, offering areas for resting, gathering, socialising and events. More informal green spaces will be created.

Historic assets

- Provide information boards in front of historic assets such as Henderson Hub and Methodist Church to illustrate their history.

Public spaces

- Propose a public drinking fountain in Millennium Gardens;
- Improve the public realm to orient people to use the green space for community uses (e.g. community allotments);
- Improve wheelchair access to the shops;
- A landmark can be used on the area in front of shopping parade (e.g. Harry Potter sculpture which could be provided by Warner brothers Studio).

Land use

- The area in front of shopping parade can be closed temporarily with a gate (See Figure 73) for farmer or community markets, cafe culture or art performances on a regular basis (e.g. monthly).

Sustainable travel

- Junction improvements such as reducing the radius at Abbots Road, Langley Road where they meet the High Street;
- Provision of pedestrian crossing at the junction plus raised carriageways to discourage cars from speeding;
- Provision of median in the centre of the High Street to help two- way vehicular flow;
- Reduce the number of parking spaces and allow spill out cafe near Simmons;
- Use of contrasting materials at the junction to heighten drivers' awareness of pedestrian safety;
- Provide signage in front of post office and the area in front of Methodist

Church indicating speed limit and other important destinations and landmarks plus the walking distance to each of the destinations;

- Wider footway along the High Street to improve pedestrian flow and improved paving materials.
- Provide studs to differentiate the dual ownership of pavements along the High Street rather than a different surface material;
- Cycle stands will be added along shopping parade. They should be located in areas with good natural surveillance;
- Provide a bank hub in one of the empty premises along the High Street to increase footfall;
- Encourage drivers to park in the Causeway rear parking area. Improve the landscape and add electric charging points in the parking area;
- Provide echelon car parking with two disabled parking bays and seven other parking bays in front of shopping parade but moved away from shop fronts. Apply one hour limit restriction.

KEY

Existing features

- Building frontage
- Bus shelter
- Open space
- Trees
- Street lamp
- Pedestrian crossing light
- Benches

Proposed features

- Carriageway (Width of the High Street reduced to 6.3 minimum)
- Raised table
- Pavement improvement
- Public realm improvement (point of interest)
- Disabled parking
- Parking
- Bus stop
- Trees
- Signage
- Landmark
- Cycle stand Beryl Bike Hire Scheme
- Gate (for temporary road closure)
- Improved pedestrian & cycle links
- Benches
- Median
- Studs (To differentiate the dual ownership)
- Picnic table
- Flower box
- Public drinking fountain
- Pedestrian crossing lights
- Information board



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F.114

Figure 114: Clear wayfinding



F.115

Figure 115: Shared surface carriageway



F.116

Figure 116: Upgraded surfacing-Station Road, Ashington



F.117

Figure 117: Examples of studs which can demarcate public pavements from the private areas in front of the shops



F.118

Figure 118: Indicative sketch showing the site within its context

4. BREAKSPEARE SPECIAL SCHOOL SITE

Any improvements on the High Street aim to reduce non-essential use of the High Street by motor vehicles and prioritise pedestrian movement and safety. The following interventions are suggested for this area:

Historic assets

- Incorporate locally distinctive design features in the design of the new health centre to respect the historic local character.

Public spaces

- Provide flower boxes and trees along the carriageway to soften the area;
- Provide 'a seating area/flexible space' in Manor House Grounds to be used by residents, visitors and workers in the new health centre for different times of the day;
- Provide signage in this area near the Manor House Grounds parking area showing the low speed limit and other

important destinations and landmarks plus the walking distance to each of the destinations.

Land use

- Relocate Breakspeare School and develop a new expanded health centre with a potential capacity for 20,000 patients to replace the Vine House Health Centre.

Sustainable travel

- Reduce the width of the High Street to 6.3m for two-way operation with adequate space for buses to come through, subject to further investigation and transport evaluation;
- Junction improvements such as reducing the radius of Popes Road where it meets Gallows Hill Lane;
- Provision of a pedestrian crossing near the junction plus raised tables to discourage car speed;

- Provision of median in centre of the High Street to help vehicular flow;
- Provide speed camera control near the health centre;
- Use different materials at the junction in favour of increasing the road safety;
- Wider footway along the High Street to improve pedestrian flow and improved paving materials. An indicative example is shown on page 43;
- Improve the wheelchair access to the Manor House Grounds;
- Cycle stands will be added along the footpaths to encourage walking and cycling besides and within the Manor House Grounds. Design should be well integrated with the natural environment. Indicative example is shown on page 49.



KEY

Existing features

- Building frontage
- Open space
- Trees
- Street lamp

Proposed features

- Carriageway (Width of the High Street reduced to 6.3 minimum)
- Raised table
- Pavement improvement
- Public realm improvement (point of interest)
- Parking
- Bus stop
- Trees
- Signage
- Cycle stand Beryl Bike Hire Scheme
- Improved pedestrian & cycle links
- Benches
- Picnic table
- Electric charging point
- Flower box
- Pedestrian crossing lights
- Information board
- Median





F.120

Figure 120: Electric vehicle charging points



F.122

Figure 122: An example showing a mix of trees and green verges along the High Street could be designed for the approach to the new health centre



F.121

Figure 121: Disabled parking



F.123

Figure 123: Gossoms End Surgery in Berkhamsted, an example with adequate services which could be provided in the proposed new health centre



