Richborough

Land to North of Little Green Lane

Croxley Green



December 2024

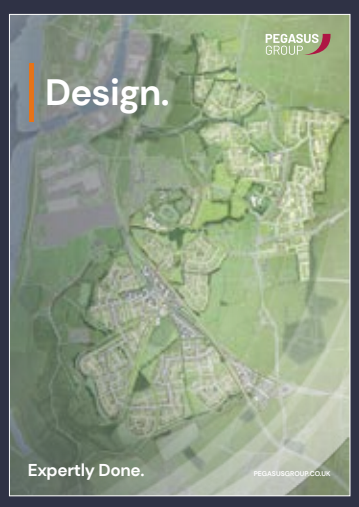
Design and Access Statement and Design Code

Design.

ABOUT PEGASUS DESIGN

Pegasus Group's experience embraces all types of projects within the development industry from large scale urban extensions and strategies for area regeneration to renewable energy and residential schemes.

Our work supports planning applications and we have an exceptional understanding of the development control process and planning policy requirements in relation to design. Our design team is well regarded and is increasingly involved in expert design review and witness work.



ABOUT RICHBOROUGH

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It takes a considered and professional approach to land promotion at every stage of the process, giving confidence in both the technical work and the engagement taking place.

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Prepared on behalf of **Richborough**
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Land to North of Little Green Lane,

Croxley Green

The Vision

'Land to the north of Little Green Lane will be a high quality, well-connected and highly sustainable new neighbourhood, founded upon the creation of an outstanding network of green infrastructure which showcases it rich surroundings. Taking cues from some of older parts of Croxley Green and surrounding local villages, the vision aims to create a lasting legacy and place to be proud of, comprising a variety of well-designed homes suitable for people at every stage of life, supported by a new hub, formed of a new primary school, local shop and health uses. Coherently laid out streets and green spaces will promote healthy, active lifestyles and protect, enrich and create habitats for wildlife, flora and fauna.'

The proposals includes:

- up to 600 new homes in a range of types, sizes and tenures;
- Retention of the existing ancient woodland, existing mature vegetation and creation of a strong new green infrastructure framework, creating new public open spaces for the benefit of new and existing residents of Croxley Green;
- Well connected movement routes, in particular, new cycle and pedestrian connections;
- Provision for a new bus service through the development;
- Retention of Public Right of Way;
- Orchard / Kitchen garden and allotments
- Range of new children's play spaces;
- New Local Centre and Community Hub;
- New primary school and land for future expansion and
- Improvements along Little Green Lane and Canterbury Way to provide improved access for pedestrians and cyclists.

1 INTRODUCTION

BACKGROUND

1.1 This document has been prepared by Pegasus Group on behalf of Richborough to accompany the Outline Planning Application for the residential development of Land to North of Little Green Lane, Croxley Green, including details of layout, scale, appearance and landscaping with the proposed development comprising of the following:

"Outline Application: Construction of up to 600 residential dwellings (Use Class C3(a)), a 5-bedroom property for children's social care and supported living (Use Class C3(b)). Two vehicular access points from Little Green Lane and further pedestrian / cycleway accesses. A one form entry primary school (Use Class F1(a)) (plus expansion land for a two form entry primary school). A mixed use local centre including provision for NHS health and social care services (Use Class E(e)), community building (Use Class F2), retail and café provision (Use Class E(a-c)), car parking and associated infrastructure. A country park, areas for play and recreation, allotments, community orchard and landscaping with associated infrastructure including sustainable urban drainage systems. (All matters are reserved except for vehicular access)."

1.2 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which requires certain applications to be accompanied by a Design and Access Statement.

1.3 The DMPO also states the following requirements:

"(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, be accompanied by a statement ("a design and access statement") about:

(a) the design principles and concepts that have been applied to the development; and

(b) how issues relating to access to the development have been dealt with.

(3) A design and access statement must:

(a) explain the design principles and concepts that have been applied to the development;

(b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;

(c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;

(d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and

(e) explain how specific issues which might affect access to the development have been addressed."

PURPOSE OF THE DOCUMENT

1.4 The purpose of this Design and Access Statement is:

"...to explain how the proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users."

(Para. 029, PPG, Reference ID: 14-029-20140306)

1.5 This document achieves this within the following sections:

- **Section 1: Introduction.** Outlines the purpose of this document;
- **Section 2: Planning Policy.** Presentation of the key Planning Policy requirements, derived from a combination of Local Authority and National Government Policy;
- **Section 3: Assessing the** Context. Considers the surroundings in terms of the local physical, historical and social setting;
- **Section 4: Assessing the Site.** Considers the site in terms of technical and physical Context;
- **Section 5: Design Development.** Presentation of the design principles that have been derived from a combination of Government Policy and site assessment outlines key stakeholder engagement undertaken, as well as its key findings and design evolution;
- **Section 6: Design Proposals and Compliance.** Presentation of the key design proposals including the Uses; Movement; Built form; Homes and Buildings; Identity; Public Spaces; Nature; Resources and, Lifespan; and how these comply with the outline application;
- **Section 8: Conclusion.**

1.6 This Design and Access Statement has been written to respond to the National Design Guide (NDG) ten characteristics of well-designed places. Highlighted items in para 1.5 are the ten characteristics of well-designed places, as set out in the National Design Guide.

1.7 This statement should be read in conjunction with the Outline Application submission and its accompanying supporting documents.

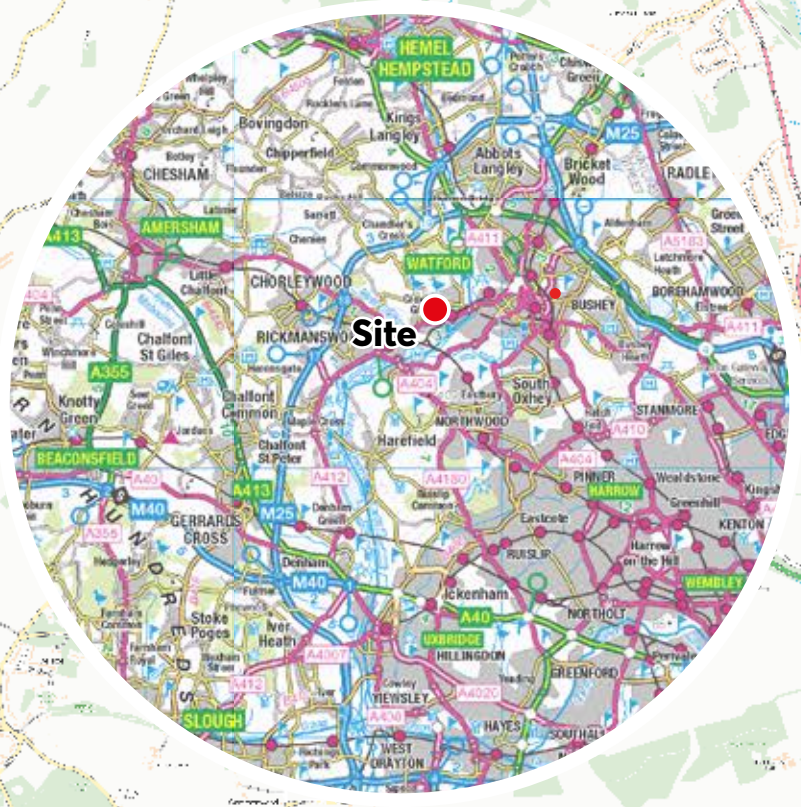


The ten characteristics of a well-designed place (National Design Guide)

SITE LOCATION | Not to scale

LEGEND

Application Boundary



Application Site

SITE LOCATION

1.1 Croxley Green, located between Watford (to the north-east) and Rickmansworth (to the south-west), is a village in Hertfordshire.

1.2 The site is located on the northern edge of Croxley Green: north of Little Green Lane; west and south of Rousebarn Lane. Dell Wood lies to the north-west of the site.

1.3 The centre of Croxley Green is located approximately 2km to the south. Watford town centre is located ca. 4km to the east.

1.4 The site is conveniently located less than 2km from Croxley tube station, to the south. Located on the Metropolitan line, it provides regular services into central London via Northwood, Harrow and Brent.

1.5 Junction 18 of the M25 is located ca. 6km to the west connecting to the M5 eastbound. Also, junction 5 of the M1 is located ca. 7.5km to the east of the site.

THE SITE

1.6 The site is formed of one irregular field enclosure. The western, northern and eastern boundaries are broadly contained by mature woodland, hedgerow and hedgerow trees. The southern boundary is formed by Little Green Lane and the existing settlement edge of Croxley Green.

1.7 The topography generally falls from the south-west to the eastern boundary ranging between 84m AOD to 58m AOD.

1.8 Within the site is an area of Ancient Woodland and a hedgerow running north to south.

1.9 A public right of way crosses the site from east to west.

1.10 The site lies approximately 4.0km to the west of Watford town centre.

1.11 The southern boundary is defined by existing residential development along Little Green Lane and by the curtilage of Little Green Junior School.

1.12 The northern, southern and western boundaries are defined by Whippendell Woods consisting of mature hedgerows and woodland.

1.13 Land use across the site is predominantly arable.

1.14 The total site area is 40.69 hectares / 100.55 acres.




Whippendell Wood
Dell Wood
The Site
ROUSEBARN LANE
LITTLE GREEN LANE
LINKS WAY
CANTERBURY WAY
DURRANTS DRIVE
NORWICH WAY
1
2
3
4
400m
400m
800m
Cassiobury Registered Park and Garden
Little Green Junior School
Durrants House
West Herts Golf Club
Croxley Danes School
Croxley Green



01 View from public right of way looking west across the site



02 View from public right of way looking south towards Durrants House



03 View from the south-east corner of the site looking north-west towards the ancient woodland



04 View from Little Green Lane along the southern boundary hedgerow









2
PLANNING POLICY

"Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings."

(Para. 139. NPPF 2024)

2.1 The development proposals will be formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (December 2024), National Design Guide (published in 2019 and 2021) and the National Model Design Code (January 2021).

NATIONAL PLANNING POLICY FRAMEWORK

2.2 Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these should be applied. The NPPF states at Paragraph 8 that the planning system has 3 interdependent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- An economic objective;
- A social objective; and
- An environmental objective.

2.3 There is a presumption in favour of sustainable development, as set out at Paragraph 11. Section 9: Promoting sustainable transport (para. 104) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposals, and the role that design can play to ensure that development maximizes opportunities for sustainable transport options.

"...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

(Para. 108(e) NPPF 2024)

2.4 The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving well-designed places. The contribution that good design makes to sustainable development is set out in paragraph 126, as follows:

"The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. 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..."

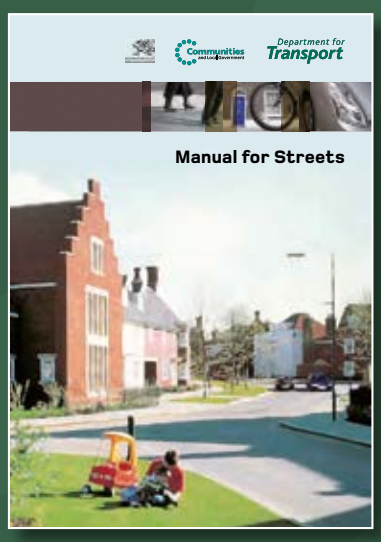
(Para. 131, NPPF 2024)

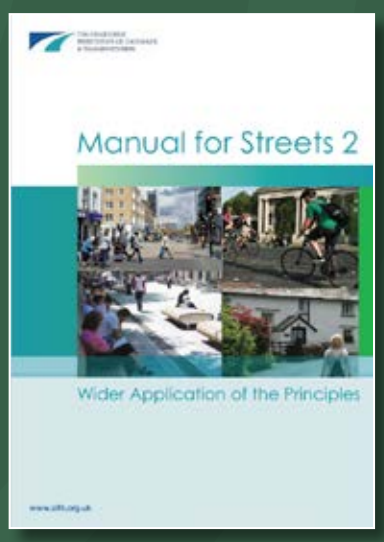
2.5 Furthermore, to ensure that developments are well-designed, placing an emphasis on fostering of "beautiful" places among the overarching objectives of the planning system. In paragraph 139, the NPPF states that:

"Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes".

(Para 139, NPPF 2023)









2.6 The NPPF is also clear at paragraphs 132 and 133 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.

2.7 Paragraph 135 of the NPPF states that with regard to design planning policy and decision making should ensure that developments;

"a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to the local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."

2.8 Paragraph 136 reinforces the contribution that trees can make to new developments, including the need for streets that are tree lined and planting within new parks and community orchards.

PLANNING PRACTICE GUIDANCE

2.9 The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and Tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.



2.10 Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

"Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage"

(para. 001, PPG, ID: 26-001-20191001, October 2019)

NATIONAL DESIGN GUIDE

2.11 The National Design Guide (NDG) published by the Ministry of Housing, Communities and Local Government (MHCLG) in 2019 and updated in 2021 further reinforces the way in which the design process can be used to ensure the delivery of quality places:

"In a well-designed place, an integrated design process brings the ten characteristics together in a mutually supporting way. They interact to create an overall character of place."

(Para. 13, NDG 2021)

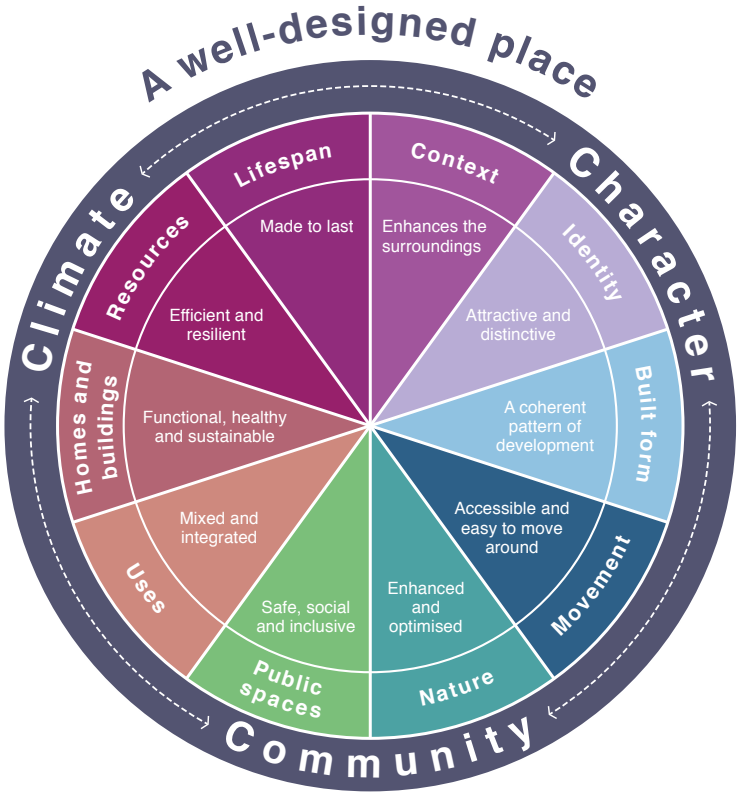
2.12 The NDG outlines and illustrates the Governments priorities for well-designed place in the form of ten characteristics, based on national planning policy, planning guidance and objectives for good design.

2.13 The ten characteristics contribute towards the cross-discipline themes for good design set out in the NPPF and fall under three broad aims:

- To create physical character;
- To help to nurture and sustain a sense of community; and
- To positively addresses environmental issues affecting climate.

2.14 Whilst the NPPF, PPG and NDG are the primary points of reference, there are other well-regarded design guidance documents that are still relevant to creating good design including:

- Manual for Streets 1 & 2 (Department of Transport/Department for Communities and Local Government, 2007/2010); and
- Building for a Healthy Life (Homes England, June 2020) is the latest edition, and new name for Building for Life 12 (BFL12) written in partnership with NHS England, NHS Improvement and MHCLG.

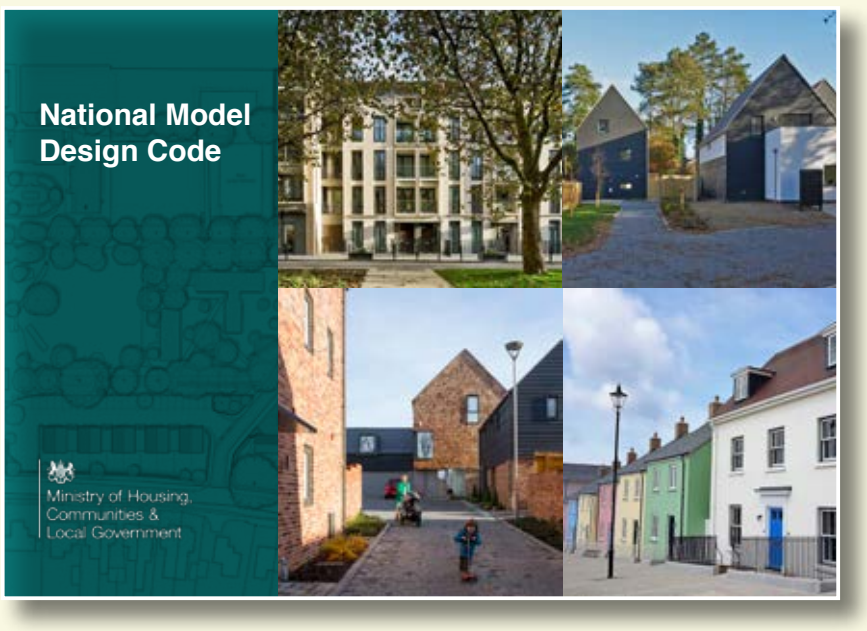


NATIONAL MODEL DESIGN CODE

2.15 The National Model Design Code (NMDC) was published in January 2021 by the Ministry of Housing, Communities and Local Government. The purpose of this document is to:

> ***"... provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government's priorities and provides a common overarching framework for design."***
>
> **(Para 1, National Design Code 2021)**

2.16 The NMDC document draws upon the NPPF's commitment to ensure that local planning authorities are utilising visual tools, such as design codes and guides, to inform development proposals, which will consequently provide a framework for creating high-quality places, with a consistent and high-quality standard of design.



LOCAL PLANNING AND DESIGN GUIDANCE

2.17 The development proposals have been formulated having due regard to the statutory development plan, which comprises the Core Strategy (CS), adopted in October 2011; the Development Management Policies Local Development Document (DMP), adopted in July 2013, and the Site Allocations Local Development Document (SA), adopted November 2014.

2.18 Contained within the Development Plan, Policy CP11 Design of Development reflects the NPPF through the requirement of high quality design. The policy sets out a series of expectations that new development will seek to provide. These criteria being:

a. Have regard to the local context and conserve or enhance the character, amenities and quality of an area;
b. Conserve and enhance natural and heritage assets;
c. Protect residential amenities by taking into account the need for adequate levels disposition of privacy, prospect, amenity and garden space;
d. 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;
e. Build resilience into a site's design taking into account climate change (for example flood resistant design);
f. Use innovative design to reduce energy and waste and optimise the potential of the site;
g. Ensure buildings and spaces are, wherever possible, orientated to gain benefit from sunlight and passive solar energy;
h. 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;
i. Incorporate visually attractive frontages to adjoining streets and public spaces;



Three Rivers District Council, Development Plan documents

j. Ensure all appropriate frontages contain windows and doors that assist informal surveillance of the public realm;

k. Use high standards of building materials, finishes and landscaping; also provide/contribute towards street furniture and public art where appropriate;

l. 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;

m. Make a clear distinction between public and private spaces and enhance the public realm;

n. Ensure that places, spaces and buildings are accessible to all potential users, including those with mobility difficulties;

o. Provide convenient, safe and visually attractive areas for the parking of vehicles and cycles without dominating the development or its surroundings; and

p. Be durable and, where practical, buildings should be capable of adapting to other uses and functions in order to ensure their long-life.

2.19 CP11 makes reference to local design SPD, including the Three Rivers Design Guide Supplementary Planning Document. Due regard of relevant design guidance will be considered at the appropriate detailed design stages.

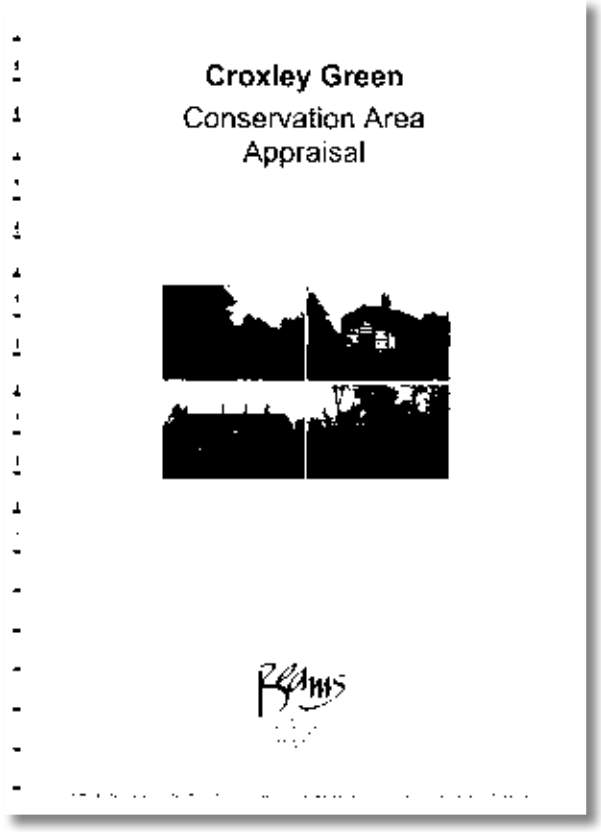
2.20 A new Local Plan is currently being prepared, and various Regulation 18 consultations have already taken place. The new Local Plan is still at an early stage and has yet to be submitted to the Secretary of State for Examination. Notwithstanding this, the development proposals have been guided by the emerging design criteria principles set out within the Preferred Policy Options.

2.21 The material considerations and the overall planning balance that should be taken into account in the determination of the application proposals are listed in the Planning Statement. Other material considerations include the following local planning and design guidance;

- Draft Sarratt Neighbourhood Plan - A Neighbourhood Plan for Sarratt is currently at the examination stages, with a recent consultation having taken place in September 2024. The Plan is yet to be 'made' so whilst we do not consider that any weight can be attached to its policies, the emerging Design Code contained within the draft Neighbourhood Plan has guided the development proposals.
- Building for a Healthy Life (2020)
- Open Space, Amenity and Children's Playspace Supplementary Planning Document (December 2007).
- Affordable Housing Supplementary Planning Document (adopted June 2011).
- Croxley Green Conservation Area Appraisal (1996).
- Hertfordshire's Local Transport Plan 2018 – 2031 (adopted May 2018).



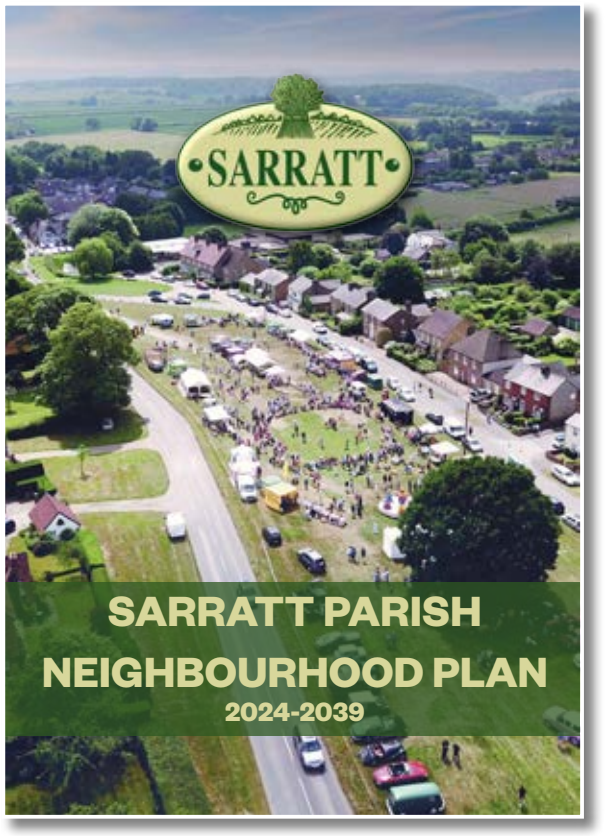
Sarratt Design Code within the Sarratt Parish Neighbourhood Plan



Croxley Green Conservation Area Appraisal



Open Space, Amenity and Children's Playspace SPD



Sarratt Parish Neighbourhood Plan

3

ASSESSING THE CONTEXT



NPPF CHAPTERS
8,12,14,15,16

"An understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities. Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion."

(Para. 39, NDG 2021)

3.1 This section provides a summary of the assessment of the site and its surroundings that has been undertaken.

STREET PATTERN AND CONNECTIVITY

3.2 The site is well connected to the surrounding urban area of Croxley Green, and benefits from reasonable access to public transport and strategic highway links within close proximity of the site. The plan opposite illustrates the location of the site within the context of the local access and movement network.

Public Transport

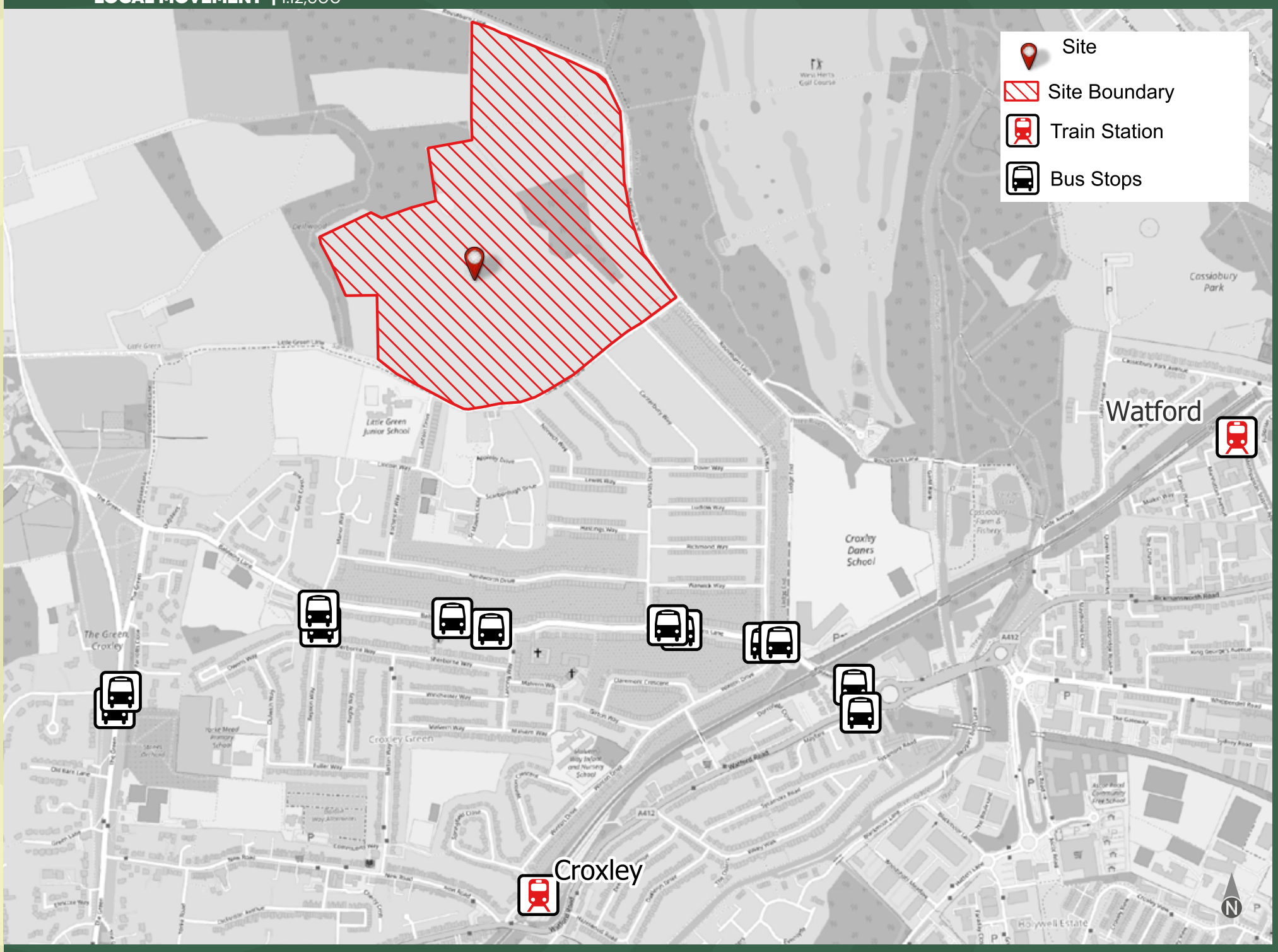
3.3 Bus services can be reached on Baldwins Lane about 800m walk from the centre of the site. The service number 322 can be accessed here and operates at a 20 minute frequency between Hemel Hempstewad and Maple Cross, also serving Kings Langley, Watford, Watford Junction railway station, Rickmansworth railway station, and Rickmansworth.

3.4 London Underground services on the Metropolitan Line can be accessed at Croxley and Watford stations; Croxley station can be reached via a 23 minute walk.

3.5 Watford Junction is approximately 4km from the site, from where high speed services (15 minutes) to London can be obtained .

3.6 Discussions are underway in respect of proposals to bring a bus service to the site to serve local facilities, transport hubs and Watford town centre. The bus is likely to be of the midi-type design.

LOCAL MOVEMENT | 1:12,500



Pedestrian and Cycle Connections

3.7 Local pedestrian and cyclist connections include;

- Routes via the residential estate to the south towards Croxley Danes School (secondary) and local shops on Baldwins Lane.
- A series of Public Rights of Way (PRoWs) cross the site, and the extension of little Green Lane to the west provides a traffic-free route. Rousebarn Lane on the eastern boundary of the site can carry traffic but very few movements are observed along the route, effectively providing a traffic-free leisure route. Low traffic/traffic-free routes are also available towards the canal network.
- National Cycle Route 6 runs locally between Uxbridge, Rickmansworth, and Watford. We are aware that a number of cycling interventions are being considered in the Watford, Croxley Green and Rickmansworth areas, but no published details are currently available. A popular cycle hire scheme in Watford has recently been extended to Croxley Green.



BUS STOP LOCATED ON BALDWINS LANE

CROXLEY TUBE STATION







Local Highway Network

3.8 The site has major transport links to the A412 and beyond to the M1 and M25 motorway network.

Local Facilities

3.9 The Existing Local Facilities Plan (presented opposite) shows the location of key local facilities and services in relation to the site.

3.10 The local shops on Baldwins Lane opposite the southern end of Links Way provides a range of local shops and services, including a post office, convenience store, bakery, café, hardware store, barbers, and hairdressers. Further retail options are available on Baldwins Lane opposite and to the west of Manor Way; including a chemist, convenience store, newsagent and greengrocer. Typical high street services and facilities are available in Watford town centre.

3.11 The site sits within the preferred maximum walking distance to local facilities, as set out in the Chartered Institute of Highways and Transportation (CIHT) guidance: Providing for Journeys on Foot (2000). For further information please refer to the Transport Assessment (TA) submitted as part of this application.