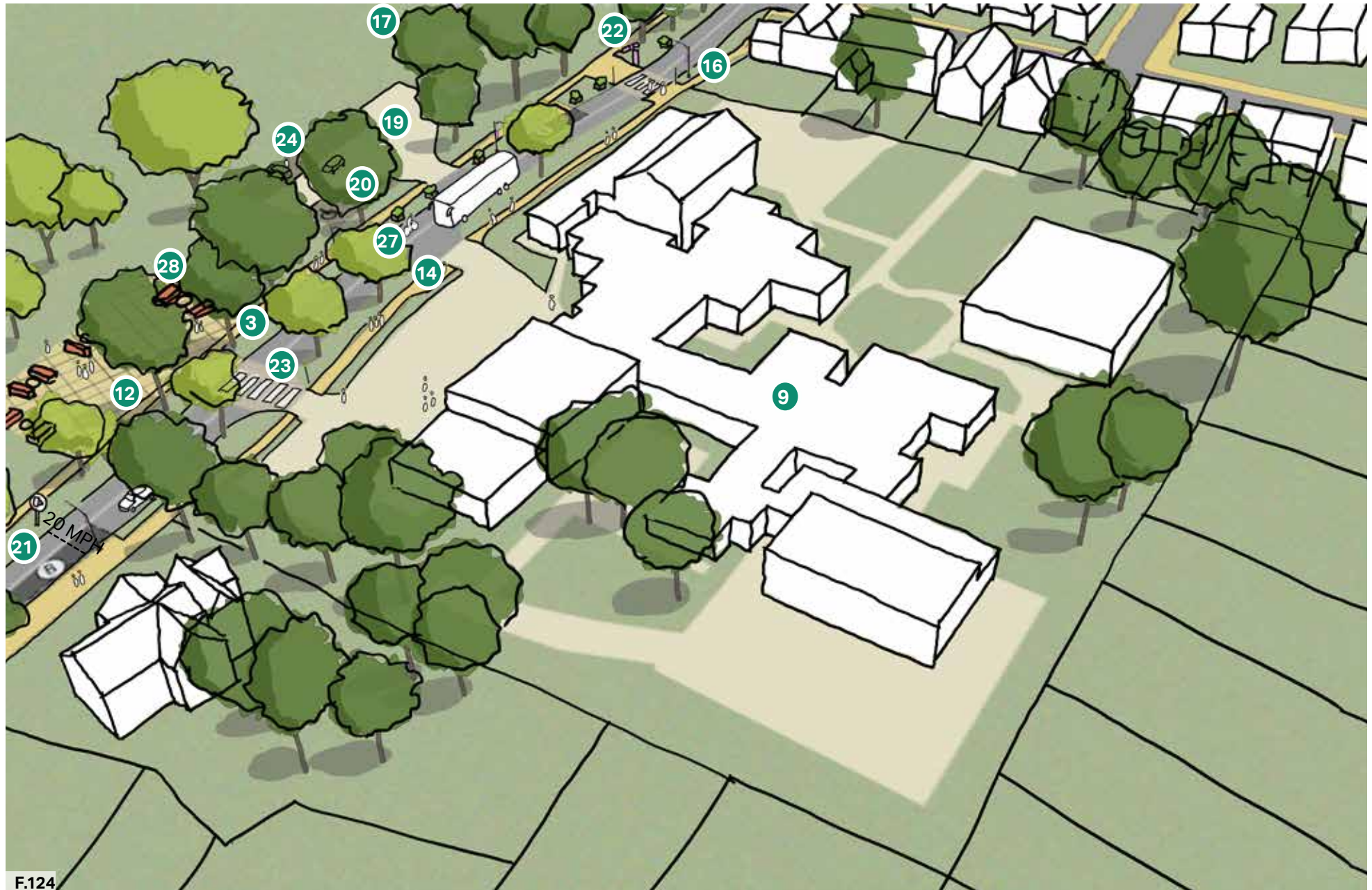


Figure 124: Indicative sketch showing the site within its context

Breakspeare School Site Feasibility Study

Abbots Langley Parish Council commissioned a feasibility study to examine if the Breakspeare School Site would be a suitable location for an expanded new Health Centre. The summary of this feasibility study is provided below.

Need for an Enlarged Health Centre in Abbots Langley Village

It has always been part of the Abbots Langley Neighbourhood Plans (ANLP) objectives to encourage the expansion of the primary health care facilities in the parish. A recent dialogue with the doctors at the Vine House Health Centre confirmed that all three GP surgeries in the parish have oversubscribed patients' lists. At present the Vine House Health Centre has 12,000 registered patients, 2,000 more than its planned capacity at its current site. There is no possibility of expanding the floorspace. Neither of the other two local surgeries have expansion options.

The local NHS authorities recognise that primary care facilities in the Abbots Langley Parish are inadequate. They agree that a new local surgery/health centre is required. Changes in the scope and range of primary care along with the advance of technology mean there is a requirement for primary care facilities to offer some of the interventions that currently take place in a hospital (secondary care) environment. The shift of emphasis toward wellness and away from 'illnesses' has an impact upon the type of service on offer and benefit the system by reducing the demand upon secondary care. Ongoing Government pressure to increase the population of Abbots Langley over the next ten years also places increasing pressure on health services. Any new facility here should be capable of accommodating up to 20,000 registered patients, **if a suitable site can be found.**

Breakspeare School Site becoming available in 2024

The ALNP Working Group understand that Hertfordshire County Council Cabinet decided on 23rd May 2022 to relocate the Breakspeare School to a new site in Croxley Green, to provide the school with a new purpose-built facility able to accommodate more than twice the number of pupils (210) with Special Educational Needs and Disabilities (SEND). Outline planning permission for this new school has been approved.

From discussions with the Vine House Health Centre, it is agreed that the Breakspeare School would be the right location, if the County Council would allow it, for a new primary care health centre after the school relocates in 2024. Importantly, it is thought to be sufficiently close to the Abbots Langley High Street to be accessible to both patients and immediate supporting services in the community that it is serving.

Commissioning an architect-led Feasibility Study

Given this opportunity, the Abbots Langley Parish Council commissioned a feasibility study, led by an architect, to examine in more detail the suitability and scope of using the Breakspeare School Site as the location for an expanded health centre to replace the Vine House facilities. This was completed as a separate part of the Abbots Langley Village Centre Masterplan. On 10th June 2022, the Abbots Langley Parish Council wrote to the Chief Executive of Hertfordshire County Council, the owner of the Breakspeare School site, expressing the community's interest in this site for community uses, including a new health centre.

The fifth objective of the ALNP includes proposing expanded primary health care facilities and is captured in Policy AL18 of the plan as follows:

AL18 MAINTAINING EXISTING HEALTH SERVICES —

Expanding and enhancing the health care facilities at key sites within the village of Abbots Langley and surrounding settlements will be supported.