CROXLEY DANES SCHOOL



BARTON WAY PLAY AREA



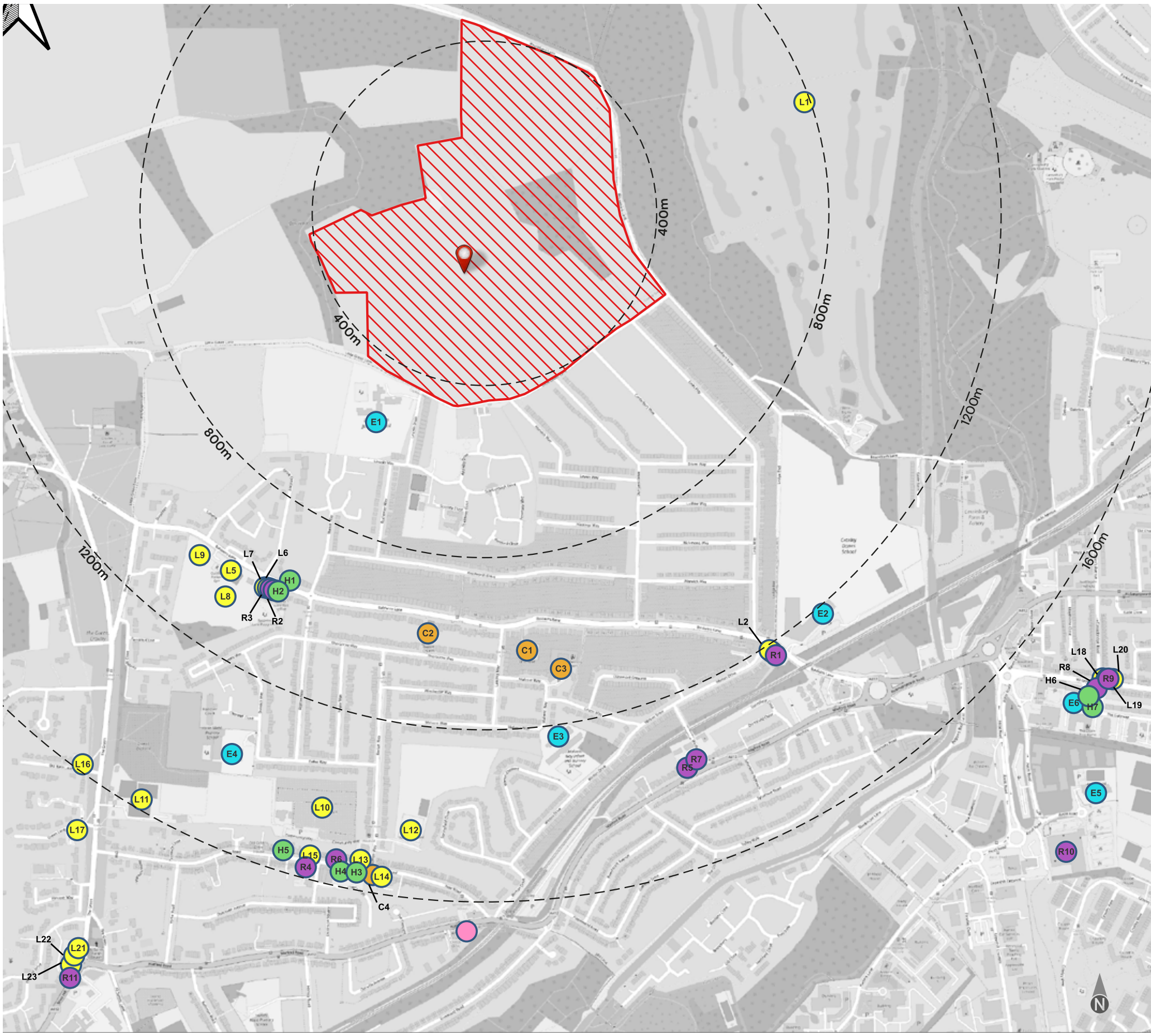
BALDWINS LANE SURGERY



HARVESTER



Local Facilities and Services | 1:12,500



LONDIS



THE COACH & HORSES



ST BEDES RC CHURCH



CROXLEY GREEN LIBRARY



HISTORIC GROWTH

"When determining how a site may be developed, it is important to understand the history of how the place has evolved. The local sense of place and identity are shaped by local history, culture and heritage, and how these have influenced the built environment and wider landscape."

(Para. 46, NDG 2021)

1864

3.12 For centuries The Green was the centre of village life, with the entire hamlet consisting of a few houses and farms situated around the peripery. The Green was also the site for the Annual Fair and cricket matches.

3.13 As a result of the industrial revolution Croxley Green went through a period of considerable change. Improved highways brought about major trade potential. Steam power provided opportunities for rail connections to large towns.

3.14 Its proximity to london allowed development of paper and the printing industry in the area. Scattering of small farms and cottages were utilising land supported farming.

3.15 Having routes passing through the village with its attractive countryside, woodlands and rivers, it was an ideal place for the gentry to build substantial homes.

1938 - 1947

3.16 The construction of buildings was started in the 1930's but this was interrupted by the Second World War (WW2).

3.17 In the years following WW2, Croxley Green started to expand and was one of the most desirable residential areas in Herfordshire.

3.18 Vacant land along Dickinson Avenue and Watford Road was filled with houses, with some larger houses demolished.

3.19 The rectilinear pattern of development continued to the north of New Road.

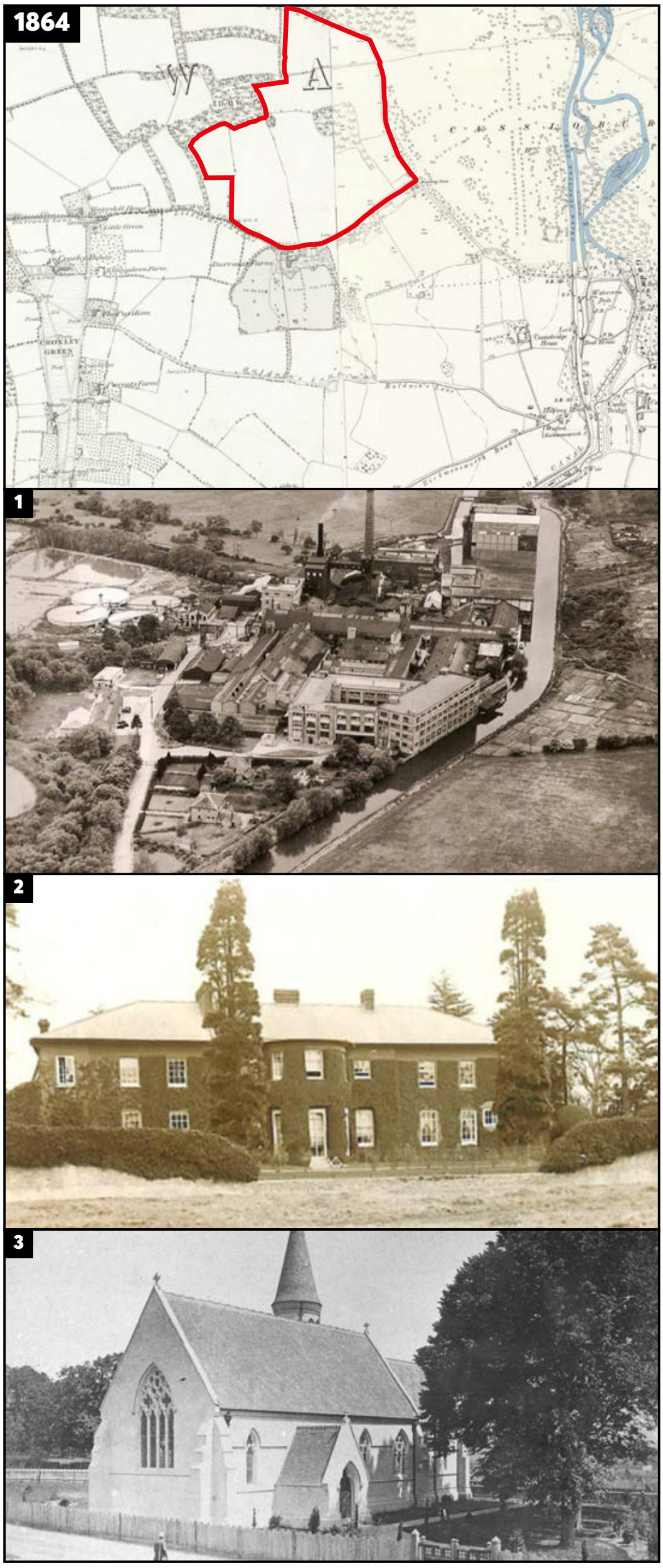
1965

3.20 The majority of the post war housing was constructed on Durrant Farm Estate in the form of ribbon development. Durrants Farm estate was sold in the 1930's which led to the slow development of the area between Baldwins Lane and Little Green Lane.

3.21 A number of different builders developed houses at different times, hence the eclectic and varying styles of 1930's and post war housing.

3.22 Durrants House was built in approximately 1866. The Grade II listed manor house was converted into apartments circa 2012.

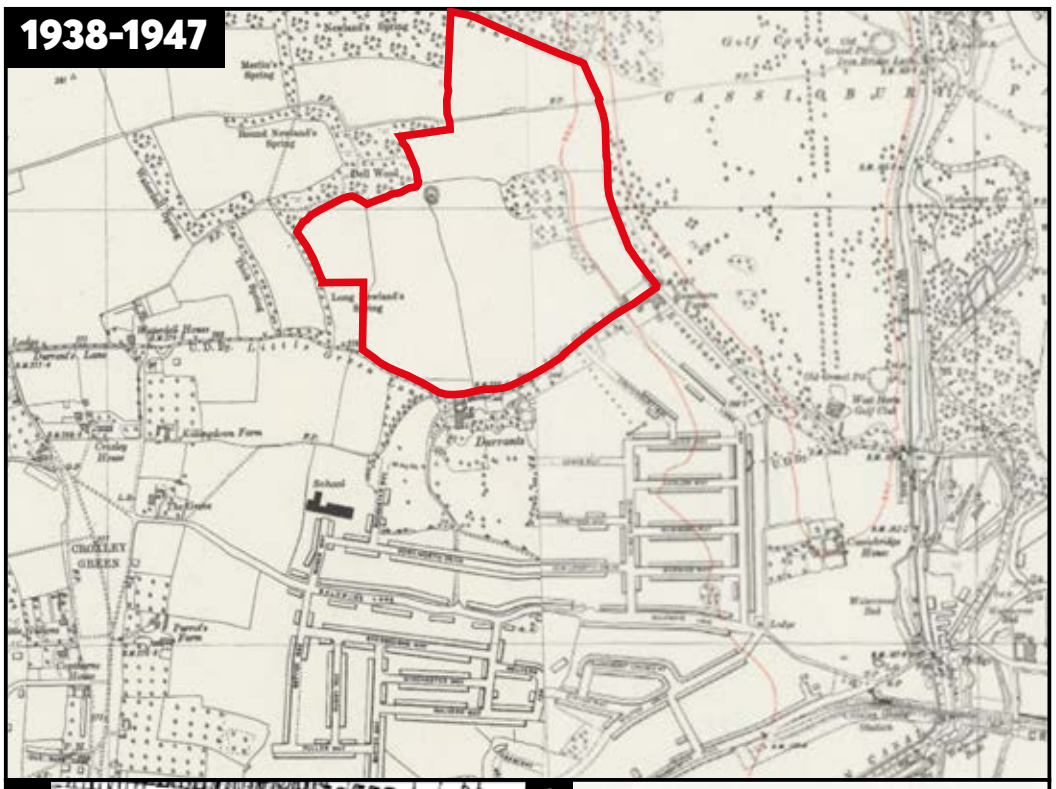
1. Croxley Mill opened for business in 1830
2. Croxley House (at the head of The Green)
3. All Saints' Church 1880's



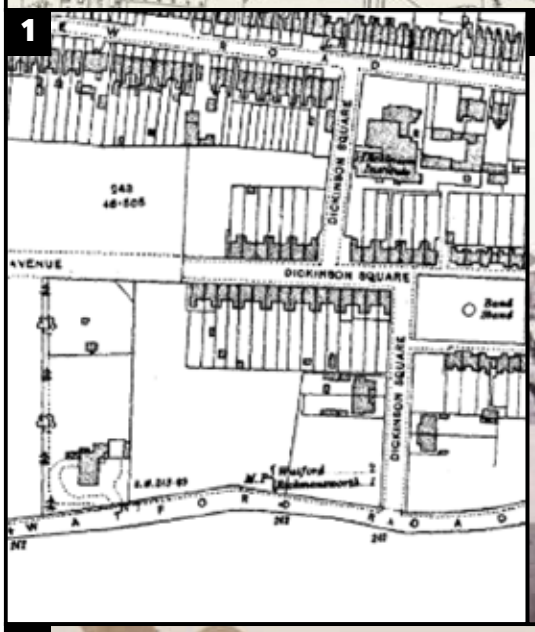
1. Dickinson Square and Dickinson Avenue (Circa 1934)
2. New Road (Circa 1930's)
3. Dickinson Square (Circa 1930's)
4. All Saints Church (Circa 1940's)

1. Croxley Green street names
2. Baldwin's Lane looking towards The Green
3. 'Printers Housing' for Sun Printers at Durrants Drive built in the 1950's

1938-1947



1



2



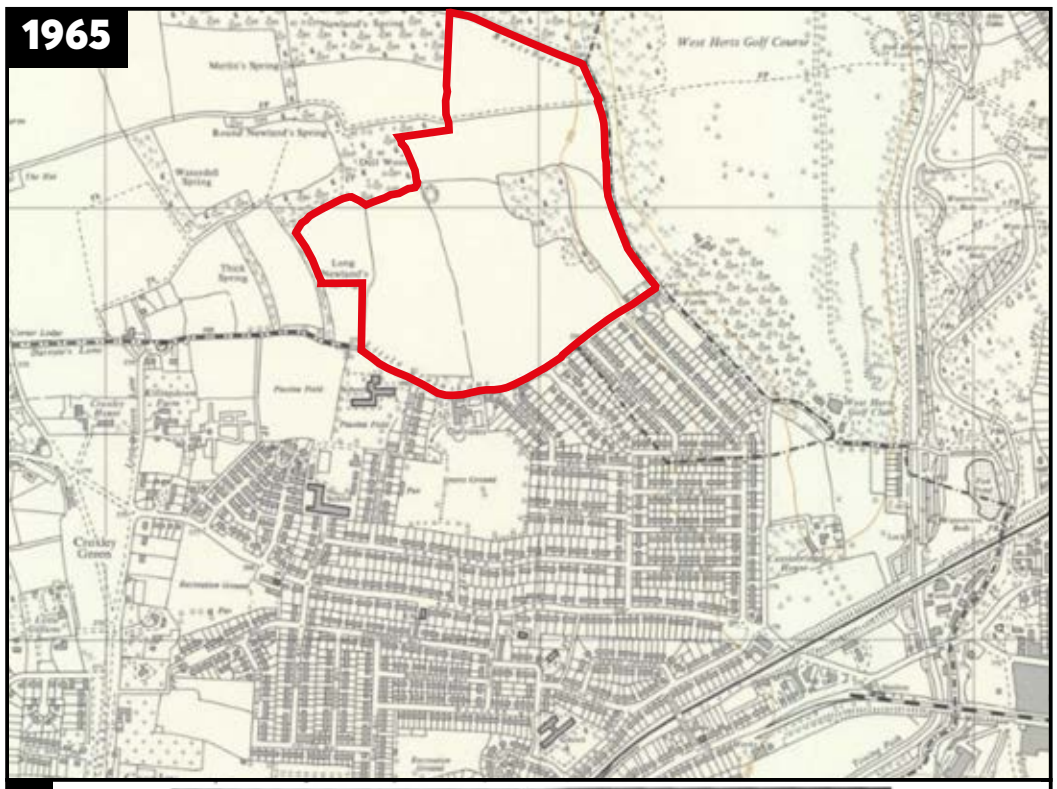
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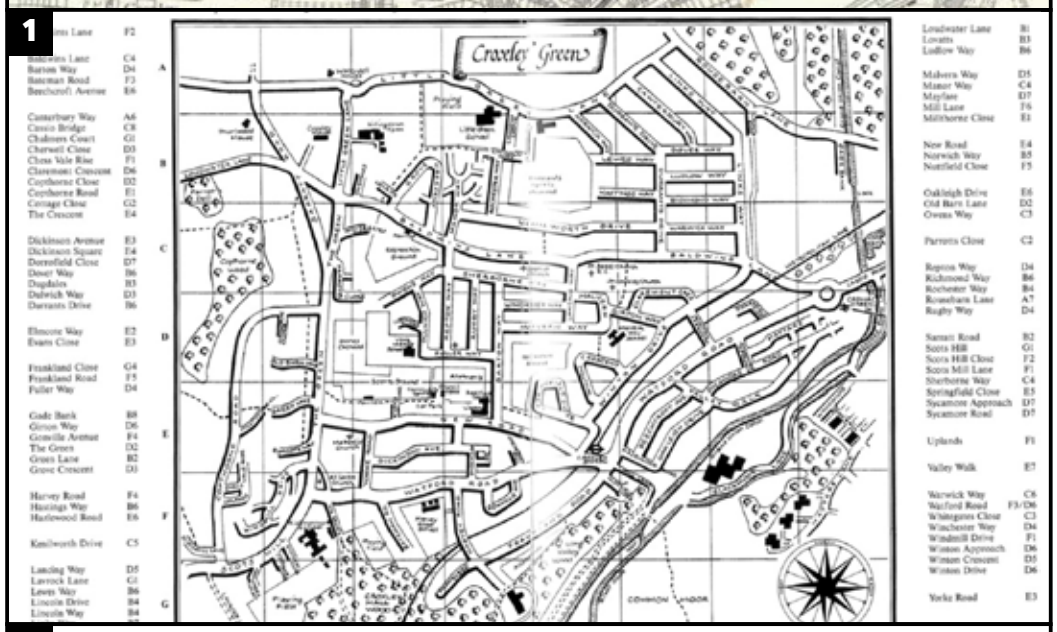
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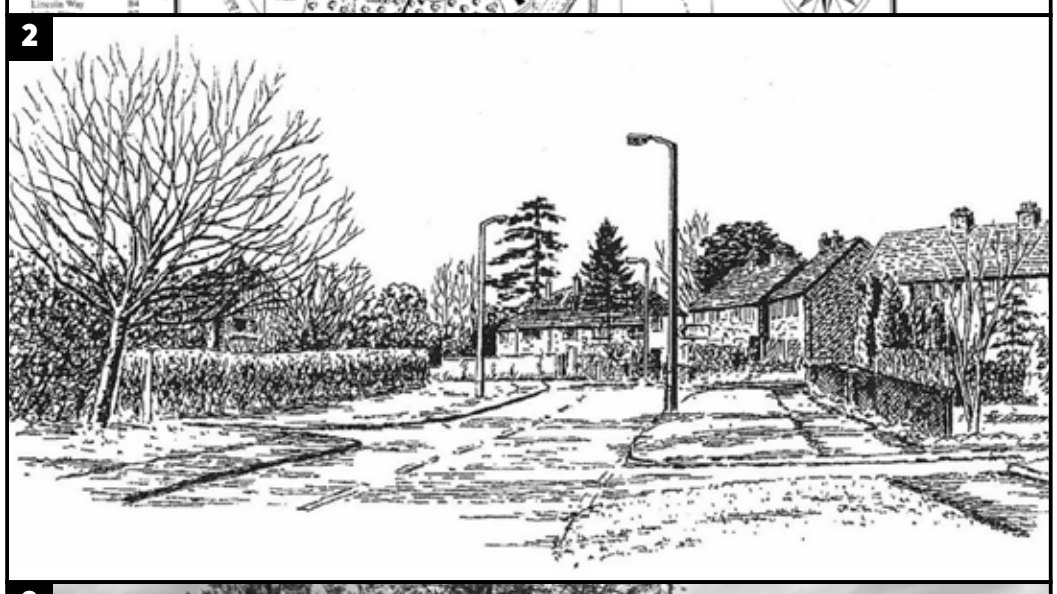
1965



1



2



3



LOCAL CHARACTER

"Local identity is made up of typical characteristics such as the pattern of housing, and special features that are distinct from their surroundings. These special features can be distinguished by their uses and activity, their social and cultural importance, and/ or their physical form and design. Most places have some positive elements of character, particularly for their users. These can help to inform the character of a new development."

(Para. 52, NDG 2021)

3.23 The National Design Guide states that well-designed new development is influenced by:

"...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;"

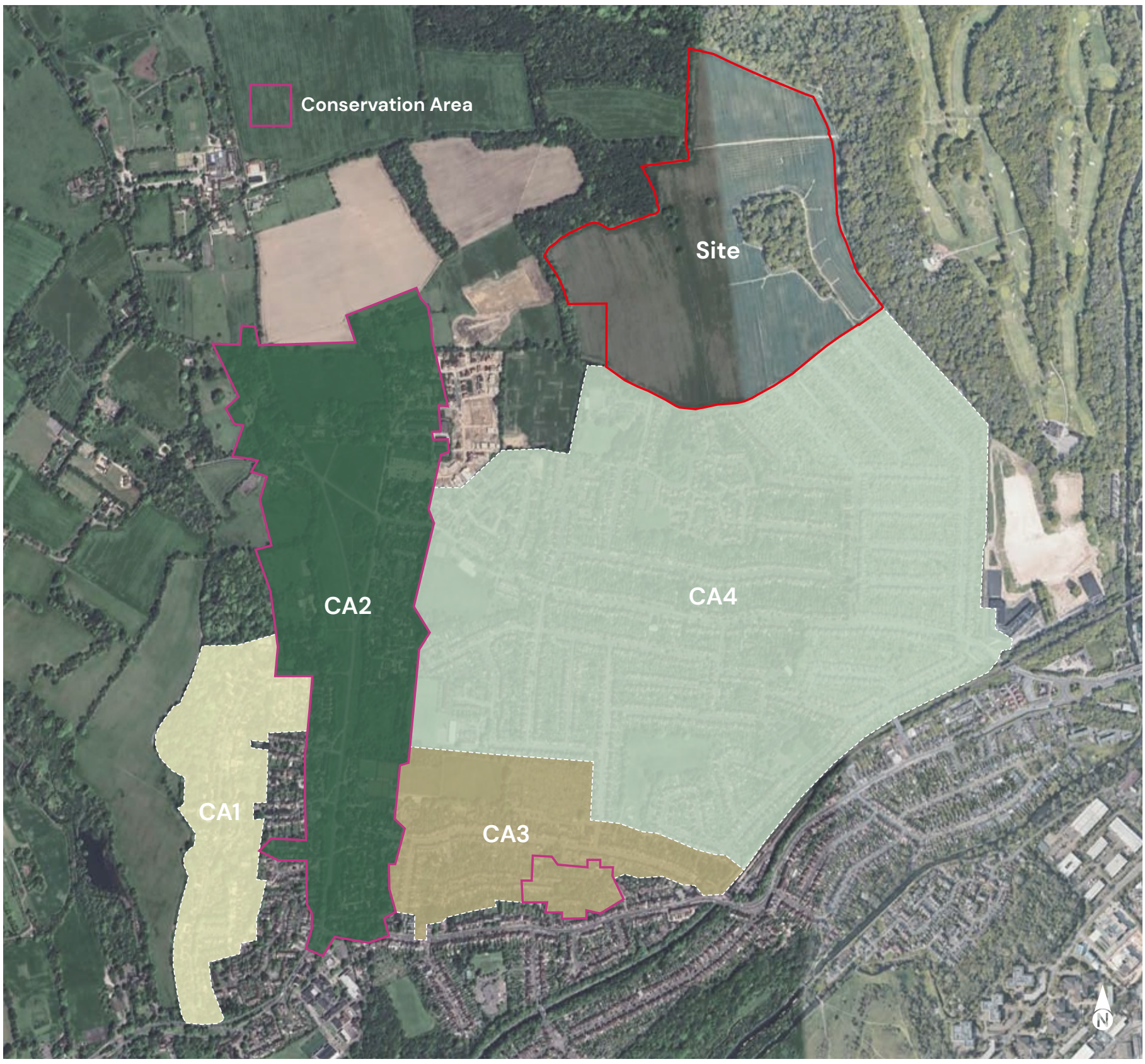
(Para. 53, NDG 2021)

3.24 An analysis of the existing built form of the immediate and wider context to the site can help identify patterns of development and key design components. Together these character generators and design components can help to inform the design approach.

3.25 The immediate site context is predominantly residential, where a range of architectural styles, detailing, materials and thereby character is evident, as demonstrated across the following pages.

3.26 Four character typologies have been chosen which represent the areas morphological expansion and providing examples of contrasting urban forms and building details which generate a palette of design references that may be drawn from.

3.27 Each character area is identified on the plan opposite and accompanying photographs across the following pages.



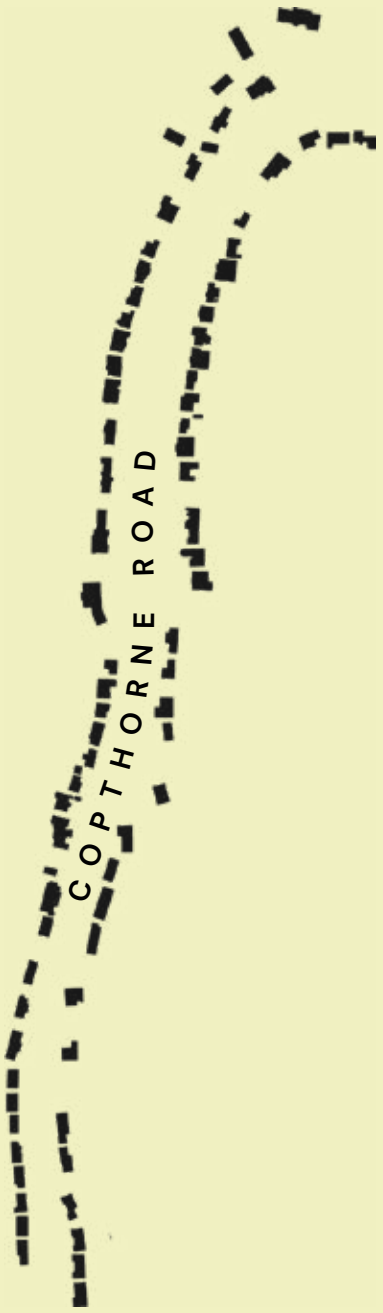
CA1

Copthorne Road

3.28 This Character Area forms the western boundary of the built-up area and consists of detached buildings along un-adopted roads. All the roads are cul-de-sacs and as a result there is no through traffic, resulting in a very quiet local environment. Many gardens contain mature trees and the overall effect is attractive and leafy. Several footpaths transverse the area east to west linking The Green to the rural fields sloping down to the Chess Valley to the west.

Copthorne Road is privately owned by the Copthorne Residents Society and mainly consists of individual large detached houses set in large gardens, some dating from the pre-war period, some from the 1950s and some of recent construction, probably replacing earlier houses. The west side is the more complete.

To the north of Copthorne Road where the plots are the largest, substantial maintained hedges and brick front garden walls provide particularly fine features. These continue through to The Green. The east side of the southern half of Copthorne Road is more fragmented.



Main Characteristics

- Terrain slopes to the west giving outlook towards the Chess Valley
- Mainly detached dwellings from the 1950's-1970's
- Strong building line giving a sinuous curve to the frontage
- 2 storey dwellings with very few dormers or roof lights
- Mature trees and large frontages giving seclusion
- Traditional brick and render with red and brown plain roof tiles
- Front boundary treatment in the form of garden walls










CA2

The Green

3.29 This Croxley Green conservation area is considered a unique area within the Three Rivers District. An appraisal of the area was commissioned by Three Rivers District Council in 1996 and identifies this as largely green and open in character but notes that the south is more 'built-up' in contrast to the more 'open' quality of the north.

The Conservation Area forms a corridor encompassing the origins of the village. The area extends from All Saints Church in the south to Croxley House, the field behind, and Little Green Lane to the north. A number of listed buildings are found within the conservation area in addition to the ancient village green. The character of the conservation area is dominated by the village Green which sits at its heart, providing a green and open appearance, the area remains mainly rural in the north, but with the urban element of the village to the south. The openness of the green is enclosed predominately by substantial detached properties set within considerable sized gardens; farms, small holdings and fields.

Trees within the green are notably native species with a number of specimen oak trees, woods and mature hedging within the wider conservation area. Another common feature of the area is the existence of pockets or orchards. Traditional building forms and styles, and vernacular materials are prominent throughout the conservation area, with the use of local red and yellow stock bricks, timber, tiles and small quantities of slate and stone.

Main Characteristics

- Building listed and of Local importance
- Well maintained grassed areas on either side of the roads flanked with wooden bollards. Similar verges flank all the road leading out of the Green
- A backdrop of mature mainly deciduous trees screening the views outwards dewllings
- All Saints Church dominates the south end of The Green and Croxley House dominates the north end of The Green
- Interesting houses of various periods from grand to humble in traditional materials
- Materials that occur throughout the Conservation area are mainly local red brick and stock yellow brick, timber, tiles and little slate with some stone to the church
- Commemorative trees on the Village Green















CA3

Dickinson Square

3.30 This Character Area contains the principal Victorian and Edwardian development within the parish. It also contains the most retail units on New Road which runs west-east, together with the "Village Centre" i.e. Parish Council offices and other community buildings, some set in the back-land. The western end of New Road contains a number of attractive detached houses and the boundary between The Green Conservation Area and the properties immediately to the east appears arbitrary. The central and eastern portion of New Road consist of mainly Victorian terraced houses. At the eastern end of New Road, the Character Area terminates with the unusual Metropolitan line Croxley Station building which is locally listed and provides a stop end to the vista from New Road.

Main Characteristics

- New Road, generally with two storey 19th century buildings, mostly with pitched plain tile or slate roofs , with some 1950s and later infill with 3 storey buildings. The Guildhouse, 1960s flats, and the 1980s Library replaced earlier buildings destroyed by fire.
- High quality Victorian and Edwardian detached and semidetached houses in leafy Dickinson Avenue and Yorke Road deserving Conservation Area status
- 19th century Dickinson Square has a unique and tranquil character
- Dominant materials of yellow and red brick and render on elevations, slate and tile roofs
- The square was referred to as 'The Bandstand' with a band playing for the residents.



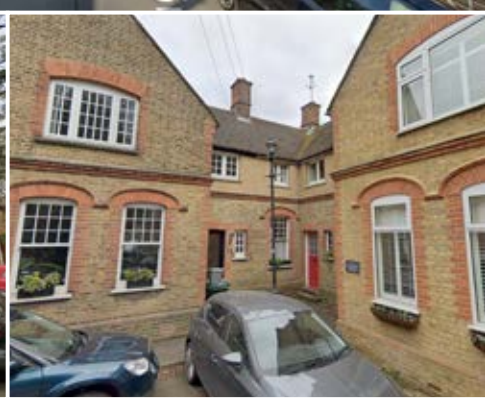












CA4

Baldwins Gate

3.31 Almost separated from the streets to the south by a band of open spaces and allotments, this large area and Area 7 to the north (both relatively level) are more homogeneous than the rest of the parish, with semi-detached two storey houses dominating, but there are almost complete streets of bungalows as well.

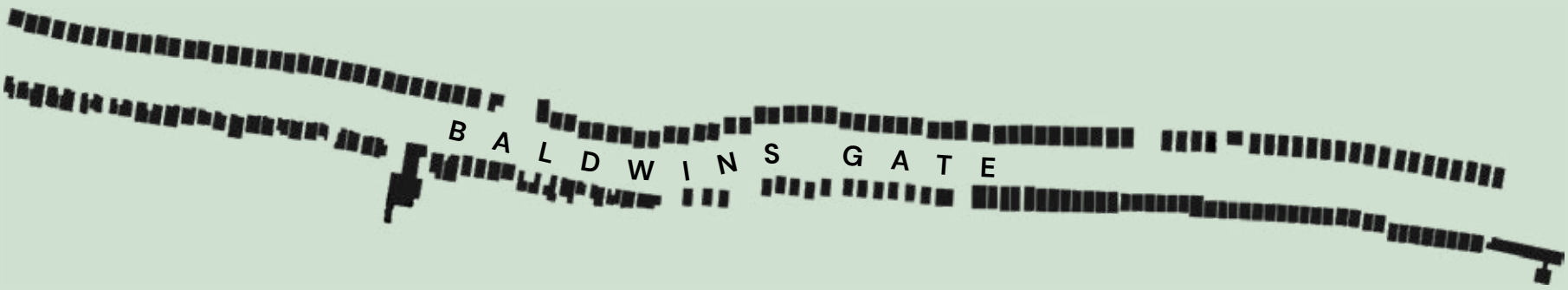
Development of the area was commenced at the eastern end in the late 1920s and continued into the 1930s. There is some 1950s social housing at the western end, both terraced and semidetached houses, There are also some more recent redevelopments, providing sheltered housing block for the elderly, very rare in the Parish.

This part of Character Area 6 has some similarities with Character Area 7 immediately to the north across Baldwins Lane.

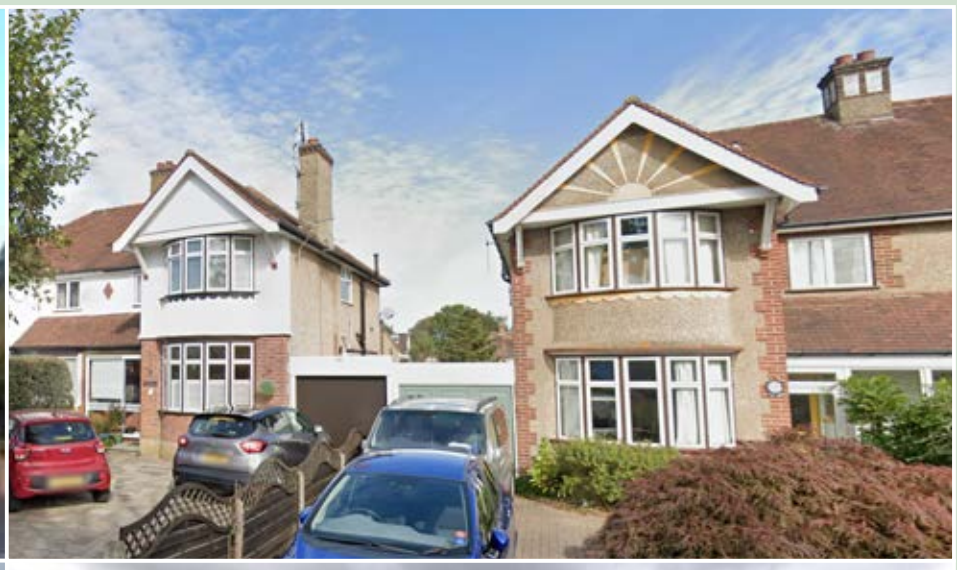
The streets in which bungalows predominate, an essential characteristic of this Area - such as Sherbourne Way are particularly important for preserving housing stock more suitable for an older population. The bungalows also permit views from the two storey houses to the country beyond.

Main Characteristics

- Informal layout in the earlier part in the east of the Area with more regular grid and denser housing in the later part in the west
- Mostly 1930s semi-detached two storey houses and 1930s bungalows
- 1950s terraced and semi-detached local authority houses at the western edge and two isolated 3 storey blocks of flats over ground floor shops on Baldwins Lane
- Major trees still survive particularly in and around Baldwins Lane dividing the Area visually into smaller zones and adding a leafy quality to the outlook
- Some hedgerows are ancient field boundaries predating the 1930s development
- Wide grass verge of Baldwins Lane an important feature
- Several recreation grounds with mature trees on the perimeter, Several churches of various denominations, schools and other community buildings add balance to the area and some are of architectural interest
- Dominant materials of yellow and red brick and render on elevations, brown or red plain tile roofs













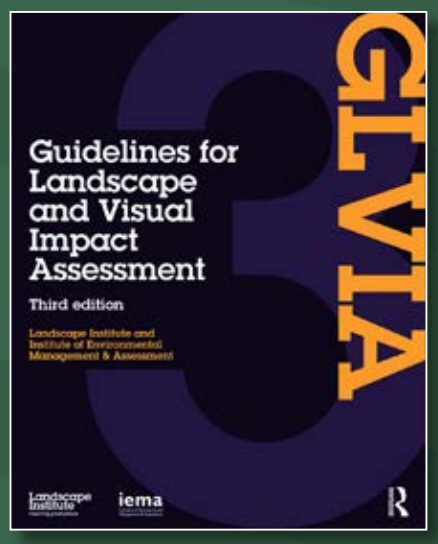

BALDWINS GATE

4

ASSESSING THE SITE

"Well-designed new development is integrated into its wider surroundings, physically, socially and visually. It is carefully sited and designed, and is demonstrably based on an understanding of the existing situation..."

(Para. 43, NDG 2021)



LANDSCAPE AND VISUAL IMPACT ASSESSMENT

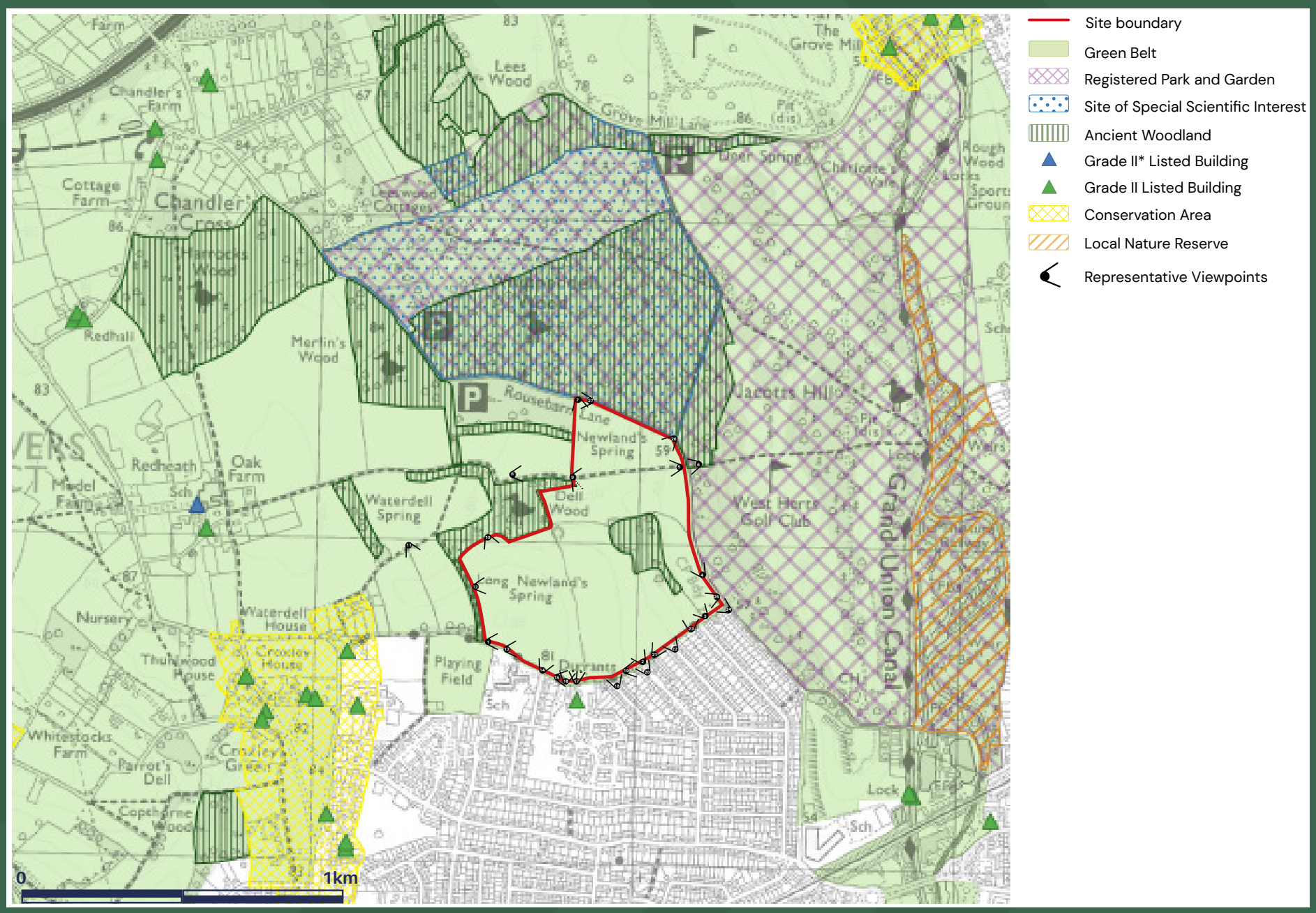
4.1 The development proposals have been developed iteratively with the undertaking of a Landscape and Visual Impact Assessment. This appraisal has been undertaken by a Chartered Landscape Architect at Iceni to best practice, Guidance for Landscape and Visual Impact Assessment (GLVIA version three).

Landscape baseline

4.2 The Site spans two Landscape Character Areas (LCA) identified within the Hertfordshire Landscape Character Assessment. The south-western part is located within LCA 7: Sarratt Plateau, whilst the north-eastern part lies within LCA 11: Lower Gade Valley.

4.3 LCA 7 comprises a gently undulating plateau, locally divided by steepsided chalk valleys. Land use is primarily pastoral, and traditional parklands and farm buildings foster a mature, settled appearance. Key characteristics include:

- "Extensive level plateau with considerable pastoral and equestrian land use;
- Narrow twisting steep-sided valleys dissecting the plateau;
- Mix of woodlands throughout the area including ancient, plantation and parkland shelterbelts;
- Coherent, settled pattern of farms and historic villages set around greens and commons;
- Arable planned estate area to the east;
- Parkland areas, some of which in educational and institutional uses;
- M25 and associated features severing the area but in partial cutting;
- Chipperfield and Commonwood Commons; and
- Few detracting features."



LANDSCAPE DESIGNATIONS AND VIEWPOINT LOCATIONS | Not to scale
Plan produced by Iceni Projects Limited - Drawing No. I000010-DL07

4.4 LCA 11 comprises a narrow but marked river valley with a strong influence from historic parkland and ancient woodland. Key characteristics include:

- "Narrow valley floor with wide canal and wetland habitats;
- Historic parkland landscapes, some in declining condition;
- Historic houses set on the plateau edge looking over the valley;
- Arterial routes and M25 to north of area;
- Gently sloping valley sides with minor secondary valleys;
- Urban development hidden by vegetation or set back from the slopes;
- Major woodland complex at Whippendell Wood centered on narrow steep dry valley;
- Individual woods within parklands;
- Extensive public access to the south; and
- Important mosaic of wildlife habitats adjacent to urban population."

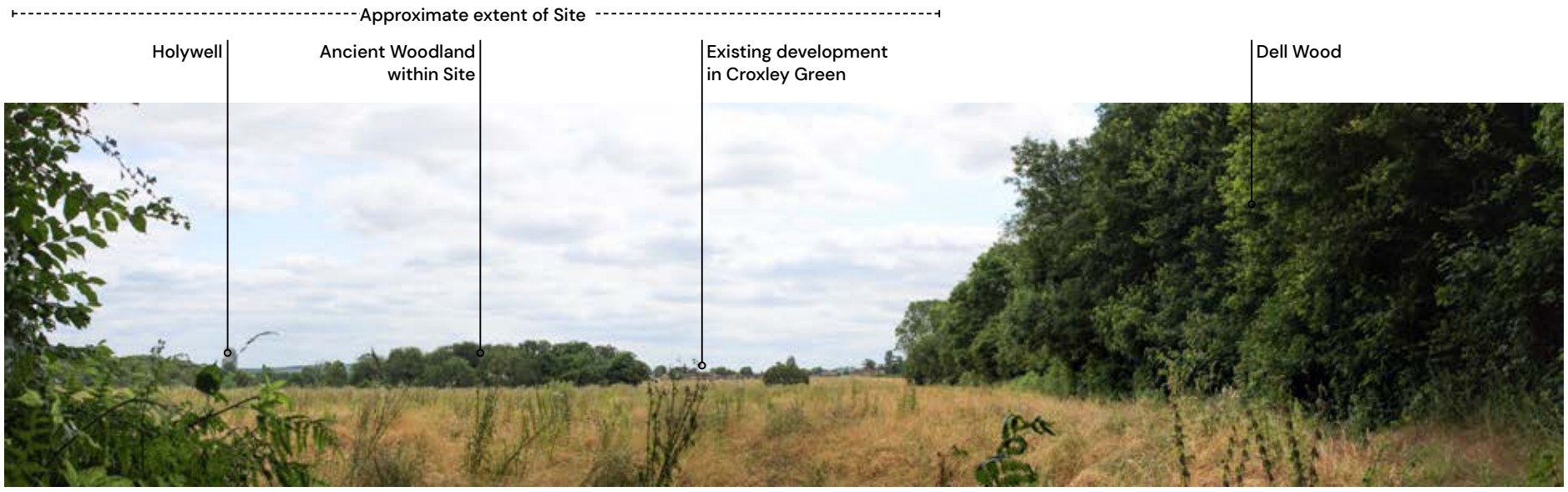
Visual Effects

4.5 Parts of the proposed development would be visible from public vantage points within and on the edge of the Site, including public footpaths Sarratt 017 and 063. Views from here of proposed built form would reduce over time as proposed planting establishes. The tops of proposed buildings would be visible over the intervening hedgerows from Little Green Lane and Rousebarn Lane, with more of the built form visible during the winter through gaps in the hedgerows. Similar views would be available from some properties near to the south of the Site, although in most cases this would be limited to first floor windows.

4.6 There would be no views of the proposed development from locations not within the Site or away from the Site boundary due to surrounding woodland and built form to the south. An exception to this would be where the proposed development would be visible in long distance views from the taller buildings within Watford, and in very long distance views from the higher ground south of Watford. However, from here, the development would be seen within the context of the existing settlement in wide views, and would not appear dominant nor out of character.



VIEWPOINT 1: View east from Little Green Lane



VIEWPOINT 2: View south from just off Rousebarn Lane (within the Site)

Landscape Effects

4.7 The character of the Site would change as a result of the proposed development. The open arable land would be lost and would be replaced with a new residential development, and associated open spaces and infrastructure. While the effect on the landscape character of the Site is judged as adverse (due to the loss of the open land), this does not mean that the development will be unattractive or inappropriate. In fact the neighbourhood would be designed to be attractive and safe, with many new areas of publicly accessible open space, as well as space to encourage wildlife though habitat creation. Areas of open space have also been incorporated within the development to respect and acknowledge the Listed Durrants House from a landscape perspective.

4.8 The effects on the immediate surroundings of the Site would be limited as a result of careful design, and due to the existing dense vegetation which bounds the Site to the north, east and west. Appropriate transitional characters are proposed within the development through the incorporation of areas of open space within the Site between the built development and the woodland beyond.

4.9 The clear edge to the development also limits effects on the wider landscape around the Site and northern Croxley Green, with the woodlands physically and visually separating the settlement from the remainder of the open countryside beyond. The proposed design and layout of the development, in reflecting and respecting the character of the adjoining settlement, would also reduce the effects on the townscape character south of the Site.

4.10 The proposed development would form a logical part of the existing settlement, and there would be no material effects on the wider landscape or townscape character around the Site, including on the Conservation Area and Registered Park and Garden within the wider Site context. The well-contained nature of the Site also limits effects on the wider Landscape Character Area.









VIEWPOINT 3: View east across the site from Little Green Lane, near to the junction with public footpath Sarratt 063



VIEWPOINT 4: View north-east from Little Green Lane



VIEWPOINT 5: View north from Lincoln Drive

FLOOD RISK

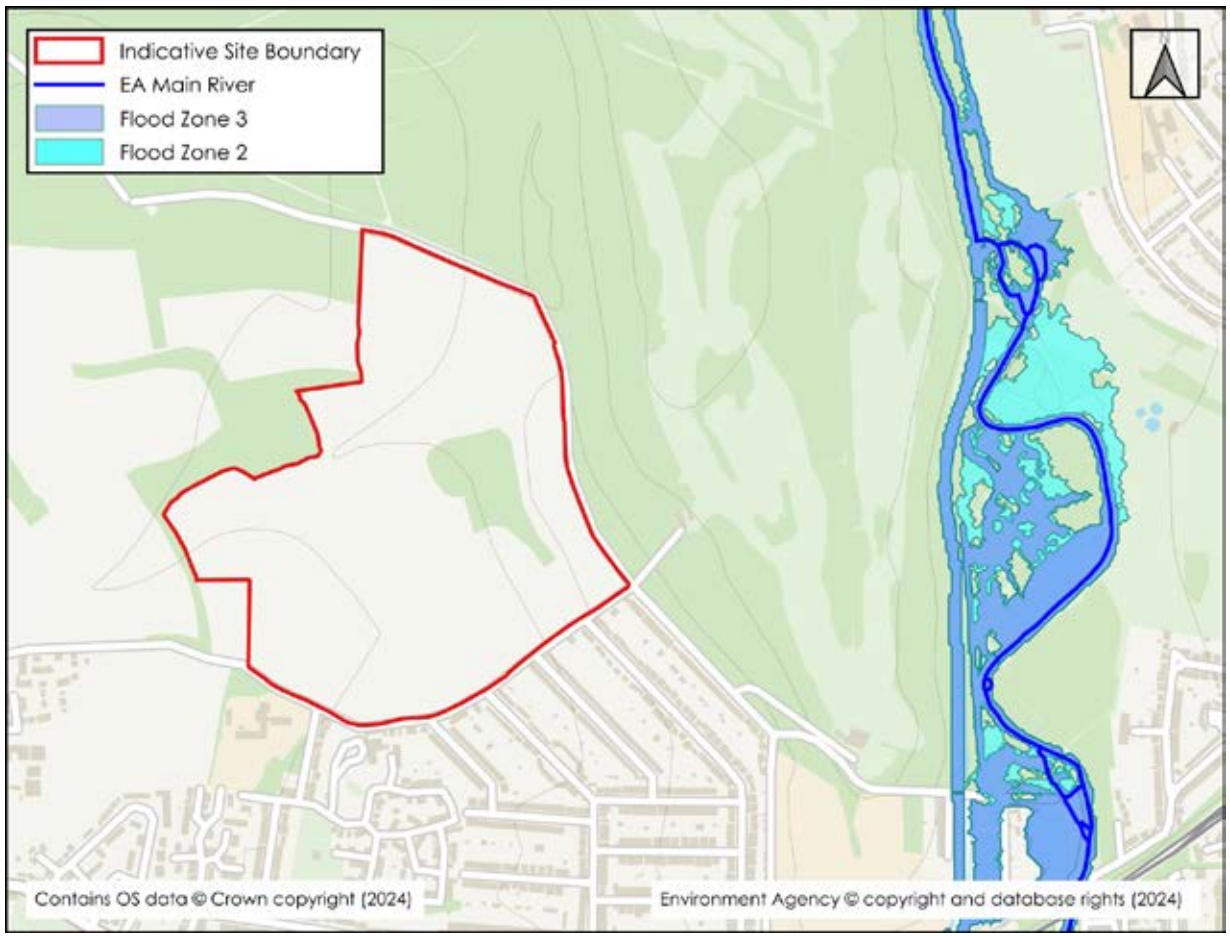
4.11 A specialist consultant has reviewed the hydrology and drainage issues pertinent to the development, and mitigation measures if necessary.

4.12 According to the Environment Agency (EA) Flood Map for Planning, the application site is located entirely within Flood Zone 1 (Low Probability), which is land defined as having less than a 1 in 1000 annual probability of river or sea flooding.

4.13 The EA Risk of Flooding from Surface Water mapping identifies the majority of the site to be at a very low risk of surface water flooding. Two overland flow routes are shown to be located within the site that could be generated by rapid surface water runoff from off-site posing a low to high risk of flooding. As these flow pathways originate from off-site the proposed development has been sequentially arranged to avoid these areas and so as not to impeded flows.

4.14 The site has been assessed against a range of other sources including canals, tidal, groundwater, sewers, reservoirs and large waterbodies. These are considered to pose a low or minimal risk to the site and are not considered to present any significant barriers to development at the site.

4.15 It is recommended that finished floor levels are raised a minimum of 150mm above surrounding ground levels to mitigate any residual risk of flooding. Ground levels should be profiled to encourage pluvial runoff and overland flows away from the built development and towards the nearest drainage point.



ENVIRONMENT AGENCY FLOOD MAP FOR PLANNING | Not to scale



ENVIRONMENT AGENCY RISK OF FLOODING FROM SURFACE WATER | Not to scale

ARBORICULTURE

4.16 A site wide tree survey has been undertaken in accordance with British Standard BS5837:2012 by a qualified arboriculturist at Tyler Grange.

4.17 A total of 26no. individual trees, 6no. hedges, 3no. woodlands, and 3no. groups of trees were recorded. The majority of the trees are common oak Quercus robur. Other species include common ash Fraxinus excelsior, and English elm Ulmus procera, with hedgerow and understorey species including holly Ilex aquifolium, hawthorn Crataegus monogyna, and hazel Corylus avellana. The trees on site are mostly of moderate (Category B) arboricultural value when considered under the grading criteria of BS 5837 (2012). High value (Category A) trees were recorded largely centrally to the site including W31, T14, T15, T18, T19, T20, and T21. One off site collective feature, G28, was also attributed Category A status. None of the trees were observed to be veteran as described within national planning policy.

4.18 W1 and W30 are protected by Tree Preservation Orders (TPOs). W1 reference: TPO118: W2, W30 references: TPO 182: W2, and TPO026: W1. W1, W30, and W31 are designated as Ancient Semi-Natural Woodland (ASNW). Due to the quality of the woodland a 30m buffer has been incorporated into the design. The existing hedgerow (H33) on the site's southern boundary is a historically managed hedgerow and appears on the Dury's and Andrew's 1766 A Topographical Map of Hart-fordshire.

4.19 Impacts have been assessed and discussed in the Arboricultural Impact Assessment (AIA) which is included in the submission with minimal RPA incursions and removals proposed.



View 1: Looking west along Little Green Lane showing maintained boundary hedge (H33)



View 2: Looking west into northern section of ASNW W30.



View 3: Looking east towards T21 and W31 with Rousebarn Lane and Whippendell Woods beyond.



ARBORICULTURE SURVEY | 1:2500

LEGEND

- Category A - Trees of High Quality and Value
- Category B - Trees of Moderate Quality and Value
- Category C - Trees of Low Quality and Value
- Category U - Trees in Poor Condition
- Root Protection Areas
- Tree Shading Constraints
- Approximate Location of Trees Protected by a Tree Preservation Order
- Approximate 30m Buffer Zone for Ancient Semi-Natural Woodland

**Denotes trees and groups not identified on topographical survey. Locations approximated using measurements taken on site.*

ECOLOGY

4.20 RammSanderson Ecology Ltd have carried out an Ecological Impact Assessment for the site.

Baseline

4.21 The Application Site is not located within the boundary of a statutory designated site for nature conservation. A parcel of Ancient Woodland is located within the Application Site, which is also a Local Wildlife Site. Ancient Woodland also bounds the Application Site to the north, east and west and are also designated as Local Wildlife Sites and a Site of Special Scientific Interest – Whippendell Wood.

4.22 Apart from the area of Ancient Woodland previously identified, the Application Site is dominated by managed arable cropland. An internal hedgerow runs through the centre of the Application Site and hedgerows are also present along the perimeter of the Application Site adjacent to highway boundaries. Scattered broadleaf trees are present adjacent to and within the vicinity of the central hedgerow.

4.23 Transect and static surveys for bats have been undertaken across the Application Site during the 2024 spring, summer and autumn seasons. To date, soprano pipistrelle, common pipistrelle and noctule bats have been recorded during the transect surveys, with activity concentrated along woodland edges.

4.24 Breeding bird surveys were undertaken across the Application Site during the spring 2024 season. Overall, breeding bird species recorded were typical of the habitat onsite. The arable fields supported skylark, particularly in the north and west of the Application Site, as well as foraging wood pigeon, linnet, goldfinch and corvid species. Hedgerows supported scrub-nesting passerines such as whitethroat, blue tit, robin, wren, and song thrush. Ring-necked parakeets were confirmed along woodland edges, with probable breeding species recorded as red kite, willow warbler, song thrush, mistle thrush and Cetti's warbler. Red kites were identified as probably breeding within the Ancient Woodland parcel to the east of the developable area. In respect to dormice, the LPA Ecologist was contacted who has confirmed that this species is extinct in Hertfordshire and therefore field surveys would not be required.

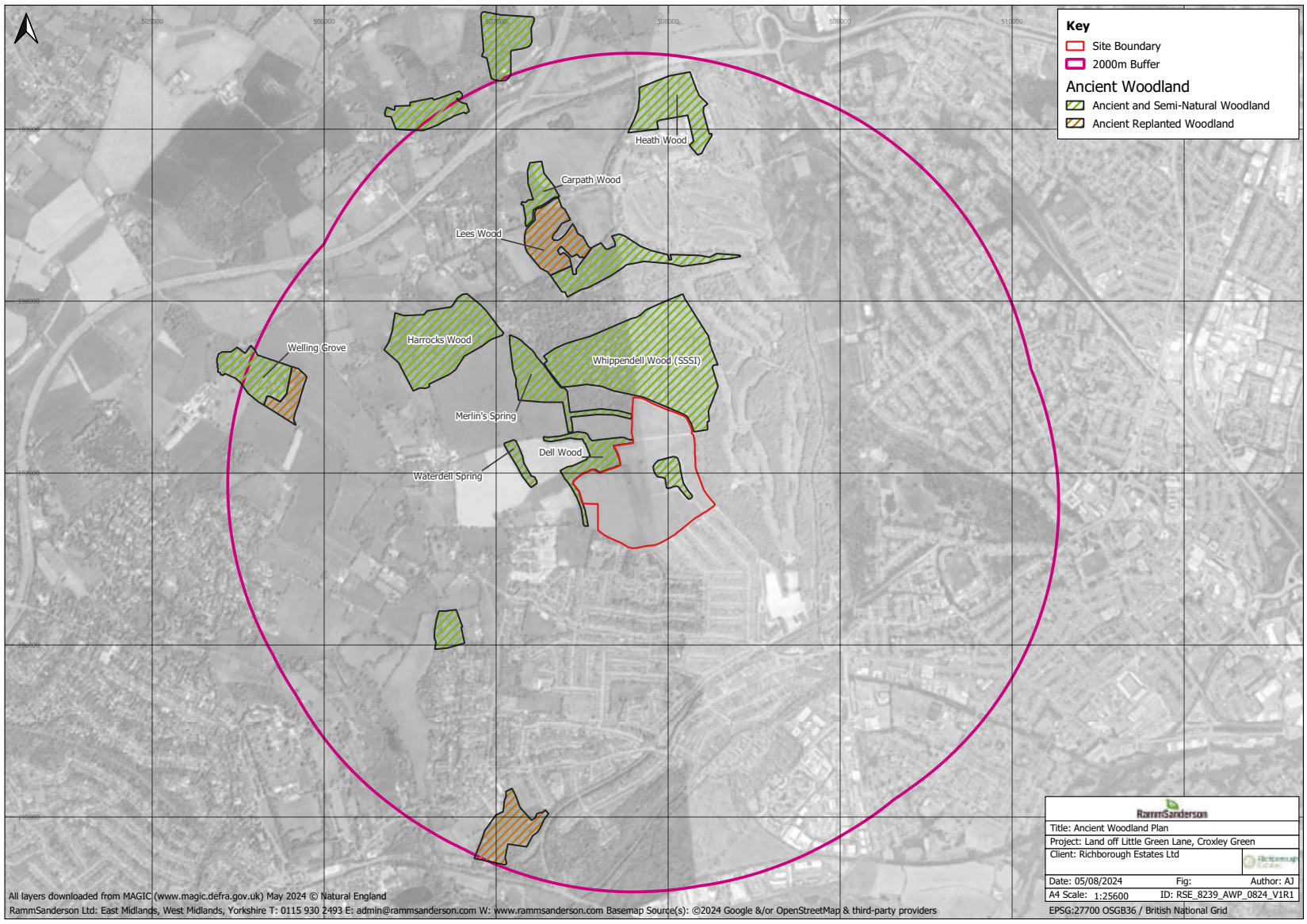
Consideration of Potential Impacts & Proposed Mitigation Strategies

4.25 There will be no direct loss of Ancient Woodland because of the scheme. Minimum 30m development buffer zones will be implemented around all areas of Ancient Woodland which are within or adjacent to the Application Site. Woodland edges adjacent to the Application Site will be reinforced with native barrier planting to mitigate potential disturbance impacts to Ancient Woodland habitats arising from urban edge effects.

4.26 An initial Biodiversity Impact Assessment (BIA) is being undertaken to assess the biodiversity performance of the scheme, to work towards achieving and wherever possible surpassing the mandatory requirement for 10% Biodiversity Net Gain. Given that most of the Application Site is dominated by low ecological value cropland, together with the extensive area of open space proposed to the north and east of developable areas, initial BIA outputs have identified a net gain of 34% Habitat Units and 42% Hedgerow Units. The BIA will be refined as the masterplan develops to maintain this strong net gain. Internal and boundary hedgerows and broadleaf trees will in the first instance be retained and incorporated within the scheme.

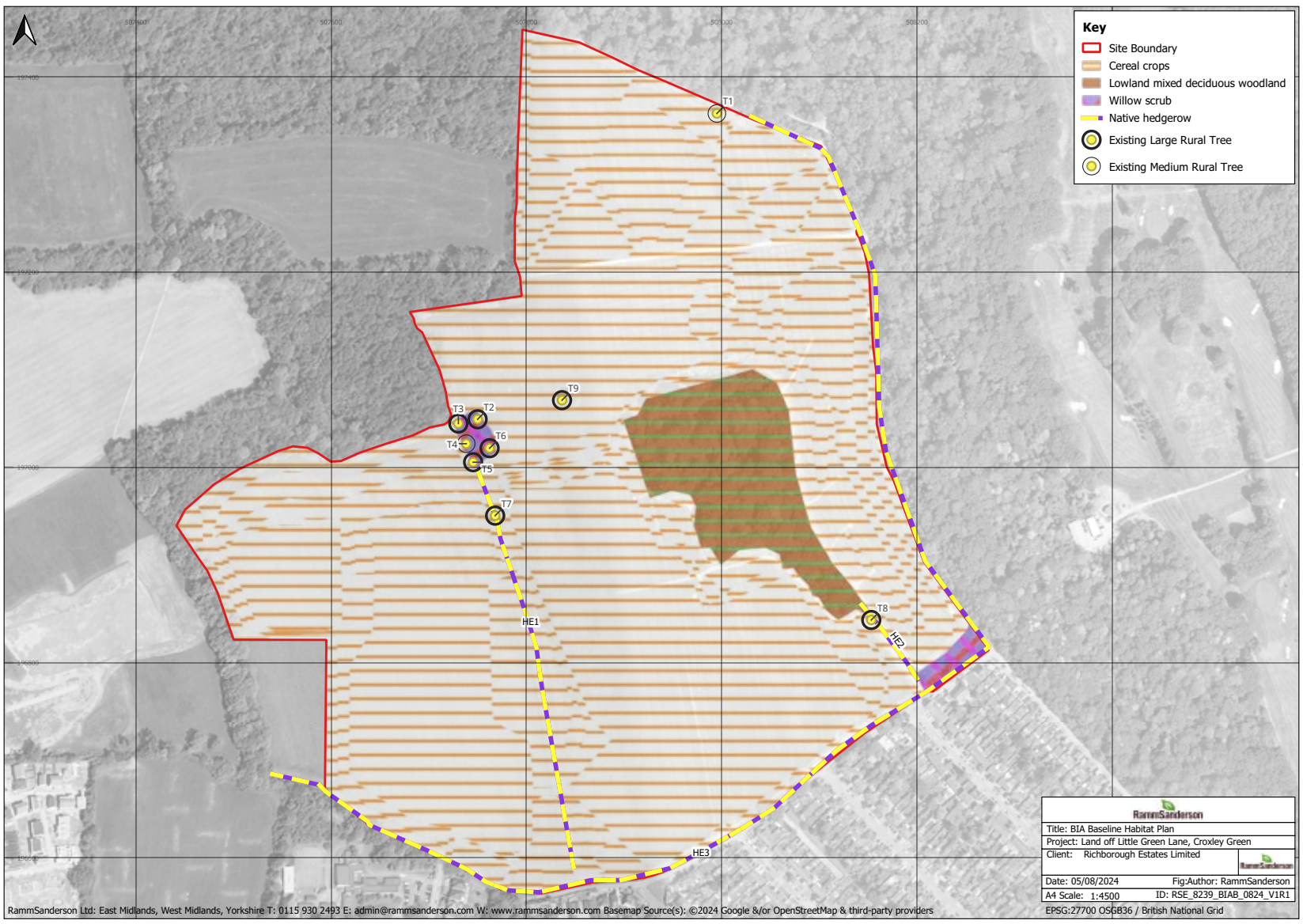
4.27 Strategies will be developed to control artificial lighting along woodland edges and ensure dark corridors are created for foraging and commuting bats. The soft landscaping strategy across the scheme Master Plan will incorporate a range of habitats to extend and strengthen existing woodland resources, creating additional foraging, commuting, breeding and sheltering habitat for local bat and wild bird populations. Construction mitigation strategies will be implemented to protect woodland habitats and protected species, including probable nesting red kite within the parcel of Ancient Woodland located within the Application Site.