There is a legal process for registering a property as an asset of Community Value as described under Part 5 Chapter 3 of the Localism Act 2011. At its July

2022 meeting, the Parish Council voted unanimously that the Chief Officer & Clerk should submit an 'Assets of Community Value Nomination Form' to Three Rivers District Council for Breakspeare School. If accepted, this would formally register the community's interest in the Breakspeare School Site.



Figure 125: Aerial view of the Breakspeare School, Abbots Langley (Source: Google Earth)

In cooperation with the doctors at the Vine House Health Centre, the feasibility study was completed during July 2022. The ALNP's only role in matters relating to health facilities is to identify a potential site for the expanded Vine House Health Centre. Beyond this, it is the responsibility of the GP practice and NHS to progress discussions. The feasibility study allows the GP practice to take discussions further with the owners of the Breakspeare School site, Hertfordshire CC, and determine if the site could be acquired for this purpose. If successful, the NHS can also be approached to help fund the ongoing design of the new facilities following NHS established procedures.

Topics covered in the Feasibility Study

The technical report provides a site appraisal, including aspects such as geography, topography, geology, flood risk, 'sun study', site constraints and possible planning risks. Relevant background material is provided on the village of Abbots Langley including population size

and characteristics, economic activity, local property values, housing types and tenure, local amenities, transport provision and access to a range of other nearby health facilities and services.

The report reviews the condition of the existing school buildings, with site photos, and observations on the nature and quality of construction given the different stages of its development, dating back to the late 1940's.

The report summaries the project brief to examine the scope for a new health centre for this site. The report lists the advantages and disadvantages of the site for the new health centre. It then illustrates a conceptual design for the health centre and compares the footprint of this design with the existing school buildings. The report provides a concept design with a schedule and analysis tabulating the accommodation that could be provided in this modular building with a parking layout for 62 vehicles and 32 bicycles. Other conceptual drawings are shown to illustrate

the site landscaping, amenities, site and building access points, general points about the design of the building, including renewable energy, refuse strategy, heating, ventilation and drainage.

There are tables showing the rooms on each floor with their floor areas and potential functions. A detailed analysis is provided of the accommodation with some illustrative 3D visuals of the design concept. Based on this material an initial budget has been prepared for the project, including the costs of site clearance, construction, external costs, other contracting costs and a contingency provision.

Main Conclusions of the Feasibility Study

The project is not fully exhaustive and further investigations on the area, the site and the existing building (including soil, contamination, biodiversity, main services, structural report, transport impact, daylight-sunlight, SuDS, noise, detail costing based on an architectural detail design proposal), will have to be carried out in the next phase.

However, based on the size of the site, its geometry, topography, orientation and location, potential area of catchment, public transport and infrastructure, surrounding properties, nearby park and roads, physical constraints, initial costs and potentials for future expansion of a modular building, this site appears ideal for this type of development, subject to a coherent detail design proposal.

Therefore, having considered all of the points discussed in the Feasibility Study, and based on the above-mentioned points, **the study concluded that the Breakspeare School Site not only appears suitable and compatible with the proposed type of development and proposed functions associated with a multi-disciplinary health centre, it is actually ideal for it.** It will be difficult, even after sequential testing, to identify a more suitable site with so much potential for future expansions.

This site on Gallows Hill Lane is capable of accommodating a building or cluster of buildings of sufficient floor area for all the required health centre functions and associated infrastructure, including parking.

The Project identified many points in support of a health centre redevelopment in this location, and only a limited number of general aspects against - mainly relating to costs that require further evaluation.

Delivery

06



6. Delivery

6.1 Delivery

Abbots Langley Village Centre Masterplan will be a valuable tool in securing context driven, high quality development in the Parish of Abbots Langley. The table, opposite, identifies those groups who might use the concept masterplan and how they would use it.

The National Planning Policy Framework (paragraph 35) emphasises that a proportionate evidence base should inform plans. Based on a 'positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings' (see paragraph 15).

Policies should be 'underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals' (paragraph 31).

Actors	How they will use the design guidelines
Applicants, developers, and 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 concept masterplan should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the objectives set out in the Masterplan Framework 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.

Crucially planning policies 'should not undermine the deliverability of the plan' (paragraph 34). Neighbourhood Plans need to be in general conformity with the strategic policies in the corresponding Local Plan. Where new policy requirements are introduced (that carry costs to development) over and above the Local Plan and national standards it is necessary to assess whether development will remain deliverable.

The objectives herein constitute place making principles and guidance to help interpret and apply the statutory policies within the Neighbourhood Plan. Good design is not an additional cost to development and good placemaking can result in uplifts in value.

As a consequence, it is a key document, to which developers, in particular, must have reference. They will be expected to demonstrate how they have responded to the provisions of the concept masterplan and, in those instances where they deviate from the concept masterplan, they will be

required to demonstrate why the proposed changes represent an improved outcome in terms of the delivery of Abbots Langley Village Centre objectives.

Appendix

A



Key policy and guidance

This section highlights the key adopted and emerging planning policies relevant to the masterplan 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 relevant policies relevant 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 aspirational development site 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;
- 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 Site Allocations Local Development Document (Adopted November 2014)

The Three Rivers Site Allocations Local Development Document (LDD) provides the principle of suitable development on a selected number of sites. Within the Abbots Langley Central Area, one site has not yet been built out and will be carried forward into the new Local Plan:

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:

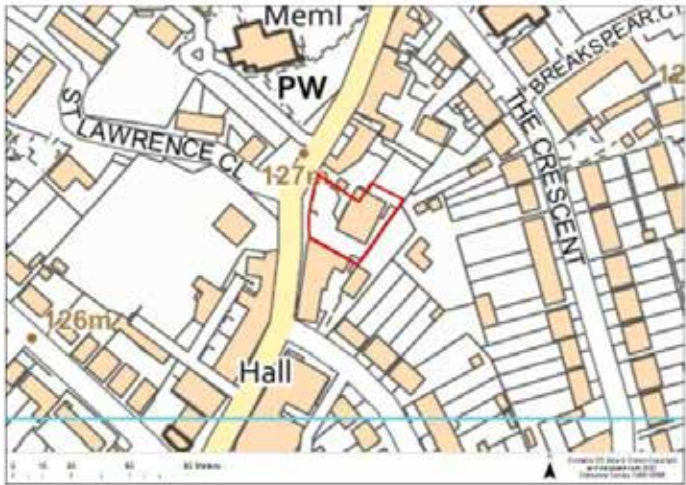
Policy DM1 Residential Design and Layout requires all residential development to satisfy the design criteria set out in Appendix 2 of the document, in order to ensure that development does not lead to a gradual deterioration in the quality of the built environment, and that landscaping, the need for 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,

H3:

Site Ref.	H3	Site	Pin Wei, 35 High Street	Size (ha):	0.13
	Current Use	Restaurant			
	Dwelling Capacity	11			
	Green Belt	No			
	Phasing	6-10 years			
Comments The site is an existing housing allocation in the Site Allocations LDD (adopted 2014).					

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 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 show people sites,

employment, town centres & retail, open space, education, green belt and other infrastructure).

The document identifies Abbots Langley as one of main settlements in the District experiencing gradual growth. Abbots Langley is identified as a District Centre in the preferred options, where main town centre uses will be directed to, in order to support local businesses and reduce the need for local communities to travel. It is also highlighted that a key transport constraint experienced in Abbots Langley is its limited services to Watford General Hospital.

The key preferred policies in Part 1 relevant to the Masterplanning guidelines 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;
- 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. The strategic mix of housing provision summarized below should form the basis for development proposals across the district:

	1-bedroom	2-bedroom	3-bedroom	4+-bedroom
Market Housing	5%	23%	43%	30%
Affordable Home Ownership	21%	41%	28%	9%
Social/ Affordable Rented Housing	40%	27%	31%	2%

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 7 Employment and Economic Development supports the employment proposals in allocated employment sites and those within the most sustainable locations including town centres and areas served by sustainable transport. Proposals providing a range of small, medium and large business premises will be supported, although new employment provision will be focused towards existing allocated employment sites through intensification and expansion where appropriate.

Preferred Policy Option 9 Retail and Leisure identifies Abbots Langley as a district centre where main town centre uses will be directed to. School Mead

and Katherine Place in Abbots Langley are also identified as key neighbourhood centres. Shop fronts and displays should be appropriate to the character and function of the area.

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. Proposals for residential

development of 100 or more dwellings and non-residential development of 1000 sm or more will be required to submit a Health Impact Assessment.

Preferred Policy Option 12 Carbon Dioxide Emissions and On-site Renewable Energy requires applications for all residential development of one unit and above and for all new commercial development will be required to submit an Energy Statement to demonstrate that the development proposals will produce 20% less carbon dioxide emissions than Building Regulations Part L requirements (2013) having regard to feasibility and viability.

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;
- 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;
- Incorporate measures to enhance biodiversity value.

Major non- residential development are required to achieve BREEAM 'Excellent' Standard unless demonstrated unviable

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 17 Ground Conditions, Contamination and Pollution

resists development that contribute to, put an unacceptable risk from or be adversely affected by unacceptable levels of soil, air, water light or noise pollution, odour, vibration, disturbance or land instability.

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.

New residential developments are expected to provide for amenity and children's play space. Developments of 25 or more dwellings or 0.6ha (whichever is greater) should make provision on site for open space and play space. 10% of the site area should be set aside as open space, and where the development is likely to be occupied by families with children 2% of the open space area should provide formal equipped play facilities. Guidance on the provision of open space and children's play space will set out in the forthcoming Open Space, Sport and Recreation SPD.

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;
- 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:
- 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:

- 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:
- 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:
- 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:
- 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:

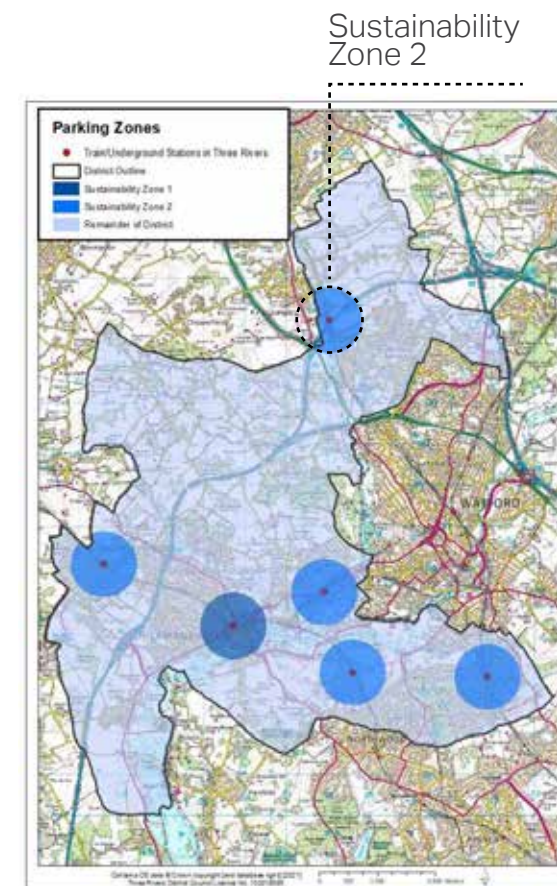
- Is of a design and scale that preserves or enhances the character or appearance of the area;
- Uses building materials, finishes, including those for features such as walls, railings, gates and hard surfacing, that are appropriate to the local context;
- Retains historically significant boundaries, 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;
- 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. The standards for car parking may be adjusted according to which sustainability zone the proposed development is located in:



Zone Type	Car parking provision
Sustainability Zone 1	80% of indicative demand-based parking standard
Sustainability Zone 2	90% of indicative demand-based parking standard
Rest of District	Apply full indicative demand-based standard

Car parking standards

Use Class	Description	Car parking standards
E(a) Retail and Foodstores F2(a) Shops selling essential goods which do not exceed 280sqm and there is no other facility within 1,000 metres	Retail and Small food shops up to 500sqm gross floor area Food superstores/hypermarkets up to 2,500sqm retail floor area	1 space per 30sqm gross floor area 1 space per 18sqm gross floor area
E(a) Retail Foodstores	Food superstores/hypermarkets exceeding 2,500sqm retail floor area. Food retail parks.	1 space per 15sqm gross floor area 1 space per 14sqm (threshold 1000spm) below this figure to
E(a) Non-food retail	Non-food retail warehouses with garden centres. Non-food retail warehouses without garden centres.	1 space per 25sqm gross floor area 1 space per 35sqm gross floor area
E(a) Non-food retail (cont)	Garden centres up to 4,000sqm gross floor area. Garden centres exceeding 4,000sqm gross floor area. Non-food retail parks where individual land use components are known.	1 space per 25sqm gross floor area Decided in each case on individual merits. Decided in each case on individual merits (shared parking and an overall reduction in provision, taking into account linked to trips on site).