ANCIENT WOODLAND LOCATION | Not to scale

Plan prepared by Ramm Sanderson Ecology



BIA BASELINE HABITAT PLAN | Not to scale

Plan prepared by Ramm Sanderson Ecology

HERITAGE

4.28 The site is surrounded by several heritage assets, including the Grade II* Red Heath, the Grade II Durrants House and a number of further Grade II houses in Croxley Green.

4.29 The site is also adjacent to a Conservation Area and a Registered Park and Garden, which contribute to the historical and cultural significance of the area. The design must ensure that the new development does not negatively impact the views or character of these heritage sites.

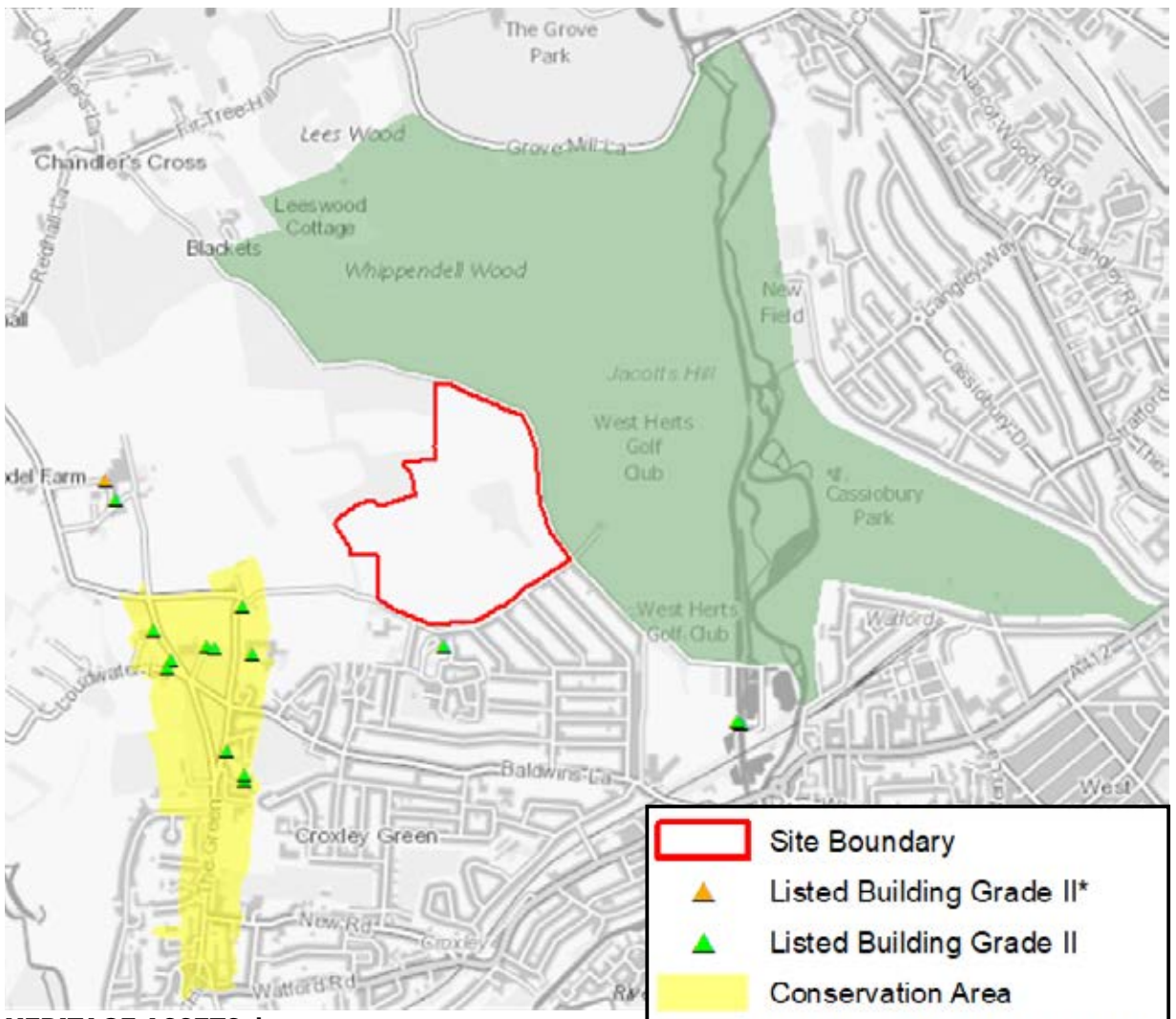
4.30 There are no recorded heritage assets within the Site. There is an underlying potential for archaeological assets of prehistoric date to be present within the Site. There is low potential for archaeological assets of Romano-British or medieval date, and very low potential for early medieval assets to be identified within the Site. There is very low potential for significant archaeological assets of post-medieval or modern date to be identified within the Site.

4.31 The results of the geophysical survey indicated no anomalies suggestive of significant archaeological remains across most of the site. The possible building identified represents an asset of uncertain significance.

4.32 In the event of archaeological assets of prehistoric, Romano-British or early medieval date being identified within the Site they have the potential to be of regional significance. Should assets of medieval, post-medieval or modern date be identified they are unlikely to be of greater than local significance.



VIEW TOWARDS DURRANTS HOUSE FROM EXISTING PROW



HERITAGE ASSETS | Not to scale

Heritage Assets

4.33 There are no Listed Buildings or other designated heritage assets within the site.

4.34 There is one Listed Building south of the Site and one Registered Park and Garden north-east of the Site identified as being potentially sensitive to low levels of harm (prior to any further mitigation).

- Durrants House with steps directly to south and associated walls and gate posts to west (Listed Building Grade II, NHLE 1403581): Mid-19th century Country House: Intervisibility from upper storey of the rear elevation of house and Service Wing. Proposed green corridor will retain intervisibility of the rear elevation with woodland to north and the public right of way. Anticipated low level of harm to this asset
- Cassiobury Park (Registered Park and Garden Grade II, NHLE 1000219): 20th-century public park, woodland and golf course incorporating earlier elements from park related to Cassiobury House: Limited visibility from one location in Whippendell Woood (within Park) across the site towards Durrants House. Anticipated loss of view likely to result in negligible harm to this asset

Archaeology

None-Designated Archaeology

- None recorded within Site
- Identified archaeological resource within study area likely to be of local significance and no more than regional significance.
- A geophysical survey of the site has been completed and very few anomalies of archaeological interest were identified.
- Further investigation and recording may be required to mitigate impact of development, but no fundamental constraint to deliverability of Site is anticipated.

NOISE

4.35 A specialist consultant has reviewed the potential noise sources that may pose a constraint to development, and mitigation measures.

4.36 The primary noise source to this proposed development is road traffic noise from Little Green Lane to the south.

4.37 A noise survey has been completed and the southern border of the site, measured noise levels at the southern border are higher than the guidelines given in BS8233:2014 for internal and external noise. Dependent on an increase in road traffic on Little Green Lane due to the new development we may see noise levels on the site increase (awaiting road traffic predictions). Predictions will be undertaken when traffic data is available.

4.38 Mitigation measures are outlined below however the requirements for mitigation are dependent on road traffic data and so will be subject to further assessment:

- Alternative glazing and ventilation for properties along the southern boundary may be required.
- For properties along the southern boundary, consideration should be given to placing gardens on the screened side of dwellings

4.39 There are a number of existing residential dwellings and schools which are considered to be sensitive to noise and vibration from construction phase activities. A Construction Environmental Management Plan (CEMP) will be submitted by the building contractor at the relevant stage. This will contain details of how construction noise will be controlled using best practicable means (BPM).

AIR QUALITY

4.40 A specialist consultant has reviewed the potential air quality issues that may pose a constraint to development, and mitigation measures if necessary. The current findings of the assessment have been summarised below.

Construction Phase

4.41 There are a number of existing residential dwellings and schools which are considered to be sensitive to dust and emissions arising from construction phase activities. The highest risk category was applied in accordance with the Institute of Air Quality Management Guidance; the highest risk category identified was 'High Risk'. Taking into consideration the temporary nature of the construction period, as well as any anticipated measures likely to be applied through the implementation of Construction Environmental Management Plan (CEMP).

Operational Phase

4.42 The Site is not within an existing Air Quality Management Area (AQMA). There are three AQMAs located in the surrounding local road network. Upon review of nearby air quality monitoring data, there have been no exceedances to the annual mean NO2 air quality objective between 2016 and 2022. It is considered very unlikely that air quality in the AQMAs will be significantly influenced by the proposed development.

4.43 A detailed operational phase road traffic emissions impact assessment will be undertaken to consider the impact of the proposed development on local air quality at existing sensitive receptor locations. The proposed development will introduce new sensitive receptors into the area and therefore a Site suitability assessment to consider the suitability of the Site for the proposed residential use with regard to air quality will be undertaken.

4.44 Any potential significant effects during the operational phase of the proposed development will be determined through the detailed atmospheric dispersion modelling undertaken as part of the air quality assessment and measures to minimise emissions will be recommended where required.

UTILITIES

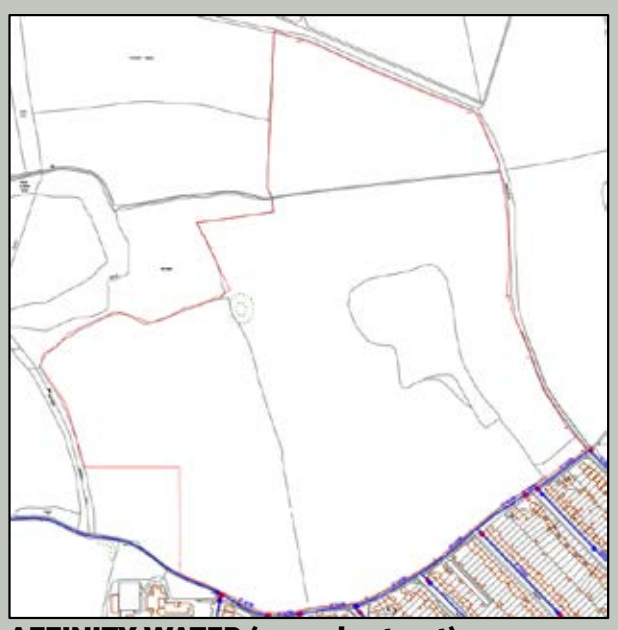
4.45 A specialist consultant has reviewed the existing utilities that may pose a constraint to development, and design restrictions if necessary, including;

Potable Water

4.46 Affinity Water are the local water authority that own and operate the network water infrastructure in the vicinity of the site. There are no Affinity Water assets identified within the proposed development boundary.

4.47 There is existing Affinity Water network infrastructure immediately south of the development within Little Green Lane that could offer as a proposed point of connection for the development.

4.48 As part of the due diligence for the site a developers enquiry has been submitted to Affinity Water to assess the availability of capacity to serve the development.



AFFINITY WATER (record extract)



THAMES WATER (record extract)

Sewers

4.49 Thames Water are the local waste water authority that own and operate the network sewer infrastructure in the vicinity of the site. There is an existing Thames Water foul sewer identified within the proposed development boundary.

4.50 The existing foul sewer is located at the eastern boundary of the site parallel to Rousebarn Lane from where it emanates. No buildings or roads are proposed in the vicinity of the main as part of the proposed masterplan so will currently remain unaffected by the development.

4.51 As part of the due diligence for the site a developers enquiry has been submitted to Thames Water to assess the availability of capacity to serve the development.

Gas

4.52 Cadent are the gas transportation company that own and operate the network gas infrastructure in the vicinity of the site. There is an existing Cadent medium pressure (MP) gas main identified within the proposed development boundary.

4.53 The existing MP gas main is located at the southern boundary of the site parallel to Little Green Lane. Records indicate it has an existing cover level of 1100mm. No buildings are proposed in the vicinity of the main as part of the proposed masterplan. New roads are proposed across the existing main and these will be considered in terms of coordinating the site levels at crossing locations to minimise any impact on the MP gas main. If adequate cover levels cannot be maintained the MP gas main will be lowered locally where required.

4.54 There is additional existing Cadent low pressure (LP) network infrastructure immediately south of the development within Little Green Lane also. Both the MP and LP gas infrastructure could offer proposed points of connection for the development however it is anticipated there will be very little, if any, requirement for new network gas connections.

Electricity

4.55 UK Power Networks are the local district network operator (DNO) that own and operate the electric infrastructure in the vicinity of the site. There are no UKPN assets identified within the proposed development boundary.

4.56 There is existing UKPN network infrastructure immediately south of the development within Little Green Lane that could offer as a proposed point of connection for the development.

4.57 As part of the due diligence for the site an enquiry has been submitted to UKPN to assess the availability of capacity to serve the development.

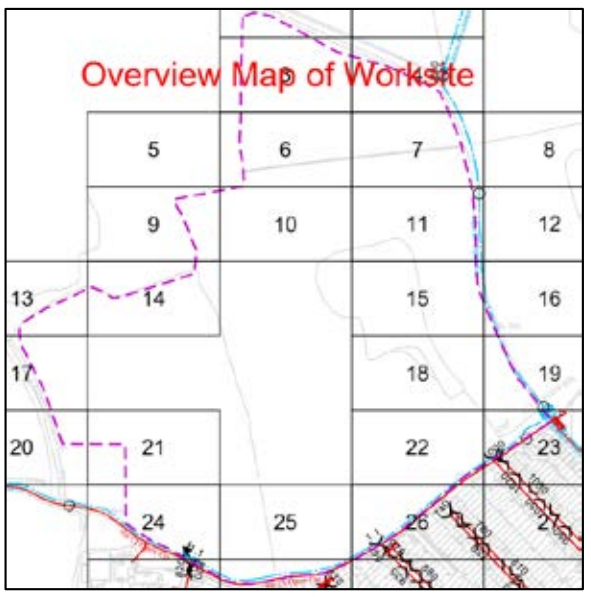
Communications

4.58 British Telecom (BT) is a multinational telecoms provider. It is a major supplier of telecoms services to commercial and residential properties throughout the United Kingdom. Record information provided by BT shows no existing telecoms infrastructure within the Site boundary.

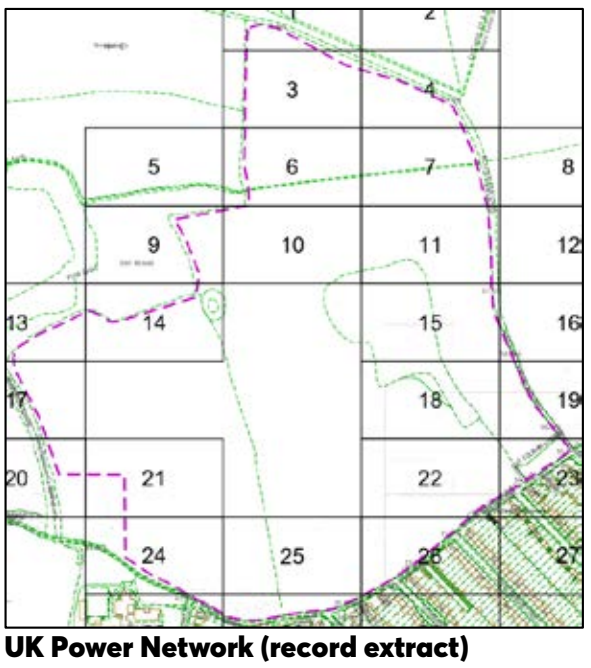
4.59 There is existing BT Openreach network infrastructure immediately south of the development within Little Green Lane that could offer as a proposed point of connection for the development.

4.60 The access off Links Way will need a telephone mast and associated cabinets diverting, as well as a BT pole with overhead lines. We would like to divert this existing infrastructure away from the access into site but as little as possible, to allow utilisation of the existing infrastructure later on.

4.61 For more information, please refer to the Utilities Statement that accompanies this application.



Cadent (record extract)



UK Power Network (record extract)



BT Openreach (record extract)

VIEW TOWARDS DURRANTS HOUSE FROM THE NORTHERN END OF THE SITE

CONSIDERATIONS AND OPPORTUNITIES | NTS

LEGEND

- SITE LOCATION 40.69 HECTARES / 100.55 ACRES
- ACCESS VIA DURRANTS DRIVE AND CANTERBURY
- INDICATIVE EXISTING LANDSCAPE
- LISTED BUILDINGS
- CONTOURS
- PUBLIC RIGHTS OF WAY
- BRIDLEWAY
- SURFACE WATER 1-1000 YEARS FLOOD RISK
- SURFACE WATER 1-100 YEARS FLOOD RISK
- SURFACE WATER 1-30 YEARS FLOOD RISK
- EXISTING BUILD LINE
- SPEED LIMITS
- EDUCATIONAL BUILDINGS
- COMMUNITY FACILITIES
- PLAY AND RECREATION FACILITIES
- EXISTING INFRASTRUCTURE ROUTES CONNECTING TO THE SITE
- LONG DISTANCE VIEWS TO DURRANTS HOUSE
- VIEWS INTO THE SITE FROM LITTLE GREEN LANE
- ANCIENT WOODLANDS
- WHIPPENDEL SSSI
- REGISTERED PARKS AND GARDENS
- SITE HIGH POINT
- SITE LOW POINT
- ROOT PROTECTION AREAS
- 30M ANCIENT WOODLAND BARRIER
- TREE PROTECTION ORDER





OVERVIEW OF SITE AND CONTEXT

4.62 The results of the various site studies are used to inform and structure the development proposals. These are illustrated, where appropriate, on the site features plan presented opposite.

Considerations

- Existing framework of vegetation (including mature hedgerows and trees) and the Tree Preservation Orders / Ancient Woodland buffers on the majority of trees within the site;
- Ancient Woodland in the eastern centre of the site and its setting at the north-eastern end of the site;
- Ecological habitats and biodiversity net gain, in particular the Ancient Woodland to the central east of the site;
- Gently falling topography from the west to the east of the site;
- Flood risk areas along the eastern edge of the site and along Rousebarn Lane;
- Existing public rights of way running across and adjacent to site; and
- Existing recreational land-uses.

Opportunities:

- Retain and enhance green infrastructure where possible;
- Barrier planting and fencing to mitigate and reduce recreational impacts to Ancient Woodland;
- Potential cycle and pedestrian link to connect existing public footpath / bridleway to the village of Croxley;
- Highway improvements along Little Green Lane which provide gateway opportunities;
- Provide a residential development that offers a series of different housing types, sizes and tenures which respect the local character;
- Create a road hierarchy that is not dominated by vehicular movement and promotes healthy green forms of movement;
- Create outward facing residential frontages to soften the transition from built form to open space and helping to promote self-surveillance and reduce the risk of anti-social behaviour;
- Provide sustainable forms of drainage (SuDS) within both the development and green spaces, providing additional ecological benefits;
- Create new amenity space, including play areas, a network of footpaths, cycle paths, community orchard and allotments within the open space for new and existing residents; and
- Integrate long distance views to Durrants house.

5

DESIGN DEVELOPMENT

PRE-APPLICATION ADVICE & DISCUSSIONS

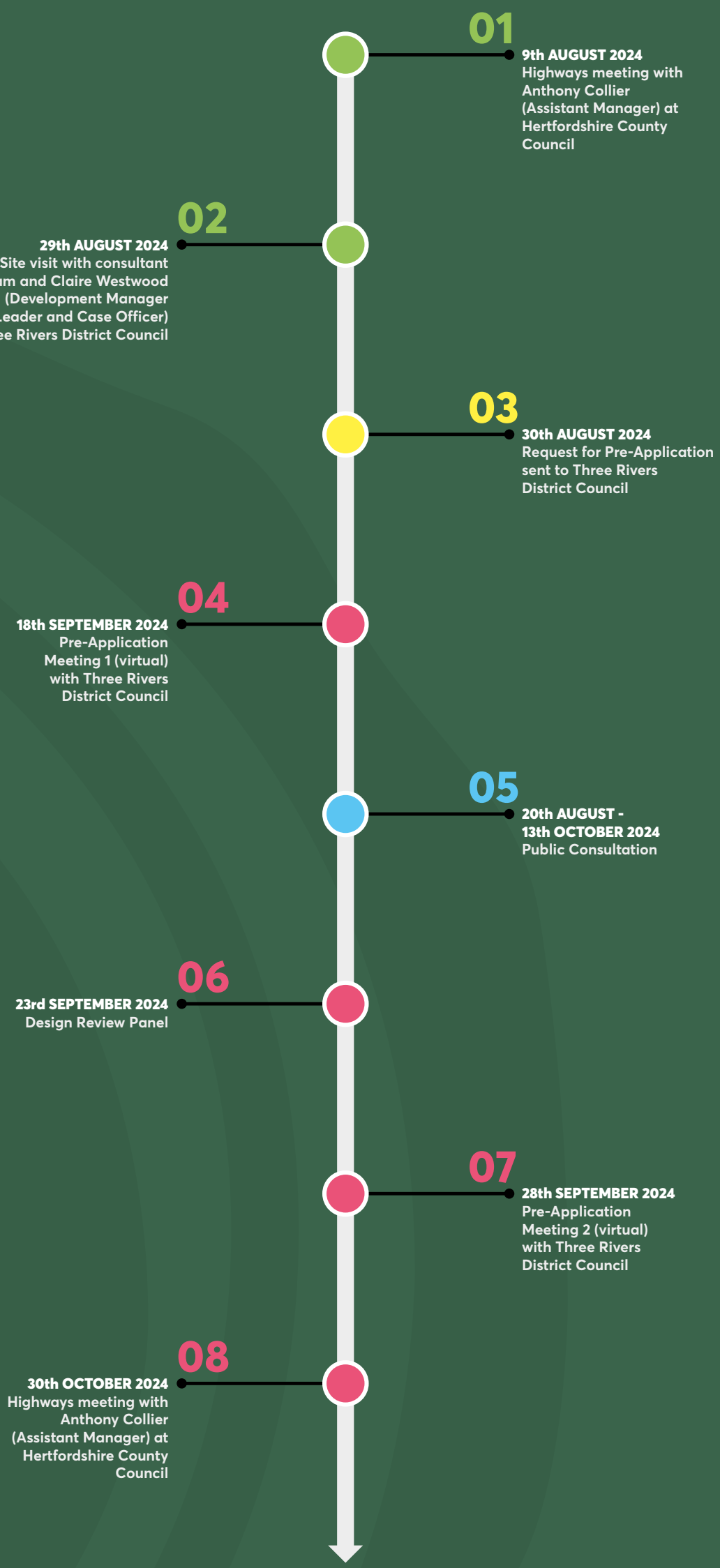
"Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. These include workshops to engage the local community, design advice and review arrangements, and assessment frameworks such as Building for a Healthy Life. These are of most benefit if used as early as possible in the evolution of schemes, and are particularly important for significant projects such as large-scale housing and mixed-use developments. In assessing applications, local planning authorities should have regard to the outcome from these processes, including any recommendations made by design review panels."

(Para. 133, NPPF 2023)

5.1 The proposed development was subject to pre-application discussions with Three Rivers District Council, through a virtual meeting held on 18th September 2024, to provide a collaborative and transparent approach to the design proposals. A response was received in the form of a letter dated 18th October 2024.

5.2 Richborough's Consultant Team has also engaged with relevant statutory consultees concerning the technical and other matters associated with the potential development of the site for housing purposes, including on surface water drainage matters.

5.3 These discussions have shaped the design proposals presented in Section 6 with numerous revisions to addess comments received. A timeline of the design development process is shown here.



COMMUNITY ENGAGEMENT PROCESS

"Local communities can play a vital role in achieving well-designed places and buildings and making sure there is a relationship between the built environment and quality of life. Communities can be involved in design processes through approaches such as co-design, design workshops and other engagement techniques, so that places and buildings reflect local community preferences, improve their quality of life and fit well into their surroundings."

(Para. 17, NDG 2021)

Community Engagement Process

5.4 The aim of the community engagement process has been to:

- Raise awareness of the project and design development;
- Gather local knowledge to inform thinking, together with an understanding of the ambitions and key issues for the area's future;
- Be inclusive, accessible, transparent and engaging;
- Offer a wide variety of ways for people to get involved;
- Ensure a wide and representative range of views are heard;
- Provide clear and thorough information, with experts and specialists on-hand to provide informed responses; and
- Clearly communicate the feedback from the community, including any concerns, to the developer, the design team and relevant consultants.

5.5 The advising of the local community of the intention to submit a planning application for a new residential-led mixed use development on land to the north of Little Green Lane took the form of the following activities:

Leaflet Distribution

5.6 Leaflets were distributed on 23rd September 2024 and included comprehensive details about the proposal, along with an invitation to join a public webinar with the project team by visiting the project website.

Website

5.7 The publication of a project specific website:

https://bit.ly/Croxley-Green

5.8 The website went live on 23rd September 2024 and provided details of the scheme and included a feeback facility. The interactive public consultation allows local residents to explore and comment on the draft proposals and includes a guided tour of the proposed layout, allowing respondents to easily identify and comment on critical aspects such as vehicular and pedestrian access points, open space, play provision, and the Local Centre. The website also provided an opportunity for local residents to comment upon topics that should be addressed within an outline Design Code.

5.9 Respondents can also leave anonymous feedback on specific parts of the proposals and add ideas directly on the map to highlight areas of concern or share their own suggestions.



COMMUNITY CONSULTATION LEAFLET

Webinar

5.10 The public webinar was held on 1st October 2024 at 19:00 with residents invited to submit questions on the emerging proposals. The design panel outlined the proposals and explained how they had arrived at the current layout, taking into consideration the constraints of the site, technical reports and feedback from pre-app meetings with Three Rivers District Council and Hertfordshire County Council highways department.

5.11 Key topics raised through the consultation process include:

- Access arrangements off Little Green Lane;
- Landscape strategy and retention of the hedgerows and ancient woodlands;
- Local Centre uses and how and when it would come forward;
- Securing high quality design through a conditioned Design Code;
- Housing type, affordable housing and tenure; and
- New bus route serving the new/existing development.

5.12 Further detail on the consultation process and community involvement is set out in the accompanying Statement of Community Involvement.

FEEDBACK AND RESPONSES

5.13 The Applicant informed local residents and businesses of the proposals via an invitation leaflet to 5,197 local households and businesses, which directed them towards the consultation webinar and website, where a recording could be accessed once the event had taken place. In addition, consultation information was circulated to local interest groups (including hard to reach groups) and elected representatives.

5.14 As of 1 November 2024, 77 printed feedback forms have been returned by freepost.

Physical Feedback Form

- Q1: Do you support the provision of 50% affordable housing in the proposals?

  Yes = 37% and No = 63%

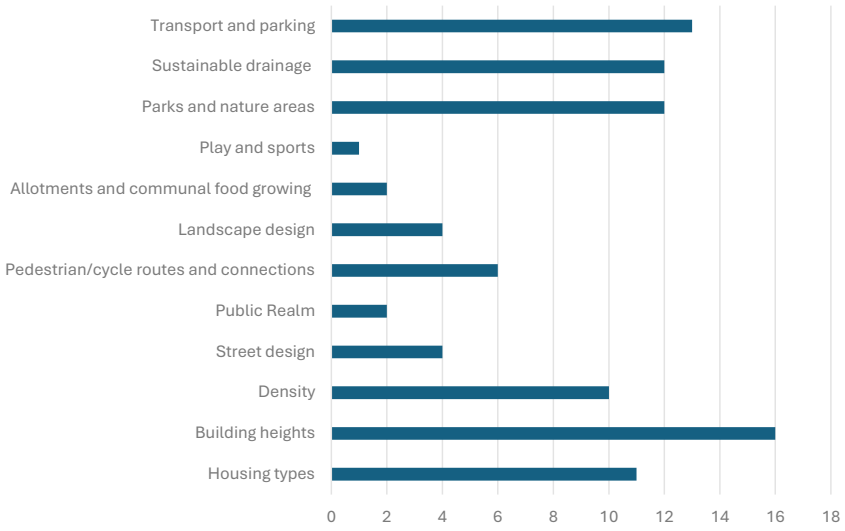
- Q2: What type of housing would you like to see more of in the local area?

  Apartments = 3

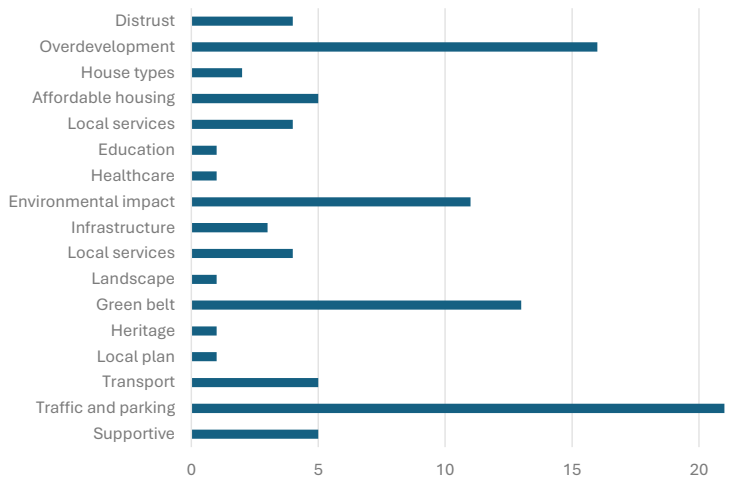
  Smaller homes (1-2 bed) = 20

  Larger family-sized homes (3-5 bed) = 11

- Q3: A design code will be prepared as part of an outline planning application. What aspects do you consider are especially important for this?



- Q4: General comments on Proposals



Online Questionnaire

5.15 For the online questionnaire the responses to the questions were grouped into three categories: productive suggestions, critiques/ objections, and key questions. In total, there were 328 responses with three peaks in response, one at the time of the leaflet distribution, another at the time of the webinar, and a final peak as the advertised consultation period ended.

Q1: Do you like to leave any general comments on the proposals?

Positive Suggestions

- Affordable Housing (15 responses): Highlighted a demand for truly affordable homes, stating most proposed housing would not benefit local families. There were calls for a higher percentage of smaller homes.
- Improved Infrastructure (11 responses): expressed the necessity for enhanced road and public transport links, stressing that local infrastructure cannot support the proposed housing. Suggestions included traffic calming measures and additional bus routes.
- Increased Green Space (8 responses): suggested prioritising green spaces over housing, citing a need for parks and recreational areas. They argue for a healthier balance between development and conservation.

Critiques/Objections

- Inappropriate Development on Green Belt (56 responses): objected to the project based on its location on Green Belt land, fearing long-term damage to the community's character and environment
- Traffic Congestion (41 responses): emphasised the negative impact of increased traffic, citing existing congestion and inadequate access roads.
- Excessive Density (31 responses): highlighted concerns over the proposed density of 600 homes, suggesting it would overwhelm local infrastructure, such as schools and healthcare.