Use Class	Description	Car parking standards
	Non-food retail parks where individual land use components are not known.	1 space per 40sqm gross floor space (shared parking).
E(c) Financial and professional services Sui generis (betting shops)	Banks, building societies, estate agencies Betting shops.	1 space per 30sqm gross floor area.
E(b) Restaurants and Cafés	Restaurant/ cafés	1 space per 5sqm of floorspace of dining area plus 3 spaces per 4 employees.
Sui generis (Drinking Establishments)	Public houses/bars	1 space per 3sqm of floorspace of bar area plus 3 spaces per 4 employees.

Car parking standards

Use Class	Description	Car parking standards
Sui generis (Hot Food Takeaways)	Roadside restaurants	1 space per 5sqm of floorspace of dining area plus 3 squares per 4 employees.
	Transport café	1 lorry space per 3.5sqm gross floor area plus 3 spaces per 4 employees.
	Hot food takeaway shops (excluding fast food drive thru restaurants)	1 space per 3sqm of floorspace of public area plus 3 spaces per 4 employees.
	Fast food drive thru restaurants	1 space per 8sqm gross floor area.
E(g)Business	E(g)(i) offices	1 space per 30sqm gross floor area
	E(g)(ii) research and development, high-tech/	1 space per 35sqm gross floor area
	E(g)(iii) light industry.	
B2 General Industry	General industry	1 space per 50sqm gross floor space (1 lorry space per 200sqm)
B8 Storage and distribution	Wholesale distribution, builders merchants, storage	1 space per 75sqm gross floor area (1 lorry space per 200sqm)

Use Class	Description	Car parking standards
Business Parks	Mixed E(g)/B2/B8 (unless heavily oriented to B8) for use where individual land use components are not known.	1 space per 40sqm gross floor area (1 lorry space per 200sqm)
C1 Hotels and Hostels	Hotels	1 space per bedroom (including staff accommodation) plus 1 space per manager plus
		2 spaces per 3 staff minus spaces related to staff bedrooms plus 1 space per 5sqm dining area plus 1 space per 3sqm bar area plus 1 space per 5sqm public area in conference facility plus 1 space per 6sqm of public area in exhibition hall plus a minimum of 1 coach parking space per 100 bedrooms.

Car parking standards

Use Class	Description	Car parking standards
	Hostels	3 spaces per 4 units.
	Small (single parent or couple with no children)	1 space per units.
	Family (2 adults and 2 children)	1 space per 2 staff non-resident (parking for resident staff to be based on general needs standard).
	Hospitals	1 space per 0.5 beds or to be decided on individual merits (including a full transport assessment and proposals in a green transport plan); special hospitals must be considered individually.

Use Class	Description	Car parking standards
C2 Residential institutions (cont)	Education – halls of residence.	1 space per 2 full-time staff plus 1 space per 6 students (but with linkage to student transport plans where appropriate).
C3 Residential	General needs 1 bedroom dwellings 2 bedroom dwellings 3 bedroom dwellings 4 or more bedroom dwellings	0.9 spaces per dwelling 1.4 spaces per dwelling 1.9 spaces per dwelling 2.5 spaces per dwelling
C3 Residential	Elderly person's accommodation. Retirement dwellings – no warden control, 1 or 2 bedroom (Category 1). Sheltered dwellings – warden control (Category 2)	1.5 spaces per unit including 0.25 visitor space. 0.75 spaces per unit including 0.25 visitor space.
C4 Residential	Houses in multiple occupation (i.e. separate households sharing facilities)	0.5 spaces per tenancy

Car parking standards

Use Class	Description	Car parking standards
F1 Learning and non-residential Institutions	F1(e) Public halls/places of assembly (excluding D2)	1 space per 9sqm gross floor area or 1 space per 3 fixed seats plus 3 spaces per 4 staff members
	F1(f) Places of worship	1 space per 10sqm gross floor area
F2(b) Halls or meeting places for the local community	F2(b) Community/family centres	1 space per 9sqm gross floor area plus 1 space per full time staff member or equivalent
E(f) Day centres	E(f) Day centres	1 space per 2 staff members plus 1 space per 3 persons attending or 1 space per 9sqm gross floor area
E(e) Provision of medical or health services Non-residential Institutions	E(e) Surgeries and clinics	3 space per consulting room plus 1 space per employee other than consulting doctors/dentists/vets.

Use Class	Description	Car parking standards
F1 Learning and non-residential Institutions (Cont)	F1(d) Libraries and miscellaneous cultural buildings (including F1(b) buildings for display of works of art, F1(c) museums and F1(g) law courts) Miscellaneous cultural buildings.	1 space per 30sqm gross floor area of freestanding development (otherwise assessed on merits). 2 spaces plus 1 space per 30sqm of public floorspace.
F1 Learning and non-residential Institutions	F1(a) Educational establishments (including residential).	1 space per full-time member of staff plus 1 space per 8 pupils over 17 years old plus
	F1(a) Schools	1 space per 20 pupils under 17 years old.
F1 Learning and non-residential Institutions	F1(a) Further education	1 space per 2 staff plus 1 space per full-time 15 students (2500sqm threshold). The standard for students attending an educational establishment, rather than full-time equivalent.
E(f) Crèche, day nursery	E(f) Nursery schools/Playgroups	1 space per 4 pupils.
E(d) Indoor sport, recreation or fitness F2(c) Outdoor sport and recreation F2(d) Indoor or outdoor swimming pools or ice skating rinks Sui generis (cinemas, concert halls, bingo halls, dance halls)	Places of entertainment/leisure parks for use when individual land use components are known.	1 space per 22sqm (threshold 1000sqm) below threshold to be decided in each case on individual merits: parking for individual land use components should be based on the standards set out in this appendix, but with an overall reduction in provision to reflect linked trips on site (all parking should be shared and an overall reduction of 25% should form the starting point for discussion).