Key Questions

- Traffic Management (16 responses): Questioned how traffic congestion would be managed, particularly during peak hours and school runs.
- Local Infrastructure Readiness (12 responses): Asked if local infrastructure, specifically schools and healthcare facilities, would adequately accommodate the influx of new residents.
- Affordability and Housing Type (10 responses): Enquired about the housing types planned and their affordability for local residents, requesting clearer details on pricing and inclusivity.

Q2: How can the development foster community spirit and sense of pride? Do you think local stewardship schemes would help with this ambition?

Positive Suggestions

- Amenities and Facilities (7 mentions): Enhancing community spirit through the introduction of communal spaces, facilities such as sports centres, and maintaining green spaces were highlighted as essential for integration and pride.
- Nature Conservation (6 mentions): Preserving local habitats and adding more green areas, alongside protecting existing trees and wildlife, was viewed as vital for maintaining community identity and pride.
- Local Involvement (5 mentions): Engaging the community and involving younger residents was suggested as a way to foster pride and spirit, with local stewardship schemes proposed to enhance community life.

Critiques/Objections

- Opposition to Development (45 mentions): A significant number of responses vocally opposed the proposed development, asserting it would destroy the existing community fabric and rural charm of Croxley Green.
- Insufficient Infrastructure (14 mentions): Concerns were raised about adequate infrastructure, such as schools and healthcare facilities, to support the additional population from the proposed development.
- Negative Impact on Environment (10 mentions): Many responses felt that the development would lead to detrimental effects on the countryside, wildlife, and overall quality of life in Croxley Green.

Key Questions

- Community Character (7 mentions): How will the development integrate with and enhance the village's character, preventing urban sprawl and preserving local identity?
- Impact of Development Size (5 mentions): Queries were raised regarding the large scale of housing proposed and its implications for congestion and infrastructure capacity.
- Sustainability Plans (4 mentions): Questions focused on how the development would ensure environmental sustainability, maintain green spaces, and avoid overcrowding.

Q3: Are there any reasons you may be more sensitive to the impacts of the project?

Positive Suggestions

- Preservation of Green Spaces (16 mentions): Many respondents expressed the importance of maintaining green spaces and local natural habitats, emphasising their role in community wellbeing and recreational activities.
- Infrastructure Improvements (12 mentions): There were strong calls for adequate infrastructure developments, including schools, roads, and public transport options, to accommodate the expected population increase from the housing project.
- Enhanced Community Facilities (10 mentions): Suggestions were made to improve local amenities, including sports facilities and playgrounds, to benefit both existing residents and future inhabitants.

Critiques/Objections

- Traffic and Congestion Concerns (30 mentions): A significant number of responses highlighted the detrimental impacts of increased traffic on local roads and safety, questioning the capacity of existing infrastructures to handle the projected flow.
- Environmental Impact (28 mentions): Many residents objected to the potential destruction of local wildlife habitats and green areas, stressing the need for environmental preservation amidst development.
- Overdevelopment of Area (24 mentions): Respondents voiced fears that the project would lead to overdevelopment, turning Croxley Green from a village into a town, diminishing its community feel.

Key Questions

- Traffic Management (15 mentions): Questions arose regarding how the increased traffic and construction-related disruptions would be managed, especially concerning safety in residential areas.
- Environmental Assessment (10 mentions): Residents sought clarity on how the environmental impact of the development would be assessed and mitigated, particularly concerning local wildlife and ecosystems.
- Infrastructure Adequacy (9 mentions): There were inquiries about the capacity of local services, including schools and healthcare facilities, to accommodate new residents given their current strains.

Q4: Is there anything specific about the project that you would like more information on because you are concerned it may affect your health?

Positive Suggestions

- Traffic Measures (6 responses): Highlighted the need for effective traffic management, including alternative routing for vehicles to minimise congestion and improve safety around local schools.
- Mental Health Considerations (4 respondents): Suggested addressing the mental health impacts due to increased noise, construction, and loss of green spaces, implying that health services should be prepared for potential increases in demand.
- Environmental Impact Reporting (4 responses): Recommended a detailed environmental impact assessment, particularly regarding air quality, noise pollution, and the ecological consequences of construction activities.

Critiques/Objections

- Overdevelopment Concerns (11 responses): Categorically opposed the scale of the project, arguing that it threatens the village's character and the green belt, with several stating that they feel it is unnecessary.
- Increased Traffic and Pollution (8 respondents): Expressed significant concern about traffic congestion and the resultant pollution, highlighting that the infrastructure is already strained.
- Noise and Dust Effects (7 responses): Specifically mentioned worries about noise and dust during construction, asserting that it would negatively impact residents' daily lives and health.

Key Questions

- Construction Timeline and Noise Management (5 respondents): Inquired about the expected duration of construction and measures to mitigate noise during the building phase.
- Impact on Local Services (5 queries): Focused on how the development would affect local health services, especially considering already experienced pressures on hospitals and clinics.
- Traffic Projections (5 respondents): Sought clarity on how many additional vehicles were expected and how traffic flow would be managed, particularly around schools.

5.16 A public consultation webinar was held online on Tuesday, 1 October 2024 at 19:00, with 116 public attendees. There were 161 submissions through the "Q&A" feature of the webinar.

5.17 The project team also reached out directly to local stakeholders and elected representatives, informing them of the proposed development and the forthcoming planning application.

5.18 Feedback from these events both via online and printed feedback forms has been carefully considered and responded to as part of the application process.. More details on the specific responses can be found in the Statement of Community Involvement that accompanies this application.

DESIGN REVIEW PANEL

5.19 A Design Review Panel presentation was carried out on 23rd September 2024 at the request of Richborough and in accordance with paragraph 138 of the National Planning Policy Framework (NPPF) which states:

"Local planning authorities should ensure that they have access to, and make appropriate use of, tools and processes for assessing and improving the design of development. The primary means of doing so should be through the preparation and use of local design codes, in line with the National Model Design Code….

These include workshopes to engage the local community, design advice and review arrangements … In assessing applications, local planning authorities should have regard to the outcome from these processes, including any recommendations made by design review panels."

5.20 The submitted information for review was considered overwhelmingly positive, **a professional team presentation with strong ideas, content easy to understand and a clear design charter**.

5.21 The panel **applauded the emerging plans** and **commended the aspirations** to design a development of high quality with a **high potential for the scheme to deliver a distinctive place**.

5.22 In addition, the following conclusions were provided:

- Background analysis is strong and has led to a strong opportunities and constraints assessment.
- The emerging masterplan work is well considered and logical response to the site constraints although the panel would liked to have seen some more 'optioneering' of the alternative ideas.
- Further optioneering to demonstrate the decisions made in formulating the location of the Country Park and workings behind the masterplan.
- The green corridor is a 'Brave' move but must be persuasive and celebrated 'Big-up the Green'! must be distinctive.
- Consider a sitewide Public Art strategy in particular Durrants Square and to the north of Durrants View (Green) terminating the viewing cone.
- A clear hierarchy of open space should be demonstrated and clarity on what activities take place along Durrants View and a new bandstand, or folly, was considered appropriate.
- It would be helpful to have a cohesive explanation of key vista's and views.
- The panel were sympathetic to ideas for a cricket pitch or similar sports within the country park but had reservations about practical delivery due to landscape sensitivites and topography.
- Although appealing, the Kitchen Garden concept may need to be viewed more flexibly as an idea.
- Ensure that the parking arrangements do not dominate the streets.
- It was advised that higher densities should be considered.
- It was thought that the primary street (Boulevard) could have a narrower carriageway because of the revised loop configuration better incorporates both access points.
- Further optioneering to demonstrate the decisions behind the Local Centre and explanation of quantum and use and how/when this could come forward – test the market.
- Design coding was supported and may benefit from covering all elements of the development including greenspace, access points and the local centre.

5.23 These recommendations have been addressed during subsequent design iterations and included on the submitted Illustrative masterplan within section 6.



DEVELOPMENT FRAMEWORK PRESENTED AT THE DRP REVISION M | 1:2500

LEGEND

- SITE LOCATION
- SITE ACCESS
- RESIDENTIAL DEVELOPMENT
- SCHOOL SITE
- POTENTIAL SCHOOL EXPANSION LAND
- LOCAL CENTRE
- PUBLIC OPEN SPACE 25.61 HECTARES / 63.28 ACRES / 62.95% OF SITE
- PRIMARY STREET INCORPORATING A BUS ROUTE
- SECONDARY STREET
- TERTIARY STREETS
- HARD LANDSCAPE FEATURE SQUARES WITH PEDESTRIAN/CYCLE PRIORITY
- COMMUNAL SQUARES WITH KITCHEN GARDENS (DICKINSON SQUARE)
- PRIVATE LANES
- EXISTING PUBLIC RIGHTS OF WAY
- EXISTING BRIDLEWAY
- ACTIVE TRAVEL / CYCLE ROUTES
- KEY FOOTPATHS
- MOWN PATHS
- EXISTING TREES
- PROPOSED WOODLAND PLANTING
- NEW TREE PLANTING
- WILDFLOWER / LONG GRASS
- KITCHEN GARDENS / ALLOTMENTS
- COMMUNITY ORCHARD
- NEIGHBOURHOOD EQUIPPED AREA FOR PLAY (NEAP / MUGA)
- LOCALLY EQUIPPED AREA FOR PLAY (LEAP)
- FOCAL FEATURE, PUBLIC ART OR LOCAL AREA FOR PLAY
- POTENTIAL SPORT PITCHES
- POTENTIAL HIGHWAYS UPGRADES, INCLUDING SIGNALLING
- POTENTIAL CONNECTION TO LITTLE GREEN JUNIOR SCHOOL
- SUSTAINABLE DRAINAGE

OPTIONEERING

Following discussions with the Highways Authority, the access opposite Canterbury Way was moved to Links Way so that traffic flow will be more evenly split between the two access points.

The school and expansion land were relocated to respond to the Boulevard location.



DEVELOPMENT FRAMEWORK REVISION N | 1:2500

LEGEND

- SITE LOCATION
- SITE ACCESS
- RESIDENTIAL DEVELOPMENT
- SCHOOL SITE
- POTENTIAL SCHOOL EXPANSION LAND
- LOCAL CENTRE
- PUBLIC OPEN SPACE 25.61 HECTARES / 63.28 ACRES / 62.95% OF SITE
- PRIMARY STREET INCORPORATING A BUS ROUTE
- SECONDARY STREET
- TERTIARY STREETS
- HARD LANDSCAPE FEATURE SQUARES WITH PEDESTRIAN/CYCLE PRIORITY
- COMMUNAL SQUARES WITH KITCHEN GARDENS (DICKINSON SQUARE)
- PRIVATE LANES
- EXISTING PUBLIC RIGHTS OF WAY
- EXISTING BRIDLEWAY
- ACTIVE TRAVEL / CYCLE ROUTES
- KEY FOOTPATHS
- MOWN PATHS
- EXISTING TREES
- PROPOSED WOODLAND PLANTING
- NEW TREE PLANTING
- WILDFLOWER / LONG GRASS
- KITCHEN GARDENS / ALLOTMENTS
- COMMUNITY ORCHARD
- NEIGHBOURHOOD EQUIPPED AREA FOR PLAY (NEAP / MUGA)
- LOCALLY EQUIPPED AREA FOR PLAY (LEAP)
- FOCAL FEATURE, PUBLIC ART OR LOCAL AREA FOR PLAY
- POTENTIAL SPORT PITCHES
- POTENTIAL HIGHWAYS UPGRADES, INCLUDING SIGNALLING
- POTENTIAL CONNECTION TO LITTLE GREEN JUNIOR SCHOOL
- SUSTAINABLE DRAINAGE

OPTIONEERING

The school and expansion land were relocated adjacent to the ancient woodland.

Durrants Square was expanded to provide a link between the Boulevard. This would provide a bus only route and allow the bus service to exit the site through Durrants Drive.



DEVELOPMENT FRAMEWORK REVISION O | 1:2500

LEGEND

- SITE LOCATION
- SITE ACCESS
- RESIDENTIAL DEVELOPMENT
- SCHOOL SITE
- POTENTIAL SCHOOL EXPANSION LAND
- LOCAL CENTRE
- PUBLIC OPEN SPACE 25.61 HECTARES / 63.28 ACRES / 62.95% OF SITE
- PRIMARY STREET INCORPORATING A BUS ROUTE
- SECONDARY STREET
- TERTIARY STREETS
- HARD LANDSCAPE FEATURE SQUARES WITH PEDESTRIAN/CYCLE PRIORITY
- COMMUNAL SQUARES WITH KITCHEN GARDENS (DICKINSON SQUARE)
- PRIVATE LANES
- EXISTING PUBLIC RIGHTS OF WAY
- EXISTING BRIDLEWAY
- ACTIVE TRAVEL / CYCLE ROUTES
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- FOCAL FEATURE, PUBLIC ART OR LOCAL AREA FOR PLAY
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- POTENTIAL HIGHWAYS UPGRADES, INCLUDING SIGNALLING
- POTENTIAL CONNECTION TO LITTLE GREEN JUNIOR SCHOOL
- SUSTAINABLE DRAINAGE

6

DESIGN PROPOSALS

LANDSCAPE AND VISUALLY LED APPROACH

6.1 This section provides a comprehensive description of the design concepts and principles which underpin the development framework plan. The level of detail is appropriate to the issues relative to the context and scope of the application for outline planning permission.

6.2 The Parameter Plan that is submitted as part of the planning application establishes the extent of development within which the proposals for up-to 600 dwellings and local centre will be delivered.

6.3 Information is presented in this section of the Design and Access Statement that supplements the Parameter Plan and aims to shape development such that subsequent Reserved Matters submissions are in keeping with the vision for the site. The Framework Plan is submitted as part of the planning application and sets out the broad structuring elements that it is anticipated detailed design proposals will follow.

6.4 The Illustrative Layout that is presented in this section of the Design and Access Statement accords with the Parameter Plan and Framework Plan and demonstrates one way in which the development could be laid out in accordance with the parameters and coding in the spirit of the Vision for the site.

6.5 The masterplan for the proposed development has been landscape and visually led. This has included the following:

- Identification of the overall horizontal parameter (i.e. spread) of the Development envelope taking into account all landscape and visual constraints and opportunities (and likewise heritage, where relevant) – see Illustrative Masterplan parameters;
- Likewise identification of the overall vertical parameter (i.e. height) of the development envelope taking into account all landscape and visual constraints and opportunities; and
- Retention of the existing underlying hedgerow/tree/landscape pattern and using it as a driver for the block/cellular structure of the development framework.

6.6 The landscape approach and strategy is expanded further in Public Spaces later in Section 6.

DEVELOPMENT FRAMEWORK

Design Principles

1. Primary access points via Little Green Lane;
2. Vehicular movement throughout the site, prioritising sustainable solutions through a proposed bus route and pedestrian/cycle movement with 'Copenhagen' style crossings;
3. Focal squares incorporating areas of landscape, rainwater gardens, play and recreation, in a 'Dickinson Square' character;
4. Active travel routes providing key pedestrian/cycle movement connecting with existing footpath networks;
5. Pedestrian routes providing access to all areas of public open space;
6. Retention of the ancient woodland and existing vegetation;
7. Proposed native woodland planting to provide a buffer to Little Green Lane and the existing ancient woodland;
8. Proposed shrub and hedgerow planting to perimeter of development;
9. Wildflower and neutral grassland planting to promote biodiversity and habitat creation;
10. Wetland features with associated bankside and aquatic vegetation;
11. Community space in the form of kitchen gardens and orchard planting;
12. Areas of equipped play and recreation for older children/ teenagers at the 'Commons';
13. Proposed greens with areas of local play and natural play for younger children;
14. Dwellings overlooking newly created areas of public open space;
15. Viewing corridors with long views to Durrant's House; and
16. Bus gate.

POLICY BL1 West of Dickens Heath : Extract from the Solihull Local Plan Concept Masterplans (October 2020)



DEVELOPMENT FRAMEWORK | 1:2500

LEGEND

- SITE LOCATION
- SITE ACCESS
- RESIDENTIAL DEVELOPMENT
- SCHOOL SITE
- POTENTIAL SCHOOL EXPANSION LAND
- LOCAL CENTRE
- PUBLIC OPEN SPACE 25.4 HECTARES / 62.76 ACRES / 62.44% OF SITE
- PRIMARY STREET INCORPORATING A BUS ROUTE
- SECONDARY STREET
- TERTIARY STREETS
- HARD LANDSCAPE FEATURE SQUARES WITH PEDESTRIAN/CYCLE PRIORITY
- COMMUNAL SQUARES WITH KITCHEN GARDENS (DICKINSON SQUARE)
- PRIVATE LANES
- EXISTING PUBLIC RIGHTS OF WAY
- EXISTING BRIDLEWAY
- ACTIVE TRAVEL / CYCLE ROUTES
- KEY FOOTPATHS
- MOWN PATHS
- EXISTING TREES
- PROPOSED WOODLAND PLANTING
- NEW TREE PLANTING
- WILDFLOWER / LONG GRASS
- COMMUNITY ORCHARD
- NEIGHBOURHOOD EQUIPPED AREA FOR PLAY (NEAP / MUGA)
- LOCALLY EQUIPPED AREA FOR PLAY (LEAP)
- FOCAL FEATURE, PUBLIC ART (LOCAL AREA FOR PLAY
- POTENTIAL SPORT PITCHES
- POTENTIAL HIGHWAYS UPGRA SIGNALLING
- POTENTIAL CONNECTION TO LITTLE GREEN JUNIOR SCHOO
- SUSTAINABLE DRAINAGE

PARAMETER PLAN

6.7 The Parameter Plan and associated wording set out in this section are to be 'fixed' as part of the Outline Planning Application (OPA). The plan, provides a framework for future, more detailed designs, and will define the type of development that can be bought forward at the Reserved Matters stage.

6.8 The Parameter Plan should be read in conjunction with all documents submitted as part of the OPA package.

Residential

6.9 The residential development envelope is proposed to accommodate up to 600 dwellings in a range of types, sizes and tenures. The built development areas identified will include: roads; footpaths; private drives; incidental open space and other associated infrastructure.

Open Space

6.10 The public open space framework provides key greenways and buffers. Within this area, space will be provided for: amenity green space; allotments; children's play provision; landscaping; footpaths; drainage; existing and proposed structural planting; and associated infrastructure.

Primary School

6.11 The proposals include 1.40 hectares of land to provide a One Form Entry primary school with 0.60 hectares set aside for future expansion.

Local Centre

6.12 A local centre and mixed-use hub of 0.82 hectares will be provided to complement the existing local facilities and services in Croxley Green and seeks to include general retail; medical centre; community hub; and residential uses (C3).

PARAMETER PLAN | Not to scale

LEGEND

Site boundary

LAND USE PARAMETERS

- Indicative area of land required for the proposed access, not within the residential land use (subject to detailed design)
- Indicative area of land required for internal access roads not within the residential land use (subject to detailed design)
- Proposed residential development (Use Class C3(a)) and a 5-bedroom property for children's social care and supported living (Use Class C3(b)) (including roads, footpaths, private drives, amenity and incidental open space and other associated infrastructure)
- Proposed open space (including amenity green space, children's play provision, allotments, country park, landscaping, footpaths, drainage and other associated infrastructure)
- Proposed mixed-use local centre including provision for NHS health and social care services (Use Class E(e)); community building (Use Class F2); retail and cafe provision (Use Class E(a-c)); and residential dwellings (Use Class C3) (including amenity space, landscaping, footpaths, drainage, car parking and other associated infrastructure, subject to detailed design)
- Proposed 1 form entry primary school (Use Class F1(a)) and associated infrastructure (subject to detailed design)
- School expansion land (subject to detailed design)

ACCESS PARAMETERS

- Proposed access/egress for all modes (subject to detailed design)
- Potential access/egress for cyclists and pedestrians only (subject to detailed design)
- Potential access/egress for pedestrians only (subject to detailed design)
- Existing public right of way access retained

SUPPORTING DESIGN STRATEGIES

6.13 The outline application plans are accompanied by a set of Supporting Design Strategies that illustrate how the development could be realised, in accordance with the outline application. The indicative supporting design strategies include:

- Illustrative Masterplan;
- Pedestrian Movement Strategy;
- Street Hierarchy;
- Placemaking;
- Building Heights;
- Character Area Strategy; and
- Open Space Typologies.

6.14 The strategies set out here are for illustrative purposes only. They are therefore subject to interpretation and discussion and should be read in conjunction with the parameter plan.

6.15 The following section references the National Design Guide (NDG) and the ten characteristics of well-designed places and the National Planning Policy Framework (NPPF). It provides a framework for the detailed design as part of a future Reserved Matters application.

ILLUSTRATIVE MASTERPLAN

6.16 A proposed Illustrative Masterplan has been prepared but this is for indicative purposes only. The application is not seeking approval of the Illustrative Masterplan.

6.17 The Illustrative Masterplan demonstrates one way in which a development could be laid out. It does not preclude alternative layouts as part of a subsequent Reserved Matters or detailed planning application, providing the underlying principles established in this document are satisfied and the delivery of high quality built environment remains creative and responsive.





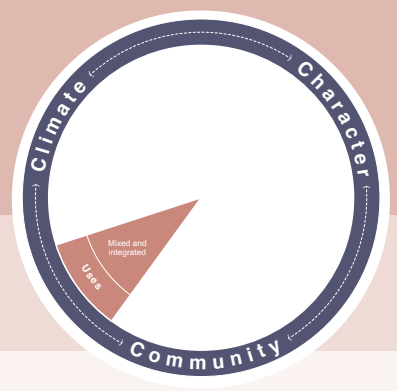
ILLUSTRATIVE MASTERPLAN | Not to scale

LEGEND

- SITE LOCATION
- PUBLIC OPEN SPACE AND AMENITY SPACE
- HARD LANDSCAPE FEATURE SQUARES/ FOCAL SPACES WITH PEDESTRIAN/CYCLE PRIORITY
- EXISTING TREES
- NEW TREE PLANTING
- WILDFLOWER / LONG GRASS
- COMMUNITY ORCHARD
- AREA FOR PLAY
- SUSTAINABLE DRAINAGE
- TRIM TRAIL ROUTE (2KM)
- PROPOSED NATIVE THICKET PLANTING
- PROPOSED ORNAMENTAL SHRUBS
- PROPOSED HEDGEROW
- SWALE
- MOWN PATHS
- PROPOSED SHARED PEDESTRIAN / CYCLE WAY ALONG CANTERBURY ROAD

USES

Mixed and Integrated



NPPF CHAPTERS
2,5,6,7,8,12

"Well-designed neighbourhoods need to include an integrated mix of tenures and housing types that reflect local housing need and market demand. They are designed to be inclusive and to meet the changing needs of people of different ages and abilities. New development reinforces existing places by enhancing local transport, facilities and community services, and maximising their potential use."

(Para. 109, NDG 2021)

6.18 The development proposals include the following:

Residential – up to 600 dwellings (Class C3)

6.19 The development proposals provide a gross area of 13.90ha of residential development, achieving up to 600 dwellings, allowing space for a mix of housing types, sizes, tenures to promote balanced communities.

Affordable Housing

6.20 It is proposed that 50% of the dwellings provided are to be affordable housing, in line with the emerging evidence base to the new Local Plan. The proposed tenure split will be 70% for Affordable Rent, 25% for First Homes and 5% Shared Ownership. The precise mix of unit types, sizes and details of tenure arrangements are subject to consultation and agreement with Three Rivers District Council. They should be provided as tenure blind clusters, dispersed across the site. Detailed design information regarding affordable housing provision will be submitted at the Reserved Matters Stage.

Self/custom-build Properties

6.21 2% of Open Market homes proposed on the site (approximately 12 no. dwellings) will be self/custom-build plots, designed to be sympathetic to the street scene and character area in which they are located.

Summary of Proposed Accommodation

Affordable Housing	up to 300 [50% of 600]
Market Homes	up to 300 [50% of 600]
Self/Custom Build	up to 12 [2% of 600]

1 Form Entry (FE) Primary School and Potential Expansion Land

6.22 1.40 ha of land has been set aside for the provision of a 1FE Primary School along with an additional 0.60 hectares set aside for potential expansion of the Primary School.

6.23 If this area were not to be deemed necessary for future school expansion then it could be made available for additional residential development. The relative mechanisms for this would need to be defined by way of a S106 Agreement.

Children's social care and supported living

6.24 One 5 bedroom property for children's social care and supported living. The location and size of this will be determined as part of a future Reserved Matters application.

Local Centre and Mixed-use Hub

6.25 Mixed-use areas provide a good basis for building communities that, in turn, will provide support to the proposed facilities. The outline application proposes a local centre to the south of the site and adjacent to Little Green Lane, accessible to both the existing and proposed communities. It is anticipated that the local centre will complement existing town centre retail facilities rather than competing with them, by providing community facilities within convenient walking distances of new dwellings.

6.26 Totalling 0.82 ha the local centre will provide a diverse mix of uses, with the opportunity for local shops and services to be set within an attractive 'square', contributing towards making this area an active and vibrant place throughout the day.

6.27 Space for the following uses could be accommodated:

- Medical Centre 1000sqm/10,764sqft
- Pharmacy 206sqm/2,217sqft
- Retail unit 1 400sqm/4,305sqft
- Retail unit 2 165sqm/1,776sqft
- Community Hub 430sqm/4,628sqft.

Public Open Space and Green Infrastructure

6.28 24.78ha of accessible public open space has been provided within the proposals.

6.29 One of the primary aims is to retain, enhance and protect existing landscape assets, which forms a strong and distinctive green infrastructure grid. This is the main linchpin behind the masterplan design.

6.30 The public open spaces have been designed alongside the constraints of the site, where residential development is not feasible. They have been utilised for the mitigation of flood risk, children's play and biodiversity enhancement.

6.31 The public open spaces also allow for the creation of a network of pedestrian and/or cycle routes to provide a sustainable movement network within the site, linking residential areas to the proposed school, local centre and the existing public right of way network.

6.32 Two main areas of open space are proposed. The first runs around the north and east of the development envelope, creating a new country park and buffer to the existing woodland assets within and around the site. The second divides the development envelope, creating a green link to the country park and viewing corridor towards Durrants House listed building.

6.33 Further details of the public open spaces are provided within the Public Spaces and Nature sections which detail typologies in relation to policy requirements.

LAND USE | Not to scale

LEGEND

Site boundary

LAND USE PARAMETERS

- Indicative area of land required for the proposed access, not within the residential land use (subject to detailed design)
- Indicative area of land required for internal access roads not within the residential land use (subject to detailed design)
- Proposed residential development (Use Class C3(a)) and a 5-bedroom property for children's social care and supported living (Use Class C3(b)) (including roads, footpaths, private drives, amenity and incidental open space and other associated infrastructure)
- Proposed open space (including amenity green space, children's play provision, allotments, country park, landscaping, footpaths, drainage and other associated infrastructure)
- Proposed mixed-use local centre including provision for NHS health and social care services (Use Class E(e)); community building (Use Class F2); retail and cafe provision (Use Class E(a-c)); and residential dwellings (Use Class C3) (including amenity space, landscaping, footpaths, drainage, car parking and other associated infrastructure, subject to detailed design)
- Proposed 1 form entry primary school (Use Class F1(a)) and associated infrastructure (subject to detailed design)
- School expansion land (subject to detailed design)

MOVEMENT

Accessible and easy to move around



NPPF CHAPTERS 8,9,12

"Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function."

Para. 75, NDG 2021)

6.34 The proposed layout shows the disposition of land uses and the proposed structure for movement within the development. A well-connected movement network, accessible by all users, is proposed which helps to ensure that all areas of the development will be accessible, easy to navigate, safe and secure. The proposed access and movement strategy will focus on the delivery of the following elements which are in accordance with the objectives of national and local planning policy:

- Proposed access points;
- Proposed pedestrian and cycle movement network;
- Street hierarchy;
- Street typologies; and
- Parking strategy.

6.35 The location of the development, adjacent to the existing and established community of Croxley Green is a positive characteristic which has been maximised through the provision of direct and attractive pedestrian routes.

6.36 The proposed access strategies set out here clearly define the main routes and help to achieve a permeable layout.

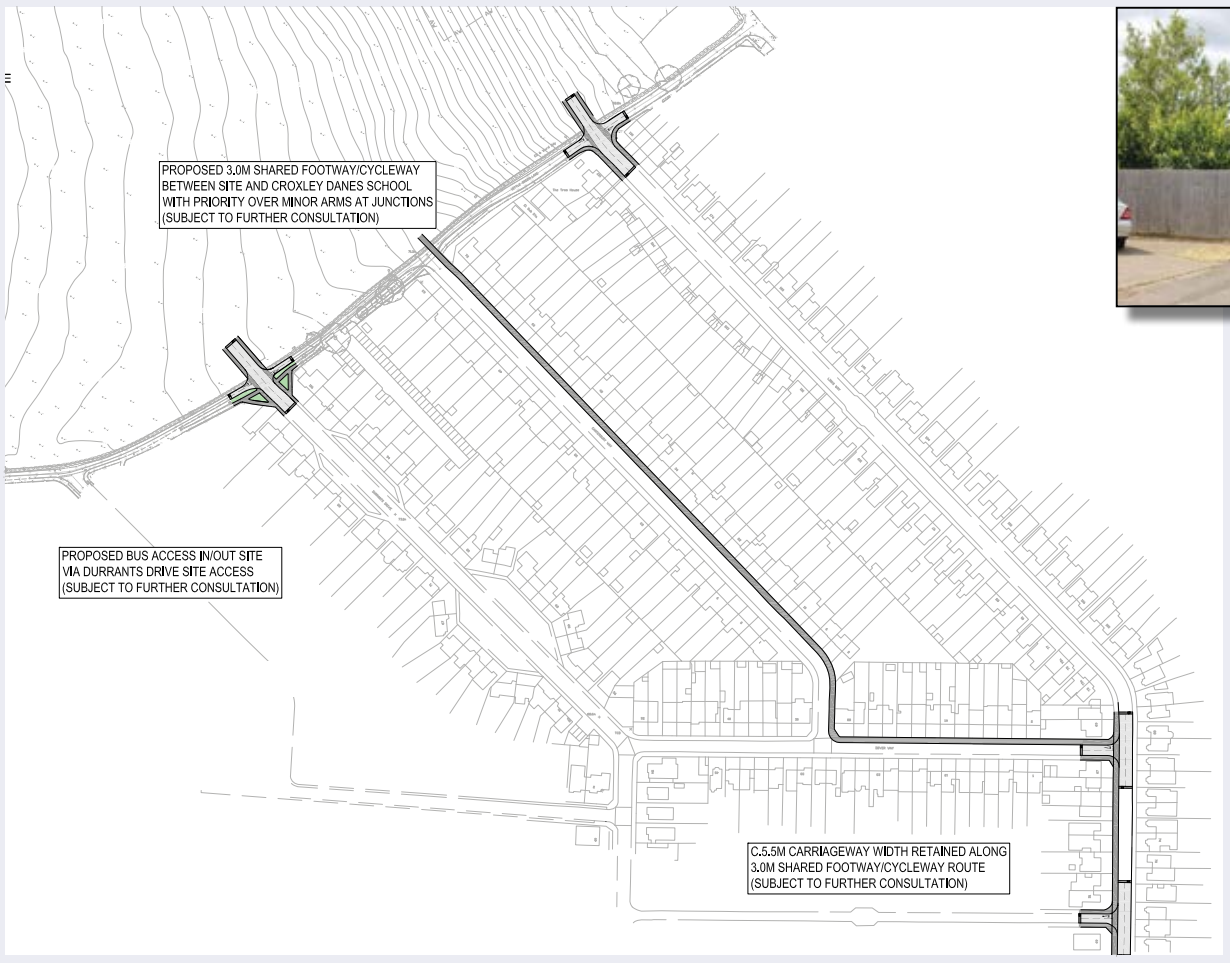
PEDESTRIAN AND CYCLE ACCESS STRATEGY

6.37 The development of an integrated pedestrian/cycle network within the site is seen as a key part of the transport infrastructure and encourages healthy lifestyles. Pedestrians/cyclists are led into the site from links created between areas of existing and proposed residential development.