Car parking standards

Use Class	Description	Car parking standards
	Places of entertainment/leisure parks for use when individual land use components are not known.	1 space per 22sqm (1000sqm threshold)
Sui generis (cinemas)	Cinemas (including multiplexes)	1 space per 5 seats (1000sqm threshold)
Use Class	Description	Car parking standards
E(d) Indoor sport, recreation or fitness	F2(d) Swimming pools.	1 sp per 22 sq m (1000 sq m threshold)
F2(c) Outdoor sport and recreation	F2(c) / E(d) Tennis/badminton	4 spaces per court not to exceed 1 space per 22sqm (1000sqm threshold)
F2(d) Indoor or outdoor swimming pools or ice skating rinks	E(d) Squash courts	3 spaces per court not to exceed 1 space per 22sqm (1000sqm threshold)
	F2(d) Ice rinks	1 space per 12sqm gross floor area of rink not to exceed 1 space per 22sqm (1000sqm threshold)
	E(d) Fitness centres/sports clubs	1 space per 22sqm (1000sqm threshold)

Use Class	Description	Car parking standards
E(d) Indoor sport, recreation or fitness	Ten pin bowling	4 space per lane not to exceed 1 space per 22sqm (1000sqm threshold)
	Indoor bowls	4 space per rink not to exceed 1 space per 22sqm (1000sqm threshold)
F2(c) Outdoor sport and recreation	Outdoor Sports Grounds	
	with football pitches	20 spaces per pitch
	without football pitches	50 spaces per hectare
F2(c) Outdoor sport or recreation	Golf	
	18 hole golf course	100 spaces
	9 hole golf course	60 spaces
	golf driving range	1.5 spaces per tee
	golf course larger than 18 holes and/or for more than local use	To be decided in each case on individual merits
Sui generis (Motor Trade Related)	Showroom car sales	3 spaces per 4 employees plus 1 space per 10 cars displayed.

Car parking standards

Use Class	Description	Car parking standards
	Vehicle storage	3 spaces per 4 employees plus 2 spaces per showroom space or provision at rate of 10% annual turnover.
	Hire cars	3 spaces per 4 employees plus 1 space per 2 hire cars based at site.
	Ancillary vehicle storage	3 spaces or 75% of total if more than 3 vehicles.
	Workshops	3 spaces per 4 employees plus 3 spaces per bay (for waiting and finished vehicles) in addition to repair bays.
	Tyre and Exhaust	3 spaces per 4 employee plus 3 spaces for customers.
	Part stores/sales	3 spaces per 4 employees plus 3 spaces for customers.
	Car wash/petrol filling station	3 spaces per 4 employees plus 3 waiting spaces per bay or run in to row of bays (additional parking is required where a shop is provided).
Passenger transport facilities	Rail Stations/bus Stations	To be decided in each case on individual merits.
Sui generis (where specific use is not included as a description elsewhere in this appendix)		To be decided in each case on individual merits

Parking for Disabled Motorists

The parking needs of disabled motorists shall be met in full irrespective of location i.e. where the zonal procedure results in on-site parking restraint, there shall be no corresponding reduction in disabled spaces. The minimum measurements of a disabled space provided off the highway should be 3.2m in width and 4.8m in length. Disabled spaces provided on the highway must comply with the requirements of Hertfordshire Highways Authority.

Employment generating development	
(1) Up to 200 space car park (demand-based as calculated from above standards).	Individual spaces for each disabled employee plus 2 spaces or 5% of total capacity, whichever is greater.
(2) More than 200 space car park (demand-based as calculated from above standards).	6 spaces plus 2% of total capacity.
Shops/premises to which the public have access/recreation.	
(1) Up to 200 space car park (demand-based as calculated from above standards).	3 spaces or 6% of total capacity whichever is greater.
(2) More than 200 space car park (demand-based as calculated from above standards)	4 spaces plus 4% of total capacity.
Residential	
General	1 space for every dwelling built to mobility standards (such as Lifetime Homes).
Elderly persons dwellings up to 10 spaces (demand-based as calculated from above standards)	3 spaces
More than 10 spaces (demand-based as calculated from above standards).	1 space per 4 spaces

Cycle parking standards

Use Class	Description	Cycle parking standards
E(a) Retail Foodstores F2(a) Shops selling essential goods which do not exceed 280sqm and there is no other facility within 1,000 metres	Small food shops up to 500sqm gross floor area Food superstores/hypermarkets up to 2,500sqm retail floor area	1 short-term space per 150sqm gross floor area plus 1 long-term space per 10 maximum staff on site at any one time.
E(a) Retail Foodstores	Food superstores/hypermarkets exceeding 2,500sqm retail floor area. Food retail parks	1 short-term space per 250sqm gross floor area plus 1 long-term space per 10 maximum staff on site at any one time.
E(a) Non-food retail	Non-food retail warehouses with garden centres. Non-food retail warehouses without garden centres. Garden centres up to 4,000sqm gross floor area Garden centres exceeding 4,000sqm gross floor area. Non-food retail parks where individual land use components are known. Non-food retail parks where individual land use components are not known.	1 short-term space per 350sqm gross floor area plus 1 long-term space per 10 maximum staff on site at any one time.

Use Class	Description	Cycle parking standards
E(c) Financial and professional services	Banks, building societies, estate agencies	1 short-term space per 200sqm gross floor area plus 1 long-term space per 10 full time staff.
Sui generis (betting shops)	Betting shops.	