6.38 Cycle use is encouraged through the high degree of permeability within the layout. With low vehicular speeds proposed within the development, cyclists will therefore find it safe and convenient to use the streets for cycling.

6.39 The following measures to provide accessibility by foot and cycle are proposed and illustrated, where appropriate, on the Access and Movement Strategy Plan:

- Provision of an off-road shared use formal foot/cycleway (minimum 3m width) running along western side of Links Way as far as Dover Way where the cycleway turns along this street before turning northwards towards the site on Canterbury Way. The footway/cycleway will be given priority over all side roads that it crosses along Links Way;
- Provision of circulatory pedestrian routes (minimum 2m width) through the site, offering pedestrians easy access to development and a choice of routes away from the Boulevard;
- Provision of key new pedestrian/cycle link across the site, linking Little Green Lane to the south and public right of way (Sarratt 017) crossing the north of the site;
- Dedicated 3m wide ped/cycle route alongside the circulatory primary street and bus route, which passes by the new local centre;
- Where possible pedestrian links will be suitable for use by disabled people;
- Particular attention will be paid to ensure surface material quality and sufficient active overlooking, to provide a sense of safety and security for users; and
- To ensure that vehicular movement corridors do not become a barrier to pedestrian/cyclist movements, pedestrian/cyclist movement will be given priority where appropriate and crossing points will be defined where appropriate, to enable all users to cross safely.



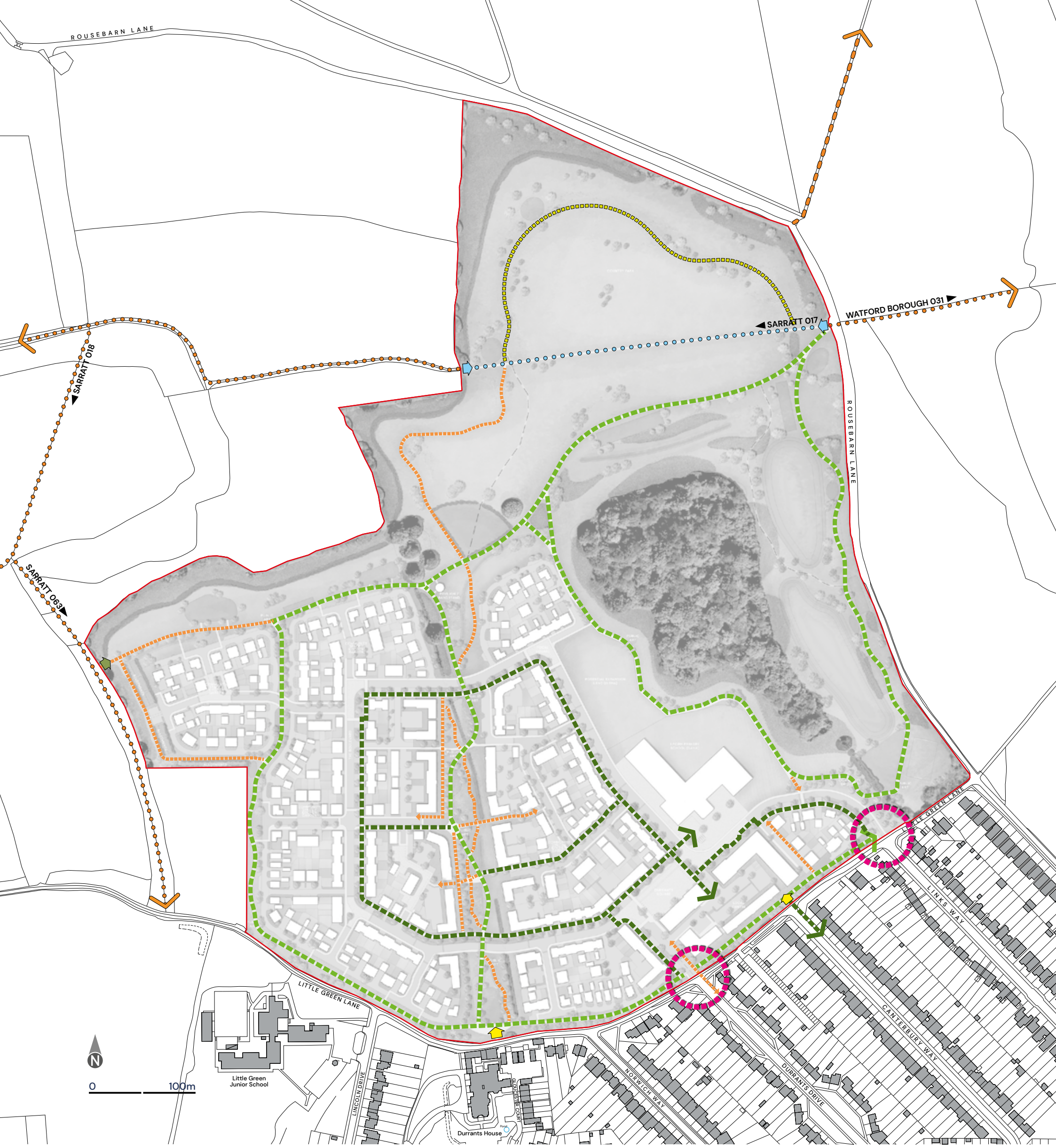
Proposed Site Access Layout (Plan ref T24544-004 Rev B produced by Hub Transport Planning)



View along Durrants Drive, looking north-west



View along Links Way, looking south-east



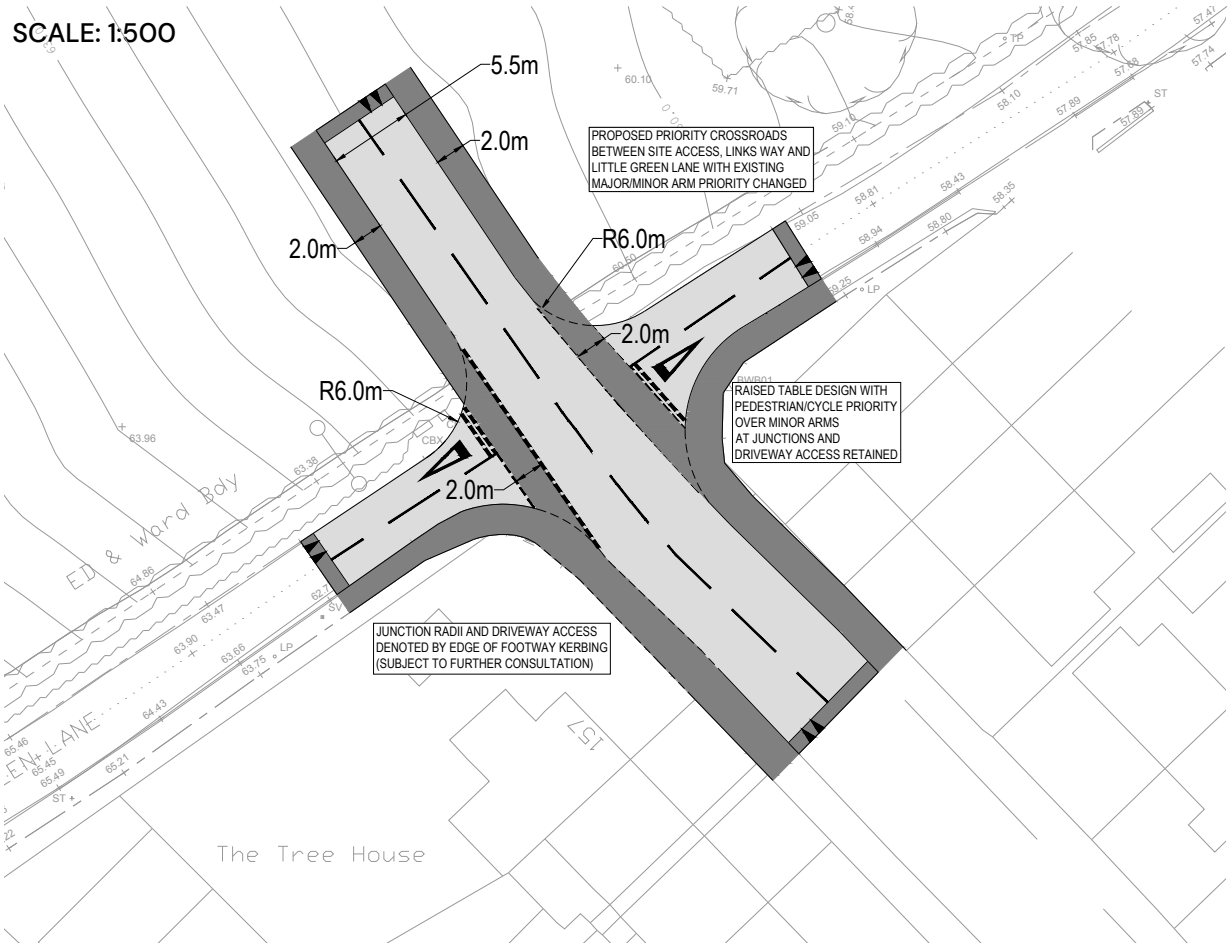
INDICATIVE PEDESTRIAN AND CYCLE MOVEMENT STRATEGY | Not to scale

LEGEND

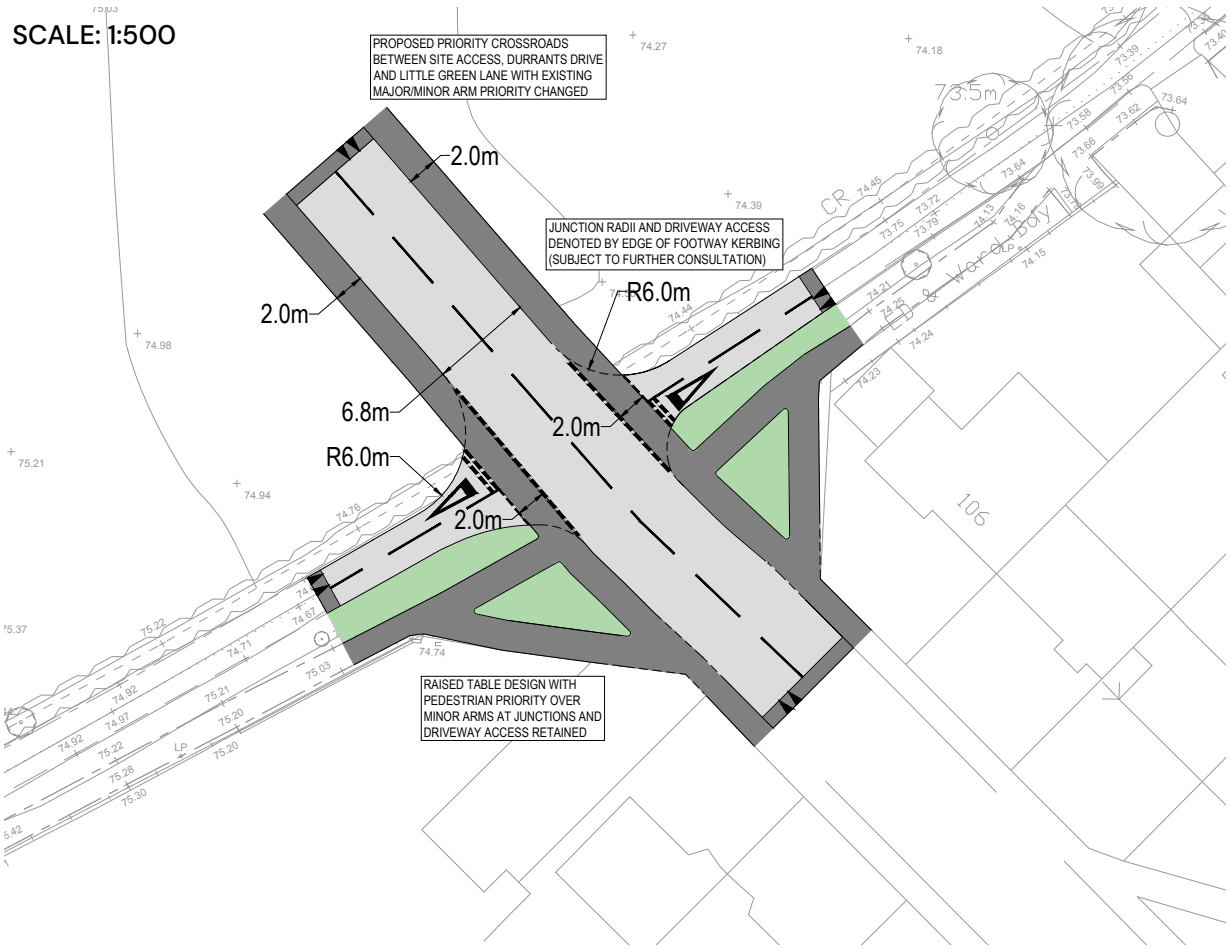
Site boundary

ACTIVE TRAVEL ROUTES

- Existing public right of way (Footpath)
- Existing public right of way (Bridleway)
- Existing public right of way retained (Footpath)
- Shared cycle/foot path (Through open space)
- Shared cycle/foot path (Through development block)
- Footpath (Through open space)
- Mown path (Through open space)
- Highway upgrades to provide a 'Copenhagen Style' junction
- Potential access/egress for cyclists and pedestrians only
- Potential access/egress for pedestrians only
- Existing public right of way access retained



Proposed Access from Links Way (Plan ref T24544-003 Rev C produced by Hub Transport Planning)



Proposed Access from Durrants Drive (Plan ref T24544-003 Rev C produced by Hub Transport Planning)

PROPOSED VEHICULAR ACCESS

6.40 Vehicular access to the proposed development will be provided via two direct vehicle access points from the northern ends of Durrants Drive and Links Way. The access points will provide priority access across Little Green Lane for both vehicles and cycles.

6.41 The proposals for access include raised tables at each of the entry junctions to the site, designed to keep speeds at or around 20mph. Required visibility splays will therefore be adjusted to consider these design proposals.

PARKING

6.42 One of the key elements to creating a successful development is to ensure that the building layout and landscaping of the scheme are the prominent features of the development.

6.43 To achieve this, the way people park within the development needs to be carefully considered as poorly planned parking can lead to behaviours such as kerb mounting, which can dominate the street scene.

Car Parking

6.44 Car parking at the proposed development has referenced the emerging Local Plan Preferred Policy Options following the Regulation 18 consultation[1].

6.45 The proposals do deviate from adopted car parking standards, with fewer spaces than currently required. The adopted Development Management Policies Local Development Document (Appendix 5) states “In areas of high accessibility and good service provision a reduction in the levels of parking for C3 Residential may be appropriate.” This deviation is justified by several factors, such as, the location being close to a Zone 4 area where parking standards may be discounted, the local centre parking will be shared, and the development will incorporate a new bus service to reduce car usage. The illustrative masterplan is reflective of the parking standards of the emerging Local Plan (see footnote [1]) standards which have been derived from the adopted Local Plan 2011-2026 and the emerging Local Plan evidence base, reflecting updated census data on car and van ownership as well as taking into consideration the latest NPPF (Dec 2024).

[1] **See the following:** https://api.threerivers.gov.uk/files/0fc0f040-cd6f-11ed-a53d-3ffe96670007/appendix-12-parking-standards.pdf

6.46 Allocated residential parking will predominantly be provided on plot, within the curtilage or within a garage. Garages have an internal dimension of 7M x 3M and to be used as allocated parking.

6.47 Allocated parking for apartments will either be to the side, front or within rear parking courtyards. Frontage parking will be avoided along the Primary and Secondary Streets so that cars do not dominate the streetscene. The influence of parking on character areas is included in the 'Identity' section later.

6.48 Although not a requirement of the TRDR 18 Plan Appendix 3, provision has been made for visitor parking spaces and spaces for allotment users.

6.49 As this is an outline planning application, it is anticipated that at the relevant reserved matters planning application, the level of parking will be applied in line with the relevant standards at that time.

M4(2) Category 2: Accessible and adoptable dwellings

6.50 Parking spaces within private curtilages have been designed so that at least one standard parking bay of 4.8m x 2.4m can be widened to 3.3m if required. Preferred Policy Option 6 requires 10% of new homes to be M4(2) (accessible and adaptable dwellings) which equates to 60 dwellings in the proposed development.

M4(3) Category 3: Wheelchair user dwellings

6.51 10% (30 dwellings) of the affordable provision has been designed to accommodate M4(3), where the standard 4.8M x 2.4M bay has an additional 1200mm clear access zone to one side and the rear to allow for wheelchair access.

Cycle Parking

6.52 Cycle parking within the local centre will be applied as per the cycle parking standards. These include:

- **Retail:** 1 short term space per 150sqm plus 1 long-term pace for 10 staff
- **Residential:** 1 long term space per unit where no garage provided
- **Residential (flats):** 1 space per 2 units
- **Community Hall:** 1 short-term space per 200sqm 1 long-term space per 10 staff on duty
- **NHS Health and Social Care Service:** 1 short-term space per consulting room 1 long-term space per 10 staff on duty.
- **Beryl Bike Hire**: proposed within Durrants Square.

Electric Vehicle Charging Points

6.53 It is proposed that Electric Vehicle charging points are included for each dwelling in accordance with Policy DM13 and Appendix 5 of the Development Management Policies LDD.

REFUSE AND EMERGENCY ACCESS

6.54 Refuse storage should be convenient with access to rear gardens with the requisite internal storage. Refuse collection for the local centre will be via the rear parking court where dedicated bin stores are located within each building.

6.55 Provision for deliveries for the retail element within the local centre is located to the frontage within the communal parking areas. An on-street loading bay is also provided on the Boulevard to the south-western corner of the local centre.

6.56 The design allows good access for emergency services, and facilities for the safe access to and from buildings in the event of an emergency.

Proposed access from Links Way showing new 'Copenhagen Style' junction



STREET HIERARCHY

6.57 A clear hierarchy of streets is proposed creating an integrated movement network. Variation in the street types proposed aids in the creation of a legible and permeable development, whilst also providing for, and encouraging pedestrian and cycle movement, and delivering necessary vehicular connections.

6.58 Streets will be designed as key aspects of the public space, the nature and form of which will vary according to their connectivity, function and location within the development proposals. The development proposals have been influenced by "Manual for Streets 1 & 2", which encourages designers to move away from standardised prescriptive measures and to adopt a more innovative approach, in order to create high- quality places for all users, ages and abilities.

6.59 Incorporating nature, particularly tree planting, within the streets is a key principle in the design of new developments. Tree-lined street has been given a priority in the latest edition of the NPPF, stating that:

> *"Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users".*
>
> (Para 131, NPPF 2023)

6.60 The development and internal road network will be designed to encourage low vehicular speeds (circa 20mph) and streets will be defined by the building layout, so that buildings and spaces, instead of roads, dominate the street scene. The design will promote safe walking and high permeability through the site and aims to limit the potential for anti-social behaviour.

6.61 The proposed street hierarchy recognises the need to combine the function of the street as a movement corridor, alongside its placemaking function. The importance of each of the street types in terms of its movement and place function varies within the hierarchy.

6.62 Within the site the Boulevard will provide the main access route into the development from Little Green Lane to the south of the site. Forming a loop through the site, this primary street will increase the permeability of the development and enables easy access to dwellings from the primary access point (opposite Durrants Drive).

6.63 The Boulevard has a 6m wide grass verge to one side of the carriageway containing a swale and tree planting. The verge separates a shared 3m wide foot/cycleway from the vehicular carriageway providing a safe active travel route. A 2m wide footway runs along the opposite side of the carriageway.

6.64 Lower category secondary streets feed off the primary street, providing access to residential blocks of development. Areas of hard paving are broken up with soft landscaping, creating attractive routes within the development.

6.65 Street lighting will be designed in conjunction with street tree planting to ensure safe and acceptable levels of lighting throughout the development.

6.66 The following street typologies are proposed for inclusion within the proposals:

- **The Boulevard (Primary)**: Tree lined main street with wide verge containing swale feature and dedicated provision for pedestrians and cyclists.
- **Residential Street (Secondary)**: Tree lined with planted raingarden verge and shared pedestrian/cycle path OR footway.
- **Village Street (Secondary)**: Lower category with footways to both sides of the carriageway.
- **Shared Surface (Secondary):** Shared surface mews and courtyards.
- **Private Lanes (Tertiary):** Shared surface perimeter routes.
- Footpaths and shared pedestrian cycle routes.

ROUSEBARN LANE

ROUSEBARN LANE

LITTLE GREEN LANE

LINCOLN DRIVE

Little Green Junior School

GLOUCESTER COURT

Durrants House

NORWICH WAY

DURRANTS DRIVE

CANTERBURY WAY

LINKS WAY

0 100m

INDICATIVE STREET HIERARCHY | Not to scale

LEGEND

Site boundary

STREET HIERARCHY

Boulevard
(Primary tree-lined movement: incorporating verge, swales, bus route, shared pedestrian/cycle path)

Residential Street
(Secondary tree-lined movement: incorporating verge, raingardens, shared pedestrian/cycle path OR footway)

Shared Surface
(Secondary)

Bus access only
(One way bus link through Durrants Square)

Village Street
(Secondary)

Private Lane
(Tertiary)

Bus route
(Access/egress through Durrants Drive)

THE BOULEVARD

KEY CHARACTERISTICS

- Formal character
- 6.75m wide carriageway
- 6m wide verge including swales and tree planting
- Dedicated shared cycle/footway at least 3m wide to the verge side of the carriageway
- Accommodate a regular bus service and include locations for bus stops;
- No street parking to avoid a vehicle dominated street scene; and
- Designed for speeds no higher than 20mph.



RESIDENTIAL STREET

KEY CHARACTERISTICS

- Formal character
- 5.5m wide carriageway
- 2m wide verge containing rain gardens, tree planting
- Dedicated shared cycle/footway at least 3m wide to the verge side of the carriageway OR a 2m pedestrian path;
- A 2m wide footway to the opposite side of the carriageway
- Occasional frontage parking
- Designed for speeds no higher than 20mph.



VILLAGE STREET

KEY CHARACTERISTICS

- Informal character
- 4.8m wide carriageway
- 2m wide footways to both sides of the carriageway
- Tree planting within front gardens where possible
- Use of frontage parking
- Designed for speeds no higher than 20mph.



SHARED SURFACE

KEY CHARACTERISTICS

- Informal character with equal priority for pedestians, cyclists and vehicles
- 5.0m wide carriageway with edge strips each side for services
- Trees within streets
- Some on-street parking
- Change in surface material.



PRIVATE LANE

KEY CHARACTERISTICS

- Informal character with limited vehicle movement
- 4.5m wide carriageway
- Trees within front gardens and open space
- Change in surface material
- Some on-street parking
- Can be connected.



SHARED PEDESTRIAN/CYCLE ROUTE

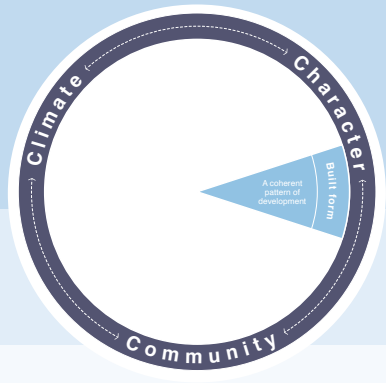
KEY CHARACTERISTICS

- 3m wide integrated cycle/pedestrian path either provided on-street or off-street to allow traffic-free routes through open spaces
- Trees within open space
- Surface material suitable for pedestrian/ cycle and wheelchair users
- Includes features to afford priority to pedestrians and cyclists when crossing other vehicular streets within the site.



BUILT FORM

A coherent pattern of development



NPPF CHAPTERS
8,9,11,12

"Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place."
(Para. 61, NDG 2021)

6.67 The design solution for the site will reflect the variety in townscape form that can be seen in Croxley Green and in particular the area surrounding the site.

6.68 The proposed illustrative masterplan has been designed around the constraints of the site as well as the relevant planning policies and standards, as identified in the previous sections and summarised in the following paragraphs.

PLACEMAKING

6.69 The proposed layout has adopted the principles of best practice in urban design, comprising an arrangement of outward facing perimeter blocks that present a strong frontage to the public realm and secure private rear gardens. This perimeter block form of development promotes safety, security and surveillance to minimise the opportunity for crime and anti-social behaviour within areas of public realm whilst creating a positive urban space.

6.70 In addition to providing a secure and legible form of development, the perimeter block layout ensures a permeable movement network is created through a clear hierarchy of streets.

6.71 The development proposals have been landscape-led. Provision of public open space has been maximised with a central greenway (Durrants View) integrating formal play spaces and active travel routes whilst maintaining views towards Durrants House listed building on Little Green Lane. Informal areas of open space, accommodating two Neighbourhood Equipped Areas for Play, community orchard, allotments, SuDS and areas of ecological and biodiversity enhancement, are located to the north, western and eastern edges of the site. These are linked to Durrants View to provide a strong and connected landscape framework.

6.72 The proposed development is formed by a number of outward facing perimeter blocks, a large proportion of which front on to areas of open space.

6.73 The Boulevard provides a formal 'tree-lined link' with regularly spaced trees and a wide grass verge to one side together with dedicated cycle/pedestrian paths. The formality of the street is reinforced by the near continuous built form frontage and strong building lines.

6.74 Although the primary street character is generally formal and continuous, it benefits from key views and vistas at various points along the street. These include internal vistas along green infrastructure corridors to provide visual connections to the existing context and aid legibility.

6.75 Taller buildings are proposed along The Boulevard and where they overlook areas of public open space. These are important on wider streets and open spaces to provide a sense of enclosure, create identity and define key streets and public spaces.

6.76 The use of landmark buildings at key junctions, marker buildings at secondary corners and focal buildings to terminate street vistas will enhance the legibility of this development and aid wayfinding. These will incorporate variations in height, materials, colour, frontage treatment and architectural styles.

6.77 A large proportion of development overlooks open space, in particular along Durrants View, providing an opportunity to locate larger buildings up to 4 storeys in these locations. This will create a focal point and clear identity for the development, encouraging social interaction, exercise and play. More informal and irregular built form along the perimeter blocks creates a soft edge to provide a gentle transition from built development to open space.

6.78 Continuous frontages such as those following primary and secondary streets, will be particularly prominent and critical to the appearance of the development. A particular focus has been the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the proposed development. The composition of frontages will vary according to street type and character area.

6.79 With respect to the hierarchy and variety of public open spaces, these are described in more detail in Public Spaces and Landscape Design.

6.80 In terms of placemaking the various combination of features such as Durrants View, retained mature hedgerows and ancient woodland, community orchard, allotments and Rousebarn Country Park to the north of the site, all make valuable contributions to the sense of place.

Gateways

6.81 Entrances to the site form two Gateways at Durrants Drive (primary) and Links Way (secondary). The Durrants Drive Gateway is formed by taller landmark buildings on both sides of the boulevard. The Links Way Gateway is a lower order entrance with buildings to one side of the carriageway and views towards the ancient woodland retained.

6.82 Both gateways will see a change in vehicle priorities ('Copenhagen' style junuction) and both are to be attractive entrances to the development to create a sense of arrival.

Squares

6.83 Focal Squares are located along the Boulevard to create key nodal points, predominantly formed by hard surfacing and street trees. Green Squares are located away from the Boulevard providing more a intimate experience with kitchen gardens and communal green spaces to create a sense of peace and seclusion.

6.84 In summary, in response to the site's location the following principles have been established to ensure the development delivers a clear and distinguishable character reflecting the local vernacular:

- Landscape led design.
- Ensuring dwellings address the public realm and locate defensible private space to the rear;
- Create a well-defined hierarchy of streets to aid users to orientate themselves within the site with the use of focal points to define legibility;
- Creating linked green spaces which offer meeting points and safeguard potential pedestrian and cycle connections;
- Safeguard existing landscape and ecology components; and
- Locate dual aspect buildings at street corners to provide a positive frontage to both elevations and provide good levels of surveillance.



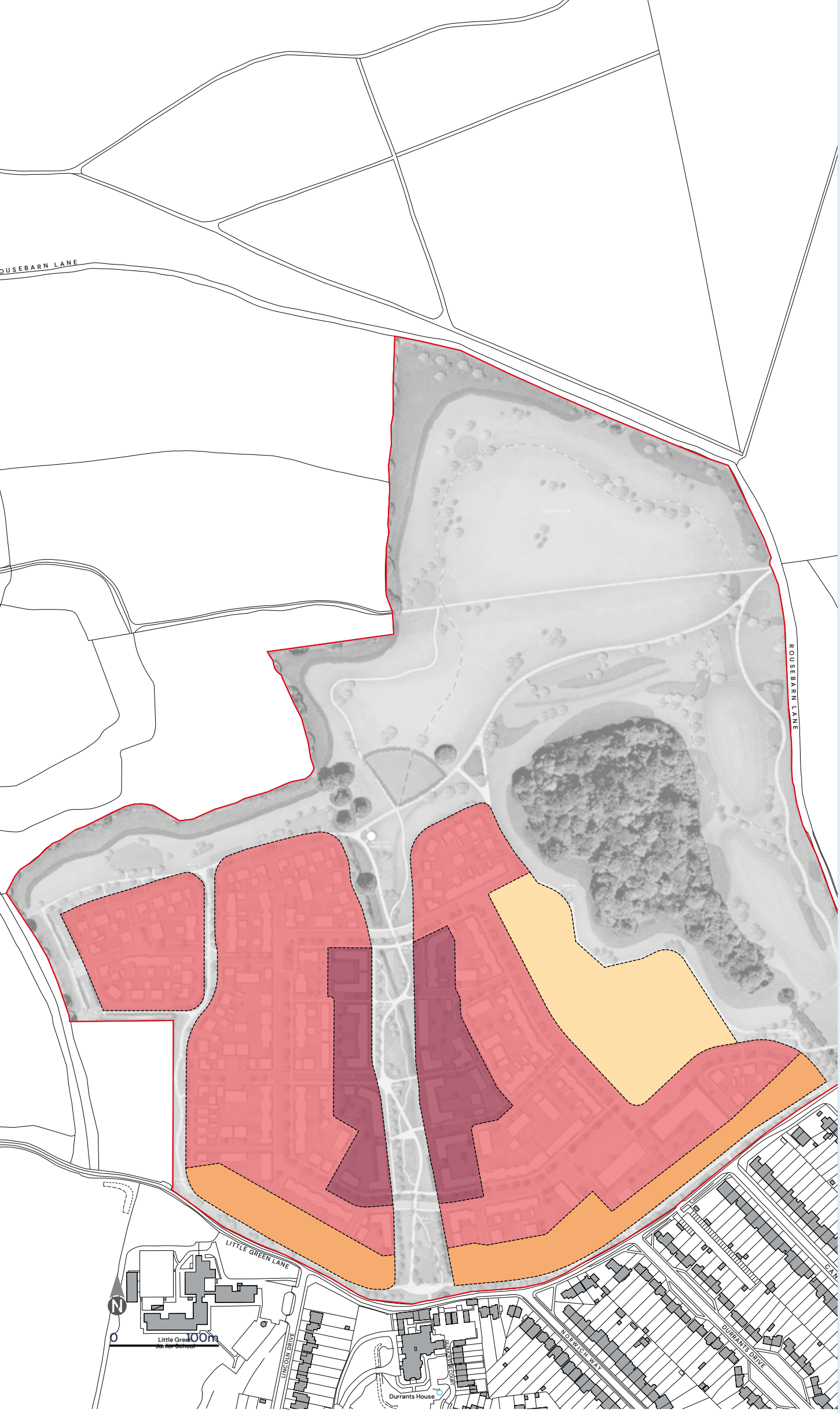
INDICATIVE PLACEMAKING | Not to scale

LEGEND

Site boundary

PLACEMAKING

- Tree-lined street
- Key frontage
- Greenway (Durrants View)
- Landmark building (Addressing key corners and gateways)
- Dual aspect/corner-turning building (Addressing secondary corners and junctures between street types)
- Focal building (to terminate a street vista)
- Focal landscape (to terminate a street vista)
- Gateway (including highway upgrades to a 'Copenhagen Style' junction)
- Key view/vista within the site
- Key view/vista to local context
- Focal square
- Green square



INDICATIVE BUILDING HEIGHTS | Not to scale

LEGEND

Site boundary

BUILDING HEIGHTS

- Up to 4 storey
- Up to 3 storey
- Up to 2.5 storey
- Up to 2 storey

DENSITY

6.85 The proposed average net density of the development is 43.17 dwellings per hectare (dph) over the gross developable area of 13.90 hectares and based on up to 600 dwellings.

6.86 This average density allows for the formation of higher and lower densities across the site, reflecting the proposed character areas discussed in the 'Identity' section.

6.87 Preferred Policy Option 3 requires new housing to be provided at a target density that responds to the site, its context and housing need, with densities of at least 50 dph.

6.88 The design proposals seek to strike the right balance between context-led design and meeting housing need. Whilst the proposed density is under 50 dph, we consider the design approach appropriate for the site and context. In particular its edge of settlement location, proximity and interface with the ancient woodland.

6.89 Additionally, the proposed density is reflective of emerging guidance (Appendix 1 Design criteria) which provides guidance on building separation distances..



INDICATIVE KEY FRONTAGES | Not to scale

LEGEND

Site boundary

FRONTAGES

Frontage Type 1
(Continuous built form frontage)

Frontage Type 2
(Formal development - Durrants View)

Frontage Type 3
(Village Streets)

Frontage Type 4
(Woodland Edge)

Frontage Type 5
(Squares)

BUILDING HEIGHTS (SCALE)

6.90 The height and massing of the proposed development varies across the site according to the nature of the public realm to be created.

6.91 The tallest element of built form (up to 4 storey) is within the centre of the site along Durrants View, as indicated on the adjacent building heights plan.

6.92 The majority of development is proposed up to 3 storey but along Little Green Lane, heights will be reduced (up to 2.5 storeys), to reflect existing dwellings.

6.93 The use of an increase in storey heights could be used where it would be appropriate to aid legibility and provide articulation within the street scene, including key junctions, termination of street vistas or where it is necessary to provide an increased sense of enclosure.

6.94 Variety in the heights and massing of the residential buildings will be achieved through the use of a range of dwelling types and sizes, ranging from 1 and 2 bed apartments, through to larger 4 bedroom detached houses.

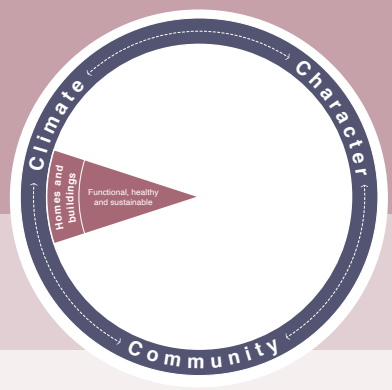
CONTINUITY AND MASSING

6.95 Key development frontages, such as those overlooking areas of public open space and following the primary movement route, will be particularly prominent and critical to the appearance of the development. Particular attention will be paid to the massing and architectural style of these buildings, so that they contribute positively to the quality and character of the new development. These frontages should be designed as a composition, with consideration also given to the spaces they adjoin, in order to provide a cohesive approach to these prominent positions.

6.96 Key frontage types are shown on the adjacent plan. Details on how these should be designed are presented within Section 7: Design Code.

HOMES AND BUILDINGS

Functional, healthy and sustainable



NPPF CHAPTERS
8,12

"Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them."

(Para. 120, NDG 2021)

6.97 Appendix 1 Design Standards have been taken into consideration, including: garden areas and amenity space requirements (private external communal spaces and balconies).

6.98 The proposals will comprise a distinctive character and a strong sense of place, informed by important site features and the existing valued qualities of the local area.

6.99 The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment.

6.100 House frontages should be carefully designed with generous windows from habitable rooms, clearly defined and attractive front doors and planting to act as buffer between the pavement and window.

6.101 All housing should be designed to be attractive individually and as part of the wider street composition. This includes the careful articulation of corners ensuring that corner turning house types with multiple active facades are utilised in the appropriate locations. These elements help buildings to activate public spaces, preventing the use of blank elevations or parking spaces negatively addressing exposed edges.

6.102 Internal habitable rooms should have high levels of natural daylight and connect well to gardens and terraces. Where apartments are built, private amenity space such as balconies should be integrated into individual dwellings.

6.103 Affordable housing will be well-integrated with a tenure blind approach so there is no discernible difference between private and affordable dwellings.

6.104 Refuse storage should be convenient with access to rear gardens and apartments with the requisite storage.

6.105 The design allows good access for emergency services, and facilities for the safe access to and from buildings in the event of an emergency, including safe egress from stairwells within apartments with provision for dry risers.

Housing Standards

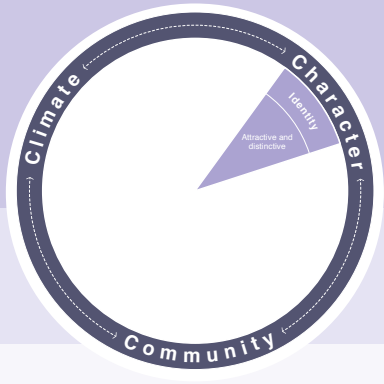
6.106 The development proposals as shown on the illustrative masterplan align with the emerging evidence base to the new Local Plan and the accessible/adaptability standards for new homes, with 10% of new homes provided as M4(2) standard (60 dwellings) and 10% of affordable homes being M4(3) standard (30 dwellings).

6.107 The Illustrative Masterplan and proposed density also complies with Nationally Described Space Standards (NDSS).



IDENTITY

Attractive and distinctive



NPPF CHAPTERS
8,12,15,16

"The identity or character of a place comes from the way that buildings, streets and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses."

(Para. 50, NDG 2021)

6.108 Character areas are a useful way of helping assimilate the design proposals within its surroundings, whilst providing a continuity of themes across the development and helping to generate a sense of place. The character of the proposed development incorporates individual design components which reflect the local area, including: built form principles; changes in building height; building setbacks; landscape treatments; architectural detailing; and materials.

6.109 The site has been divided into six proposed character areas each with a clearly defined character relating to the site's context and surroundings. The following pages describe how the character areas are designed in such a way to help create a varied and diverse townscape. The character areas are detailed below as follows:

- CA1: The Boulevard
- CA2: Little Green Lane
- CA3 The Villas
- CA4 Durrants View
- CA5 The Village
- CA6 Local Centre

6.110 A summary of the proposed residential character is set out on the following pages and how these relate to the layout.

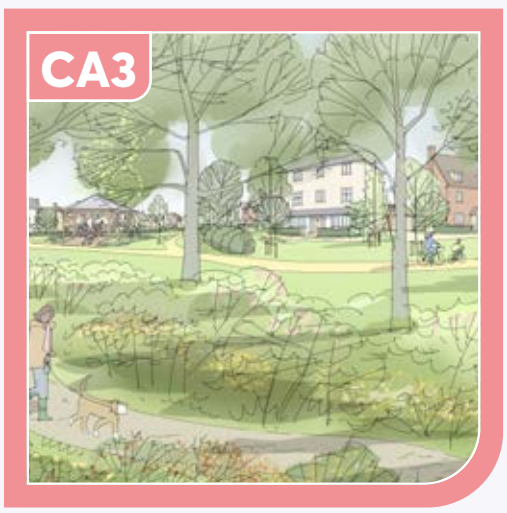
THE BOULEVARD



LITTLE GREEN LANE



THE VILLAS



DURRANTS VIEW

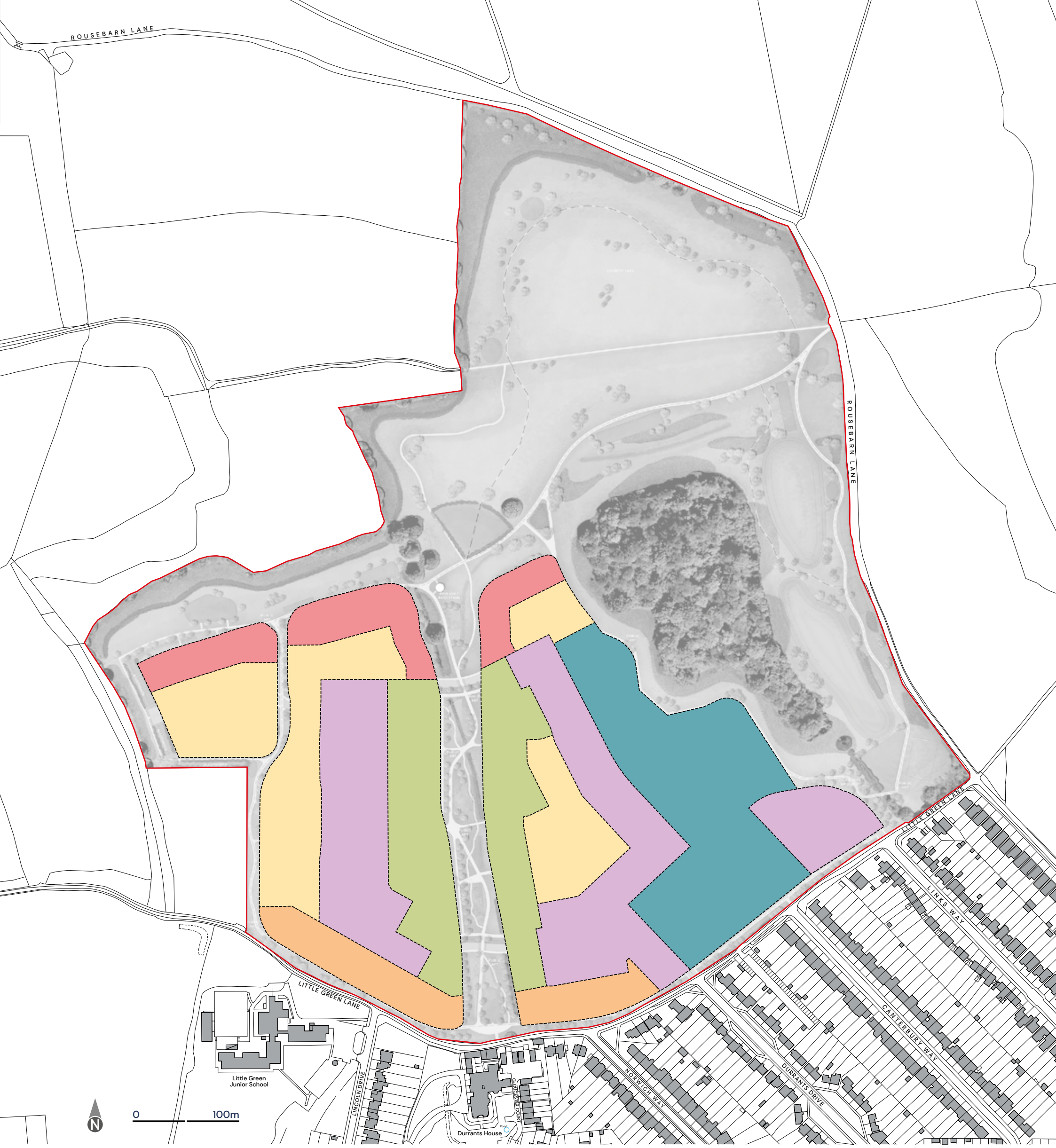


THE VILLAGE



LOCAL CENTRE





INDICATIVE CHARACTER AREA STRATEGY | Not to scale

LEGEND

DAS

Site boundary

CHARACTER AREAS

- The Boulevard
- Little Green Lane
- The Villas
- Durrants View
- The Village
- Local Centre

CA1

The Boulevard

KEY CHARACTERISTICS

The primary street will feature a dedicated pedestrian/ cycle route which connects with Little Green Lane and Rousebarn Lane and accommodate a circular bus service.

Building lines and regular tree planting will provide a formality to the street, with a high level of enclosure. Raingardens, swales and wildflower verges will help create identity, character and distinctiveness.

The Boulevard will provide dwellings up to 3 stories with opportunities for visitor parking bays in line with Council and Local Highways Authority requirements.



DESIGN CUES (from local context)









CHARACTER AREA LOCATION













CA2

Little Green Lane

KEY CHARACTERISTICS

The southern edge of the development forms the interface with existing residential development of Little Green Lane. The linear pattern of development will extend into the development creating a continuation of the built form and demonstrates how it responds to and integrates with existing streetscape and landscape.

Two vehicular accesses are proposed into the development via Little Green Lane, opposite Durrants Drive and Links Way.

The style and appearance of buildings will be sympathetic to the existing traditional character and will transition into the new development with high quality distinctive architecture.



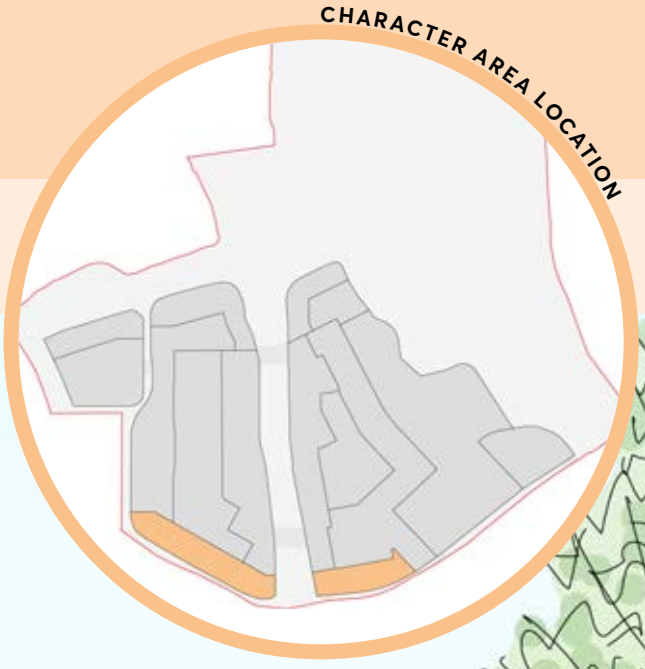
DESIGN CUES (from local context)










CHARACTER AREA LOCATION











CA3

The Villas

KEY CHARACTERISTICS

The character of the Villas is defined by its relationship with the ancient woodlands and country park along the periphery of the development. Generous 3 storey buildings will provide a strong built form accessed via quieter lanes and tertiary routes. The green corridors and pedestrian/cycle routes will connect to the active travel routes across the site. Architecture within these character areas will take cues from larger properties framing the existing Greens found within Croxley Green and the village of Sarrat.



DESIGN CUES (from local context)












CHARACTER AREA LOCATION













CA4

Durrants View

KEY CHARACTERISTICS

Durrants View will be a central corridor of publicly accessible green space, which retains and incorporates views of Durrants House (listed building) into the proposed development, looking south. This space will provide a green focus and identity for the development. It will be a place where people can meet, socialise and play.

New housing will overlook Durrants View, helping to define the view of the listed building. The existing hedgerow in this area will be retained and enhanced.

New buildings which frame Durrants View will have a traditional appearance, taking design cues from existing areas of Croxley, such as The Green and the village of Sarratt. Building heights are to range between 2 and 3 storeys, with some localised taller buildings, around 4 storeys, to create landmarks and focal buildings.



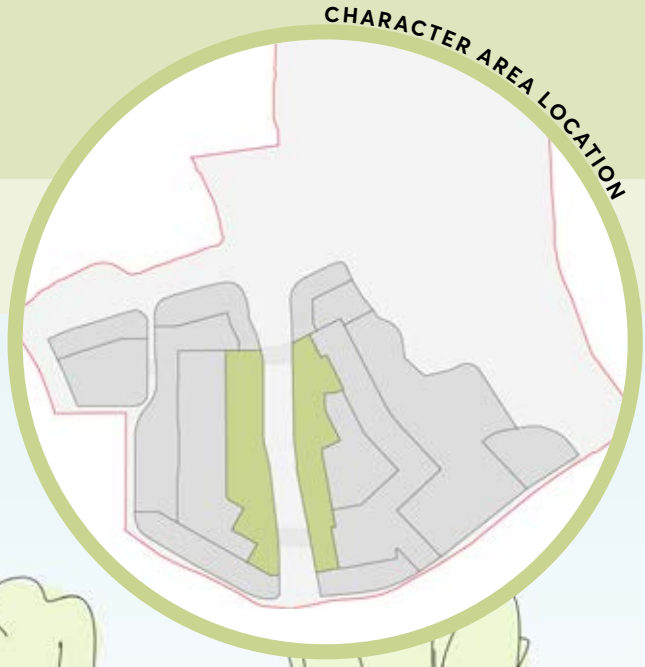
DESIGN CUES (from local context)










CHARACTER AREA LOCATION











CA5

The Village

KEY CHARACTERISTICS

The proposed layout, pattern and type of new buildings are founded upon traditional, best-practice urban design principles which will carefully stitch the development into its context. Influenced by the blend of Victorian and Georgian architecture which capture the essence of historic parts of Croxley. A formal, higher density character defines entry gateways, the local centre and boulevard. Mid-density housing based on an organic, de-formed grid with squares and greens at nodal points forms the central area of the development which gently transitions to lower density edges that celebrate characteristics of local rural villages. Building heights are envisioned to range between 2 and 3 storeys, with some localised taller buildings, around 4 storeys, to create landmarks, focal buildings and address internal views.



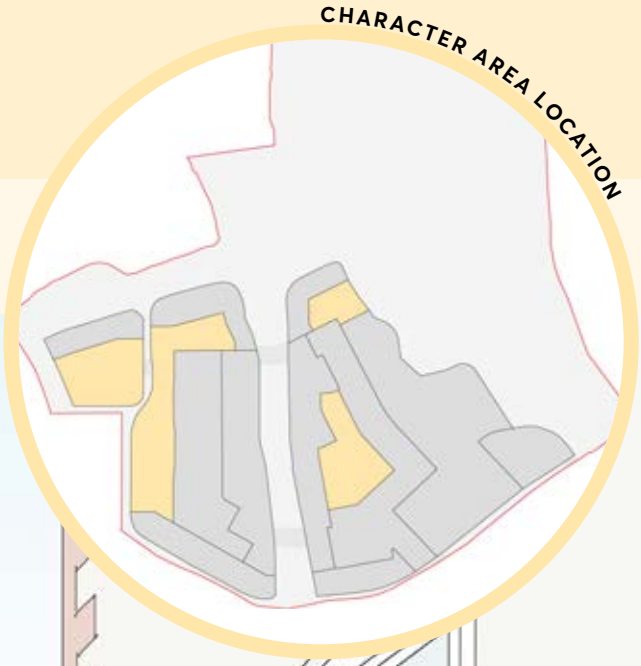
DESIGN CUES (✳ from local context)







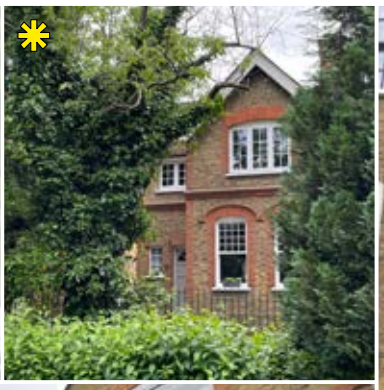



CHARACTER AREA LOCATION







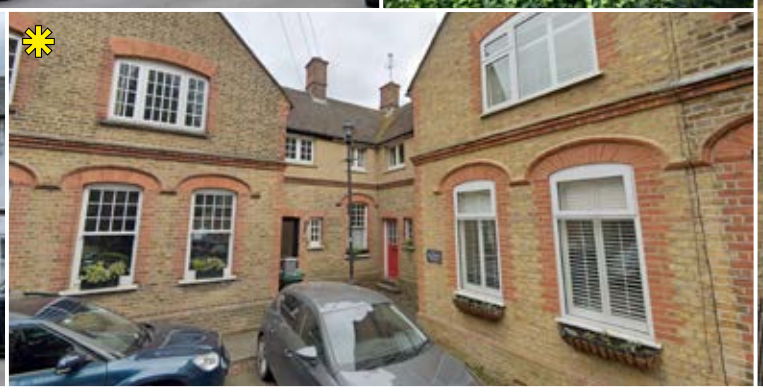












CA6

Local Centre

KEY CHARACTERISTICS

The new local centre will introduce new services and amenities to Croxley Green and help establish a genuine sense of community and pride. The local centre will have buildings up to 3 stories and proposed to comprise:

- **A new NHS health and social care service and pharmacy**
- **A new one form entry primary school, with additional land to safeguard expansion to 2 form entry if required.**
- **Retail units**
- **Cafe**
- **Community building**
- **Residential apartments**
- **Visitor parking spaces**
- **Electric Vehicle charging**
- **Cycle stands and bike hire scheme.**

The location of the proposed local centre aims to provide new community focus for the area but equally, to ensure delivery at an early stage of construction, should outline planning consent be granted.



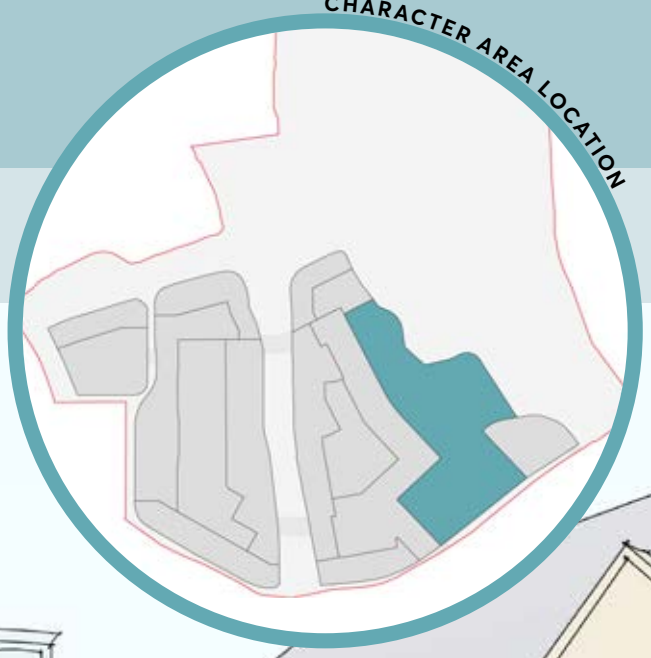
DESIGN CUES (from local context)










CHARACTER AREA LOCATION


SCHOOL
HUB
healthy eating cafe
healthy eating cafe
healthy eating cafe
coffees + bagels








COSTA

PUBLIC SPACES

Safe, social and inclusive

NPPF CHAPTERS 8,9,12

"The quality of the spaces between buildings is as important as the buildings themselves. Public spaces are streets, squares, and other spaces that are open to all. They are the setting for most movement. The design of a public space encompasses its siting and integration into the wider network of routes as well as its various elements. These include areas allocated to different users – cars, cyclists and pedestrians – for different purposes such as movement or parking, hard and soft surfaces, street furniture, lighting, signage and public art."
(Para. 99, NDG 2021)



LANDSCAPE STRATEGY

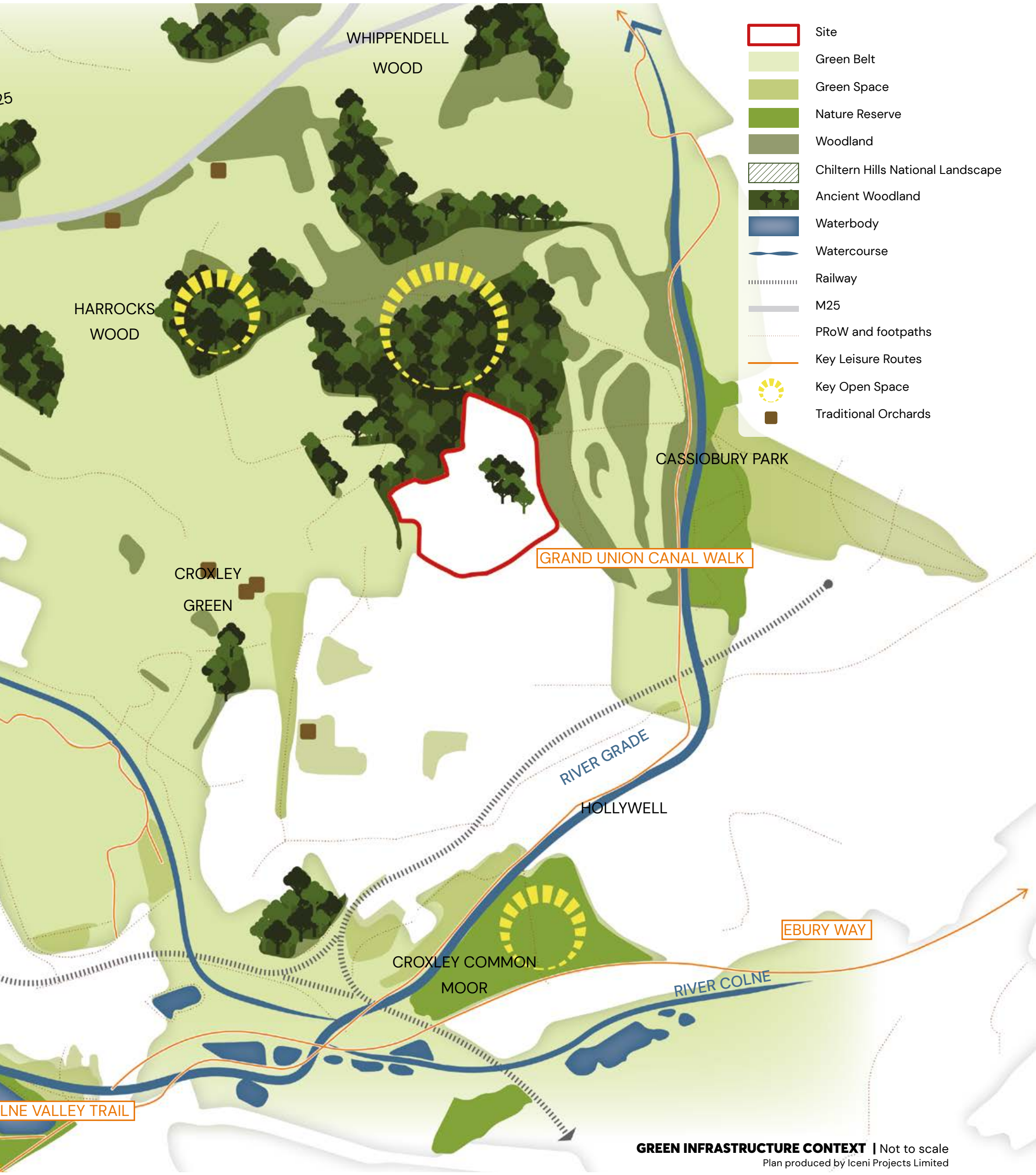
Connecting to a Wider Landscape

6.111 The landscape that surrounds the Site comprises a rich mosaic of green and blue infrastructure assets that are of strategic importance. This includes a patchwork of ancient woodland at Whippendell Wood, which is also a Site of Special Scientific Interest, Harrocks Wood, Merlin's Wood, and Dell Wood, with a block of ancient woodland also falling within the eastern half of the Site. A network of PRoW traverse through these woodland blocks and cross surrounding fields. This pattern of ancient woodland bounding arable and pastoral fields as well as former parkland continues northwards. The Chiltern Hills National Landscape is located approximately 2.5km to the west of the Site.

6.112 Areas of open access land exist at Dell Wood, Harrocks Wood and at The Green in Croxley Green. To the east, the Site is connected with Cassiobury Park via PRoW Watford Borough 31, as well as the green and blue corridor of the River Gade, Grand Union Canal, and the Grand Union Canal Walk promoted route. To the south, the confluence of the River Gade, River Colne and River Chess form the start of the Colne Valley Regional Park, a strategic chain of lakes, wetlands and woodland.

6.113 The Site offers the opportunity to contribute towards a more connected green and blue infrastructure network by improving linkages between, and enhancing the recreational, ecological and environmental function of, existing assets. It also presents the opportunity to create new green and blue assets to bolster the existing network, helping to contribute towards regional initiatives such as the emerging Hertfordshire Local Nature Recovery Strategy.





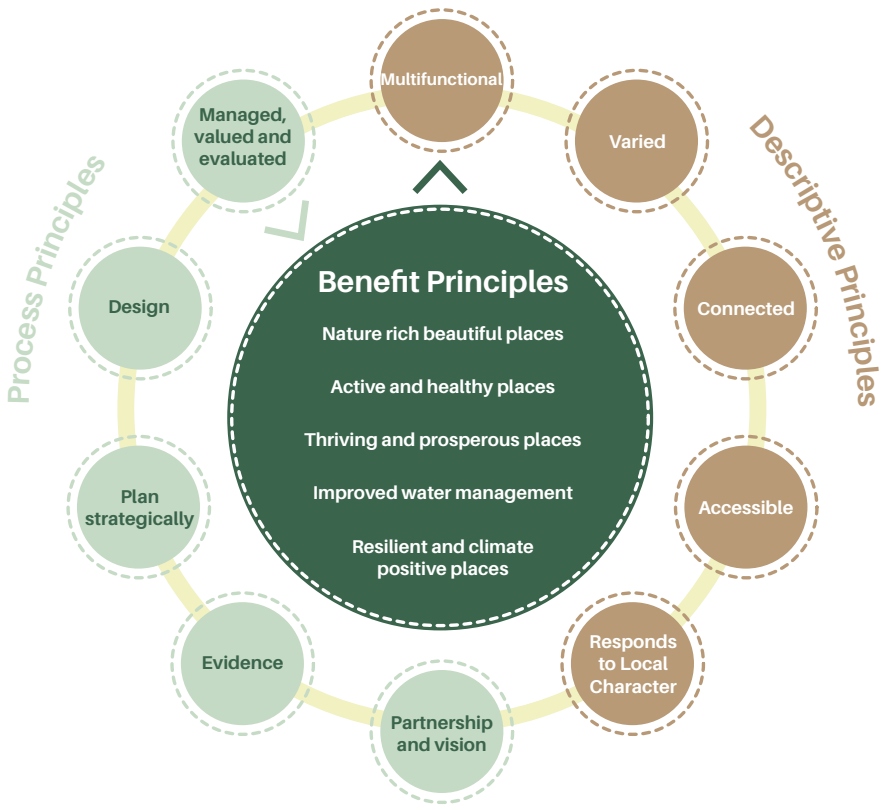
GREEN INFRASTRUCTURE CONTEXT | Not to scale
Plan produced by Iceni Projects Limited

Green and Blue Infrastructure Approach

6.114 Green and blue infrastructure forms the backbone of the Site and has been planned through strategic thinking with multidisciplinary collaboration. A green and blue infrastructure approach has been taken when designing the Site's landscape in that multifunctionality is at the core of the network, bringing with it multiple benefits for people, wildlife and the environment alike.

Natural England's Green Infrastructure Framework

6.115 Natural England launched the Green Infrastructure Framework in February 2023 as a commitment through the Government's 25 Year Environment Plan. The Framework is underpinned by 15 principles, which have guided the design of the Site's green and blue infrastructure, alongside Natural England's Green Infrastructure Design Guide. These principles also align with the objectives of the Hertfordshire Green Infrastructure Strategy and are shown below.