Use Class	Description	Cycle parking standards
E(b) Food and drink	Restaurant/cafes	1 short-term space per 100sqm gross floor area plus 1 long-term space per 10 maximum staff on site at any one time.
Sui generis (Drinking Establishments)	Public houses/bars	1 short-term space per 100sqm gross floor area plus 1 long-term space per 10 maximum staff on site at any one time
Sui generis (Hot Food Takeaways)	Hot food takeaway shops (excluding fast food drive thru restaurants) Fast food drive thru restaurants	1 short-term space per 100sqm gross floor area plus 1 long-term space per 10 maximum staff on site at any one time
Sui generis (Hot Food Takeaways)	Roadside restaurants Transport café	1 long-term space per 10 maximum staff on site at any one time.
E(g) Business	E(g)(i) offices E(g)(ii) research and development, high-tech/ E(g)(iii) Light industry.	1 short-term space per 500sqm gross floor area plus 1 long-term space per 10 full time staff

Cycle parking standards

Use Class	Description	Cycle parking standards
B2 General Industry	General industry	1 short-term space per 500sqm gross floor area plus 1 long-term space per 10 full time staff
B8 Storage and Distribution	Wholesale distribution, builders merchants, storage	1 long-term space per 10 full time staff
Business Parks	Mixed E(g)/B2/B8 (unless heavily oriented to B8) for use where individual land use components are not known.	1 short-term space per 500sqm gross floor area plus 1 long-term space per 10 full time staff
C1 Hotels and Hostels	Hotels	1 long-term space per 10 beds plus 1 long-term space per 10 maximum staff on site at any one time
C1 Hotels and hostels	Hostels Small (single parent or couple with no children) Family (2 adults and 2 children)	1 long-term space per 3 units
C2 Residential institutions	Institutions/homes with care staff on premises at all times (excluding nursing homes, hospitals, residential schools, colleges or training centres). Elderly persons residential and nursing homes. Hospitals	1 short-term space per 20 beds plus 1 long-term space per 10 staff on duty at any one time.

Use Class	Description	Cycle parking standards
C2 Residential institutions	Education – halls of residence.	1 long-term space per 10 full time staff plus 1 long-term space per 3 students.
C3 Residential	General needs 1 bedroom dwellings 2 bedroom dwellings 3 bedroom dwellings 4 or more bedroom dwellings	1 long-term space per unit if no garage or shed provided.
	Houses in multiple occupation (i.e. separate households sharing facilities)	
C3 Residential	Flats	1 space per 2 units
C3 Residential	Elderly person's accommodation. Retirement dwellings – no warden control, 1 or 2 bedroom (Category 1). Sheltered dwellings – warden control (Category 2)	1 short-term space per 3 units plus 1 long-term space per 5 units

Cycle parking standards

Use Class	Description	Cycle parking standards
F1 Non-residential Institutions	F1(e) Public halls/places of assembly (excluding D2) F1(f) Places of worship	1 short-term space per 200sqm gross floor area plus 1 long-term space per 10 staff on duty
F2(b) Halls or meeting places for the local community	F2(b) Community/family centres	1 short-term space per 200sqm gross floor area plus 1 long-term space per 10 staff on duty
E(f) Day centres	E(f) Day centres	1 short-term space per 200sqm gross floor area plus 1 long-term space per 10 staff on duty
E(e) Provision of medical or health services	E(e) Surgeries and clinics	1 short-term space per consulting room plus 1 long-term space per 10 staff on duty at any one time.
F1 Learning and non-residential Institutions	F1(d) Libraries and miscellaneous cultural buildings (including F1(b) buildings for display of works of art, F1(c) museums and F1(g) law courts)	1 short-term space per 100sqm gross floor area plus 1 long-term space per 10 full time staff
F1 Learning and non-residential Institutions	F1(a) Educational establishments (including residential).	1 long-term space per 10 full time staff plus:

Use Class	Description	Cycle parking standards
	F1(a) Schools	a) Primary School: 1 long-term space per 15 students. b) Secondary School: 1 long-term space per 5 students.
Use Class	Description	Cycle parking standards
F1 Learning and non-residential Institutions	F1(a) Further education	1 long-term space per 10 full time staff plus 1 long-term space per 5 students
E(f) Crèche, day nursery	E(f) Nursery schools/playgroups	1 long-term space per 10 full time staff.
E(d) Indoor sport, recreation or fitness F2(c) Outdoor sport and recreation F2(d) Indoor or outdoor swimming pools or ice skating rinks Sui generis (cinemas, concert halls, bingo halls, dance halls)	Places of entertainment/leisure parks for use when individual land use components are known. Places of entertainment/leisure parks for use when individual land use components are not known.	On merit, depending upon mix of uses.

Cycle parking standards

Use Class	Description	Cycle parking standards
F2(c) Outdoor sport and recreation F2(d) Indoor or outdoor swimming pools or ice skating rinks	F2(c) / E(d) Tennis/badminton E(d) Squash courts F2(d) Ice rinks E(d) Fitness centres/sports clubs	
E(d) Indoor sport, recreation or fitness	Ten pin bowling Indoor bowls	1 short-term space per 3 lanes or rink plus 1 short-term space per 25 spectator seats plus 1 long-term space per 10 full time staff.
F2(c) Outdoor sport and recreation	Outdoor sports grounds with football pitches without football pitches	1 short-term space per 10 players/participants at busiest period
F2(c) Outdoor sport or recreation	Golf 18 hole golf course 9 hole golf course golf driving range golf course larger than 18 holes and/or for more than local use	10 long-term spaces 5 long-term spaces 5 short-term spaces per 20/30 tee driving range Pro rata to the above

Use Class	Description	Cycle parking standards
Sui generis (Motor trade related)	Showroom car sales Vehicle storage Hire cars Ancillary vehicle storage Workshops Tyre and Exhaust Part stores/sales	1 long-term space per 10 full time staff.
	Car wash/petrol filling station	1 long-term space per 10 full time staff plus 5 short-term spaces if shop included
Passenger transport facilities	Rail Stations Bus Stations	5 long-term spaces per peak period train 2 l/t spaces per 100 peak period passengers

Electric vehicle parking standards

Use Class	Description	Electric vehicle parking standards
E(a) Retail Foodstores F2(a) Shops selling essential goods which do not exceed 280sqm and there is no other facility within 1,000 metres	Small food shops up to 500sqm gross floor area Food superstores/hypermarkets up to 2,500sqm retail floor area	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
E(a) Retail Foodstores	Food superstores/hypermarkets exceeding 2,500sqm retail floor area. Food retail parks	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
E(a) Non-food retail	Non-food retail warehouses with garden centres. Non-food retail warehouses without garden centres. Garden centres up to 4,000sqm gross floor area Garden centres exceeding 4,000sqm gross floor area. Non-food retail parks where individual land use components are known. Non-food retail parks where individual land use components are not known.	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.

Use Class	Description	Electric vehicle parking standards
E(b) Food and drink	Restaurant/cafes	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
Sui generis (Drinking Establishments)	Public houses/bars	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
Sui generis (Hot Food Takeaways)	Hot food takeaway shops (excluding fast food drive thru restaurants) Fast food drive thru restaurants	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
Sui generis (Hot Food Takeaways)	Roadside restaurants Transport café	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
E(g) Business	E(g)(i) offices E(g)(ii) research and development, high-tech/E(g)(iii) light industry.	20% of all spaces to be active provision, a further 30% of spaces to be passive provision.
B2 General Industry	General industry	20% of all spaces to be active provision, a further 30% of spaces to be passive provision.
B8 Storage and Distribution	Wholesale distribution, builders merchants, storage	20% of all spaces to be active provision, a further 30% of spaces to be passive provision.

Electric vehicle parking standards

Use Class	Description	Electric vehicle parking standards
	Elderly persons residential and nursing homes. Hospitals	
C2 Residential institutions	Education – halls of residence.	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
C3 Residential	1 bedroom dwellings 2 bedroom dwellings 3 bedroom dwellings 4 or more bedroom dwellings Houses in multiple occupation (i.e. separate households sharing facilities)	20% of all spaces to be active provision, the remaining 80% to be passive provision; Houses to have 1 charging point per house.
C3 Residential	Elderly person's accommodation. Retirement dwellings – no warden control, 1 or 2 bedroom (Category 1). Sheltered dwellings – warden control (Category 2)	20% of all spaces to be active provision, the remaining 80% to be passive provision.

Use Class	Description	Electric vehicle parking standards
F1 Learning and non-residential Institutions	F1(e) Public halls/places of assembly (excluding D2) F1(f) Places of worship	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
F2(b) Halls or meeting places for the local community	F2(b) Community/family centres	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
E(f) Day centres	E(f) Day centres	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
E(e) Provision of medical or health services	E(e) Surgeries and clinics	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
F1 Learning and non-residential Institutions	F1(d) Libraries and miscellaneous cultural buildings (including F1(b) buildings for display of works of art, F1(c) museums and F1(g) law courts)	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
F1 Learning and non-residential Institutions	F1(a) Educational establishments (including residential). F1(a) Schools	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.

Electric vehicle parking standards

Use Class	Description	Electric vehicle parking standards
F1 Learning and non-residential Institutions	F1(a) Further education	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
E(f) Crèche, day nursery	E(f) Nursery schools/playgroups	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
E(d) Indoor sport, recreation or fitness F2(c) Outdoor sport and recreation F2(d) Indoor or outdoor swimming pools or ice skating rinks Sui generis (cinemas, concert halls, bingo halls, dance halls)	Places of entertainment/leisure parks for use when individual land use components are known. Places of entertainment/leisure parks for use when individual land use components are not known.	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
Sui generis (cinemas)	Cinemas (including multiplexes)	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
E(d) Indoor sport, recreation or fitness F2(c) Outdoor sport and recreation F2(d) Indoor or outdoor swimming pools or ice skating rinks	F2(d) Swimming pools. F2(c) / E(d) Tennis/badminton E(d) Squash courts F2(d) Ice rinks E(d) Fitness centres/sports clubs	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.

Use Class	Description	Electric vehicle parking standards
E(d) Indoor sport, recreation or fitness	Ten pin bowling Indoor bowls	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
F2(c) Outdoor sport and recreation	Outdoor sports grounds with football pitches without football pitches	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
F2(c) Outdoor sport or recreation	Golf	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
Sui generis (Motor trade related)	Showroom car sales Vehicle storage Hire cars Ancillary vehicle storage Workshops Tyre and Exhaust Part stores/sales Car wash/petrol filling station	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.
Passenger transport facilities	Rail Stations	20% of all spaces to be active provision, a further 20% of spaces to be passive provision.

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 appropriate designed, coloured and landscaped to take account of their setting. The possibility

sharing facilities, erecting antennae on existing structures and miniaturizing or camouflaging apparatus should be explored.

Planning History Review – for internal use:

No relevant planning history to highlight but recent planning applications include (note that the Parish Council is likely to have a more detailed list – this just highlights recent ones on bigger sites). These are shown on the next page.

Application Ref	Address	Proposal	Decision
18/0178/FUL	Manor House Ground Sport Complex, Gallows Hill Lane, Abbots Langley, Hertfordshire	The refurbishment of existing tennis courts and multi-use games area (MUGA) including the removal of adjacent skateboard park, resurfacing of tennis courts, new enclosure, construction of a single storey timber hut, provision of ramps to the gates and provision of outdoor table tennis tables	Approved
18/1996/FUL	Play Area, Manor House Recreation Ground, Gallows Hill Lane, Abbots Langley, Hertfordshire	Construction of a new skate park	Approved
20/0830/HCR3	Breakspeare School, Gallows Hill Lane, Abbots Langley, Hertfordshire, WD5 0BU	Herts County Regulation 3 Application: Removal of existing Portakabin classroom building and construction of new classroom building	No objection
17/1065/HCR3	Breakspeare School, Gallows Hill Lane, Abbots Langley, Hertfordshire, WD5 0BU	Herts County Regulation 3 Application: Replacement mobile classroom with permanent single storey building	No objection

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