15 Principles of Green Infrastructure - Natural England GI Framework

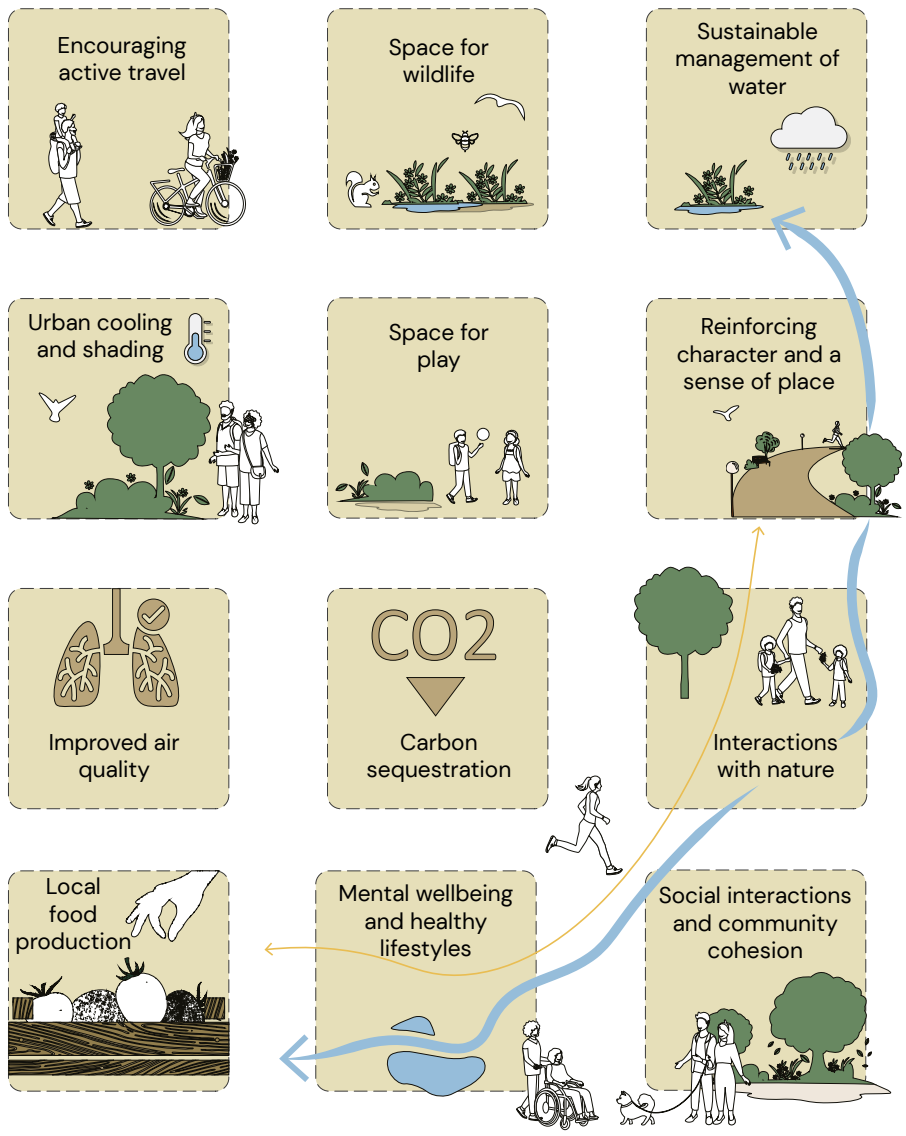
6.116 The delivery of new green and blue infrastructure is fundamental to the scheme and is focused on the retention and enhancement of existing landscape assets, as well as the provision of new recreational and ecological features.

6.117 The structure of the Site is focused around a linear corridor which runs north to south along an existing hedgerow. This corridor, known as Little Green, will form a green spine through residential parcels, allowing for easy access into the green infrastructure network from people's doorsteps and through the Site to surrounding public open space.

6.118 A new Country Park will provide considerable new recreation and ecological benefits and act as the transition between the new development and the wider landscape. The ecological and landscape benefits of ancient woodland both within and on the periphery of the Site will be preserved and incorporated into the character of the scheme.

6.119 Through the rest of the proposed development, greenways, civic squares and incidental green spaces will provide space for play, local food growing, social interactions and active travel, whilst also providing an attractive and green setting to the new neighbourhoods.

6.120 The landscape strategy has been driven by a robust evidence base, including the Landscape and Visual Impact Assessment (LVIA), a summary of which is provided in Section 4, as well as ecological and arboricultural surveys. The strategy has also been informed by other evidence base documents, such as the Hertfordshire Landscape Character Assessment, which has in turn informed the identification of open space character areas. This is explored in more detail overleaf.



The main benefits of well-designed green and blue infrastructure



ILLUSTRATIVE LANDSCAPE STRATEGY | Not to scale

LEGEND

- Site boundary
- Existing vegetation
- Existing vegetation to be removed
- Proposed native trees
- Proposed native thicket planting
- Proposed ornamental shrubs
- Proposed hedgerow
- Wildflower/long grass
- 3m wide cycleway
- 2m wide footway
- Hoggin path
- Mown path
- Paved square
- Drainage basins and swales
- Marginal and aquatic planting
- Decking area
- Locally Equipped Area for Play
- Neighbourhood Equipped Area for Play
- Community orchard
- Community allotments
- Bandstand/pavilion
- Focal feature e.g. public art or sociable seating
- Local Area for Play
- Trim trail station
- Seating area
- 2.5km circular route
- Public footpath
- Bridleway
- Lanes
- Informal kickabout area

Plan produced by Iceni Projects Limited

LEADING WITH CHARACTER

6.121 The common thread when thinking about strategic green and blue infrastructure is landscape character. By using landscape character to define and guide the design of new green and blue infrastructure, it allows for competing demands, such as recreation, biodiversity and environmental services, to be steered by an overarching design narrative. This is achieved by positively using the constraints of the Site, including topography, landscape pattern, field boundaries and habitats to define the masterplan structure.

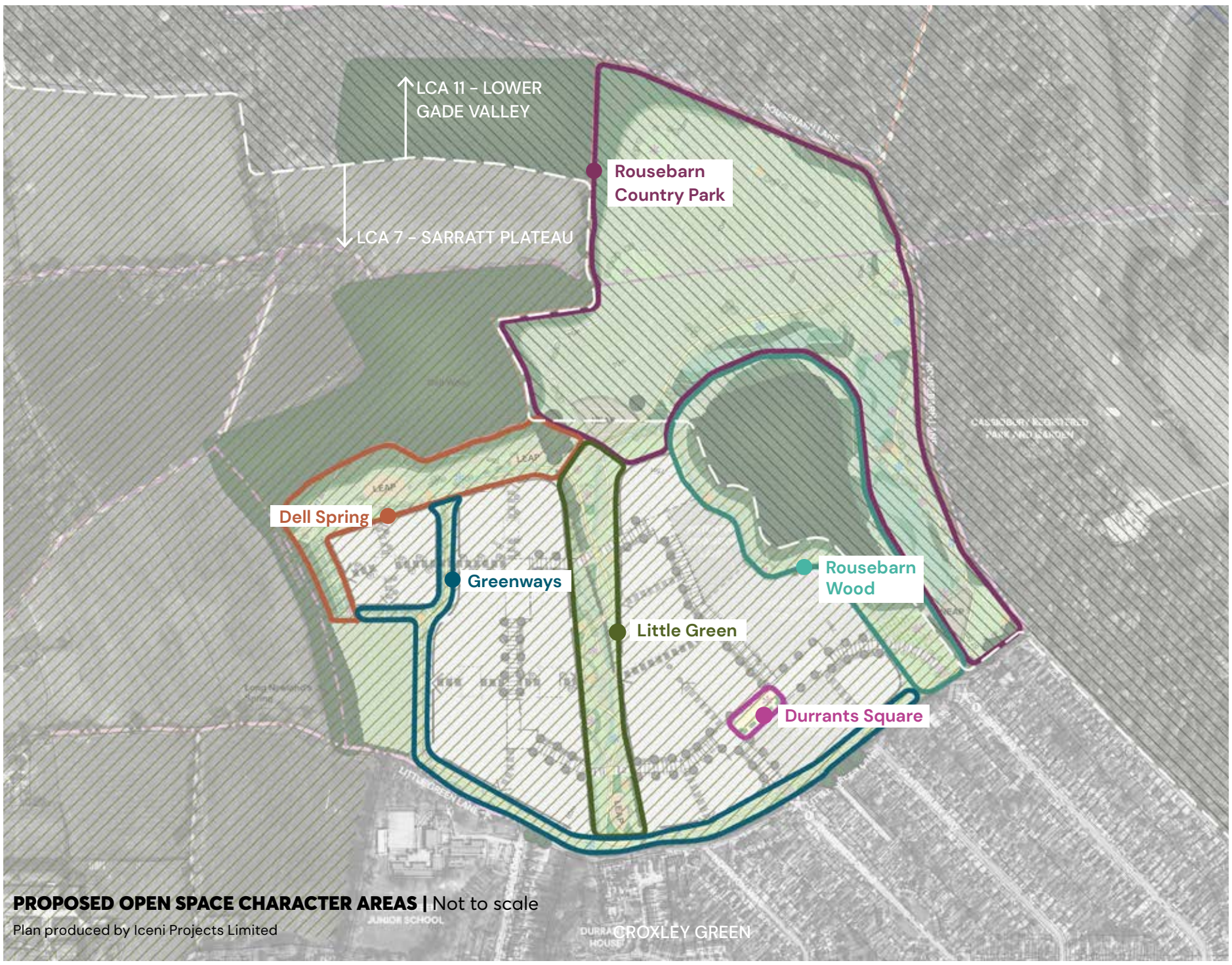
6.122 The Site spans two Landscape Character Areas (LCA) identified within the Hertfordshire Landscape Character Assessment. The south-western part of the Site is located within LCA 7: Sarratt Plateau, whereas the north-eastern part is located within LCA 11: Lower Gade Valley.

6.123 LCA 7 is described as *'a gently undulating plateau area locally divided by steepsided narrow chalk valleys. The area has a mature settled appearance with a number of traditional farm buildings, parklands and a predominantly pastoral land use.'*

6.124 LCA 11 is described as *'a narrow but marked river valley with the predominant influence from a combination of historic parkland and ancient woodland.'*

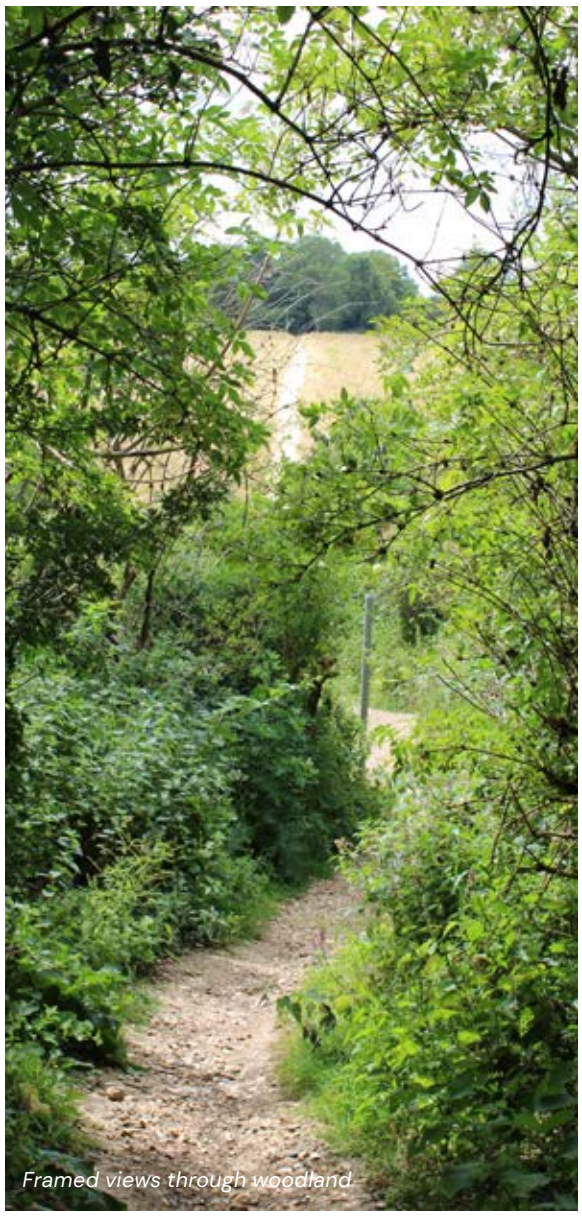
6.125 The LVIA notes that the Site shares few characteristics with these LCAs, although the woodlands within and on the periphery of the Site are characteristic of the wider LCA. That said, the Landscape Character Assessment still provides a number of design cues and guidance for managing change. Those that are relevant to the proposed development include:

- Promote the appropriate management of woodland in order to re-establish a rich ground flora. Seek to resolves conflicts arising from competing uses and activities;
- Maintain a balance between developing a rich variety of habitats and safe public access;
- Encourage landowners and developers to retain and increase ponds and wetland areas to enhance their visual and wildlife functions;
- Promote the creation of links between semi-natural habitats;
- Promote hedgerow restoration and creation;
- Promote education in the community about the historic and ecological importance of woodland;
- Improve recreational opportunities and direct public access from adjacent settlements; and
- Ensure all proposed recreational land uses include appropriate measures to manage and enhance the existing landscape setting and its historical and ecological value.



PROPOSED OPEN SPACE CHARACTER AREAS | Not to scale

Plan produced by Iceni Projects Limited



Framed views through woodland



Croxley Green Historical Boundary Walk



Ecological & historical interpretation at Whippendell



Footpaths connecting a mosaic of woodland blocks



Specimen trees and wooded skylines



A mosaic of grassland, scrub, trees & woodland



Meadows set within wooded skylines



Stone's Orchard © Croxley Green Residents Association

OPEN SPACE CHARACTER AREAS

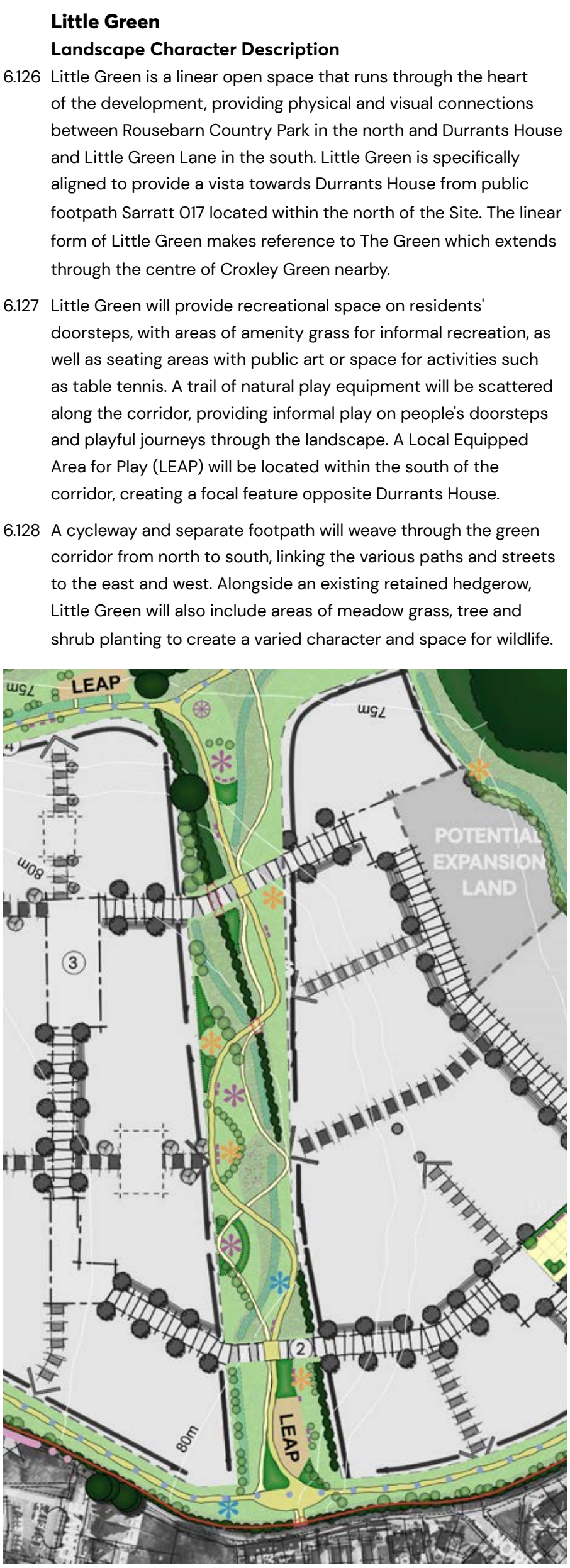
Little Green

Landscape Character Description

6.126 Little Green is a linear open space that runs through the heart of the development, providing physical and visual connections between Rousebarn Country Park in the north and Durrants House and Little Green Lane in the south. Little Green is specifically aligned to provide a vista towards Durrants House from public footpath Sarratt 017 located within the north of the Site. The linear form of Little Green makes reference to The Green which extends through the centre of Croxley Green nearby.

6.127 Little Green will provide recreational space on residents' doorsteps, with areas of amenity grass for informal recreation, as well as seating areas with public art or space for activities such as table tennis. A trail of natural play equipment will be scattered along the corridor, providing informal play on people's doorsteps and playful journeys through the landscape. A Local Equipped Area for Play (LEAP) will be located within the south of the corridor, creating a focal feature opposite Durrants House.

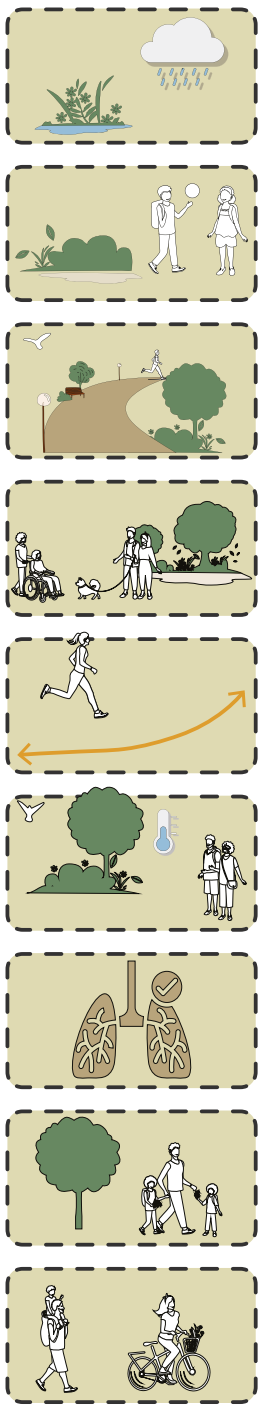
6.128 A cycleway and separate footpath will weave through the green corridor from north to south, linking the various paths and streets to the east and west. Alongside an existing retained hedgerow, Little Green will also include areas of meadow grass, tree and shrub planting to create a varied character and space for wildlife.



Key Landscape Design Principles

- Encourage use of the space as a linear experience, not just as a way for getting from 'a' to 'b' by creating space for activities, including:
  - Encouraging social interactions through use of seating, dwelling spaces and public art.
  - Providing activities for all abilities and ages, ranging from young children to older generations, for example table tennis and chess tables. Encourage 'play on the way'.
  - Provide a choice of routes through use of varying colours and textures to encourage safe active travel for recreation.
  - Encourage interactions with water through use of swales which weave through active travel routes.
  - Provide a bandstand / pavilion to create a flexible gathering space which could be used for things such as performances, personal training, or could be used as an outdoor classroom.
- Retain the existing hedgerow and hedgerow trees as a linear feature.
- Ensure longer views are retained and framed by vegetation.
- Ensure pedestrian and cycle priority where roads cross the space.
- Ensure high quality built form interacts with and overlooks the space, creating informal natural surveillance.
- Prioritise the use of native species, with the exception of where the landscape interacts with built form, where non-native street trees may be more appropriate for the urban conditions.

Key Green and Blue Infrastructure Functions















Rousebarn Country Park

Landscape Character Description

6.129 Rousebarn Country Park will wrap around the north-east of the Site. It will provide a natural transition between the development and the adjoining Whippendell Wood and the Cassiobury Park Registered Park and Garden. It will also form the interface between LCA 11: Lower Gade Valley and LCA 7: Sarratt Plateau.

6.130 The Rousebarn Country Park will mostly comprise of areas of long grass and meadow dotted with specimen trees, reflective of the former parkland found within the wider landscape. A variety of recreational paths would traverse the Country Park, allowing for a choice of routes and experiences. This will include informal mown paths through the meadows, allowing for interactions with nature. The open character of the Country Park will contrast with the woodland around it, creating an enclosed parkland that retains the wooded skyline as a focus.

6.131 The park will include made and mown paths, seating areas and picnic benches, signage and information boards. There will be smaller areas of amenity grass for picnics and other informal recreation. Two Neighbourhood Equipped Areas for Play (NEAP) will be located within the Country Park. One will be located in the south, forming a focal point at the interface between the Country Park, Little Green, Dell Spring and surrounding residential development. Another will be located in the south-east corner adjacent to existing houses.

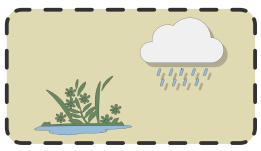
6.132 Infiltration basins which form part of the site-wide SuDS network would be located within the lower ground to the east. Large areas of the basins will be predominantly dry and be designed to complement the character of the Country Park by forming depressions with wildflower grasses and meadows, as well as bankside aquatic vegetation in areas which will be regularly wet. A decked area will provide access over the basins to view aquatic habitats up close and to encourage sensitive interactions with nature. A seating area and interpretation boards could also be included here, creating a destination within the Country Park.



Key Landscape Design Principles

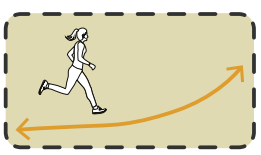
- Retain a sense of openness across the Country Park, with enclosure created by the wooded skyline of the surrounding woodland.
- Scatter native parkland trees in groups or as individual specimens. Locate trees to soften views of built form from PRoW Sarratt 017.
- Make use of attractive natural play equipment within the NEAPs that is themed around their woodland and wetland setting.
- Ensure, consideration is given to providing space for teenagers to gather, play and socialise, particularly teenage girls.
- Provide a hierarchy of routes, including shared active travel, pedestrian and informal routes. Mown paths through meadows will provide informal routes through the Country Park, encouraging interactions with nature.
- SuDS should be designed to be multifunctional and, where possible, bring amenity, ecology and placemaking benefits. They shoudl avoid overly-engineered designs and long fencelines (for more information see the Working with Water section).
- Provide space for wildlife through large areas of undisturbed meadow and grassland.
- Encourage sensitive interactions with nature through educational signage and activities. Include interpretation that provides a sense of time depth and history of the landscape.
- Ensure a positive interface with the residential edge through street tree planting and high quality architecture.
- Retain visual connections between the Country Park and Durrants House along Little Green.
- Enhance the quality of the existing PRoW (Sarratt 017) and encourage connections with the wider landscape.

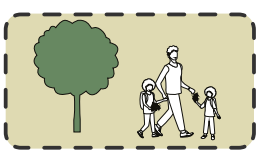
Key Green and Blue Infrastructure Functions

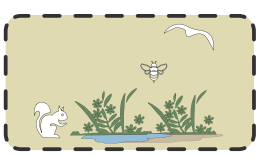

Sustainable management of water

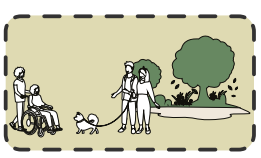

Space for play


Reinforcing character and a sense of place


Mental wellbeing and healthy lifestyles


Interactions with nature


Space for wildlife


Social interactions and community cohesion









Rousebarn Wood

Landscape Character Description

6.133 Rousebarn Wood encompasses the area of ancient woodland within the Site, as well as the peripheral areas along its edge. Due to the ecological and landscape importance of this ancient woodland, special consideration is needed in regards of its management, access and the treatment of edges.

6.134 Rousebarn Wood forms an important part of the proposed development's character by providing a wooded backdrop to the eastern half of the development, as well as to Rousebarn Country Park. Furthermore, it forms part of a wooded vista on arrival into the development from the Site's eastern access point.

6.135 Additional tree and orchard planting will be incorporated along the new access road to provide an attractive gateway into the development which makes use of a complementary land use adjacent to the ancient woodland. The community orchard will include heritage varieties found at the historic Stones Orchard in Croxley Green.

6.136 Other areas along the woodland edge will be enhanced to create an ecotone between the ancient woodland and the adjacent residential development. Access to areas of ancient woodland would be managed, with deterrents in place to discourage unmanaged access, including thicket planting.

Key Landscape Design Principles

- The new community orchard will be planted with species of local provenance, including cherries, apples and pears.
- Informal seating and play space within the community orchard should make use of the sloping topography.
- Introduce native thicket planting along the edge of Rousebarn Wood to create a scalloped edge and ecotone between ancient woodland and the development edge / Rousebarn Country Park.
- Incorporate long grass and meadow planting between thicket planting to create a variety of largely undisturbed habitats along the woodland edge.
- Access to ancient woodland should be restricted to provide undisturbed space for wildlife and to reduce risk of trampling. Dense and thorny species of thicket should be used where unmanaged access is considered a risk, for example adjacent to the primary school.
- A mown grass edge should be retained around the ancient woodland located within the Site to enable informal access to the woodland edge and interactions with nature.
- Where swales are included within the woodland edge, encourage informal access to them to enhance amenity value of the area on the edge of the woodland.
- Play features within the LAP at the community orchard should make use of the sloping topography.

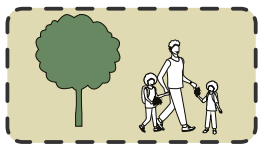


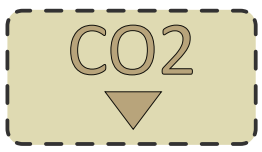
Key Green and Blue Infrastructure Functions


Local food production

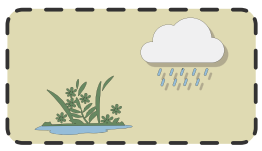

Reinforcing character and a sense of place

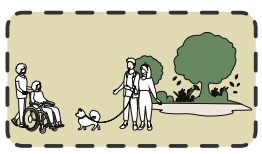

Space for wildlife


Interactions with nature



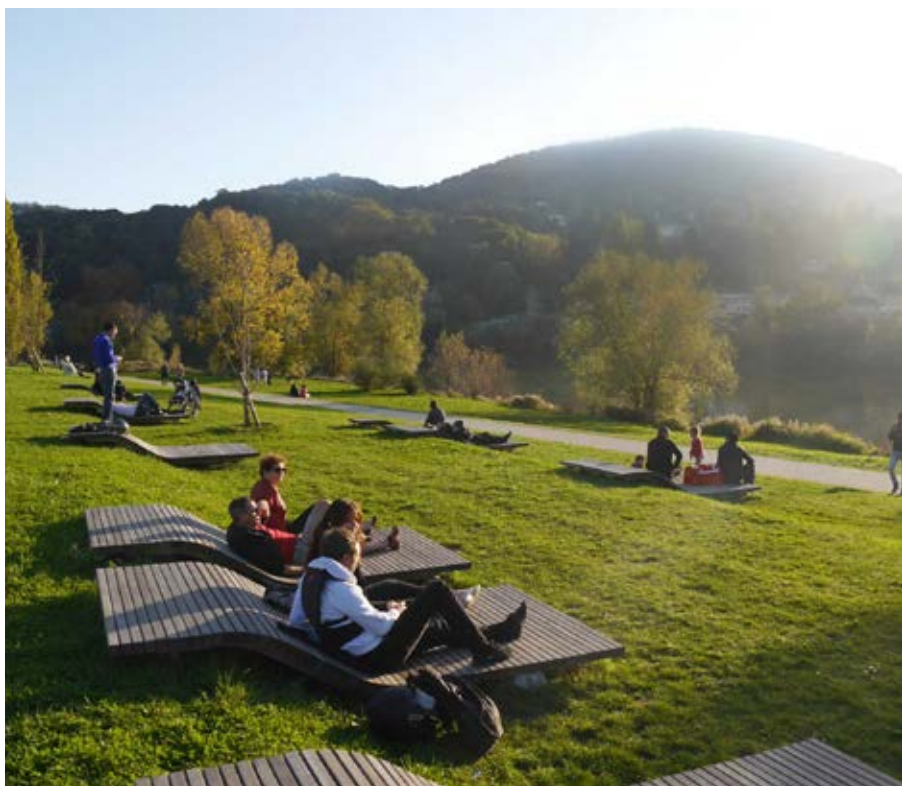
Carbon sequestration


Sustainable management of water


Social interactions and community cohesion













Dell Spring

Landscape Character Description

6.137 Dell Spring comprises the woodland edge areas of Dell Wood and Long Newland's Spring, two areas of ancient woodland located to the north-west and west of the Site. This woodland will create a wooded skyline and a green setting to the new residential development within the west of the Site. Furthermore, due to the ecological importance of ancient woodland, special consideration is needed in regards of its management, access and the treatment of edges.

6.138 Area's directly adjacent to the woodland edge will be enhanced to create an ecotone between the ancient woodland and the adjacent residential development. Access to areas of ancient woodland would be managed, with deterrents in place to discourage unmanaged access, including thicket planting. Access to the existing pond, located on the south-east corner of Dell Wood, would also be restricted.

6.139 A Local Equipped Area for Play (LEAP) would be located within the dell to the south of Dell Wood. Play equipment will make use of the varied topography and woodland edge setting of this location. Part of the site-wide trim trail will cross through Dell Spring and will include a trim trail station with fitness equipment.

6.140 Allotments / a community growing area with parking will be provided along the edge between Long Newland's Spring and the western residential parcel, providing an overlooked growing space.

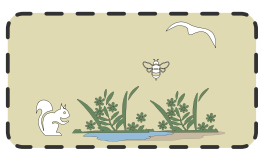
Key Landscape Design Principles

- Introduce native thicket planting along the edge of existing woodland to create an ecotone between ancient woodland and the development edge.
- Incorporate long grass and meadow planting between thicket planting to create a variety of undisturbed habitats along the woodland edge.
- Informal access to ancient woodland should be deterred using dense and thorny species of thicket. Access should be encouraged and signposted via existing PRoW routes.
- Where necessary, wooden fencing and signage should be used to deter access to ancient woodland and the existing pond at the south-east corner of Dell Wood. A mown grass edge should be retained around the ancient woodland located within the Site to enable informal access to the woodland edge and interactions with nature.
- Where swales are included within the woodland edge, encourage informal access to them to enhance amenity value of the area on the edge of the woodland.
- Include half and quarter size allotment plots to encourage uptake from a wide variety of tenants with varied time commitments.

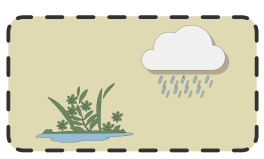
Key Green and Blue Infrastructure Functions



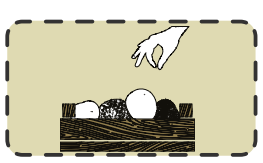
Reinforcing character and a sense of place



Space for wildlife



Sustainable management of water



Local food production



Interactions with nature



Carbon sequestration














Make Shed

Greenways

Landscape Character Description

6.141 Greenways will wrap around and through the Site, providing easy access to the active travel and open space network from people's doorsteps. Greenways will largely comprise mown grass with tree planting, and occasionally comprise meadow planting and swales, providing attractive green frontages to homes.

6.142 Focal points, including Local Areas for Play (LAP), public art, and seating will be included along the greenways. Shared pedestrian and cycle routes will connect homes with amenities within the Site, including Rousebarn Country Park, the primary school, and the local centre, as well as with locations outside of the Site, including Rousebarn Lane which provides a desire line towards Croxley Station, located on the Metropolitan Line. These pedestrian and cycle routes will also form part of the site-wide trim trail, which will include a trim trail station within the Greenways.

Key Landscape Design Principles

- Consider the interface between built form and landscape, creating a high-quality frontages to buildings and encouraging green defensible space.
- Avoid greenways that are lined by cars and clutter. Use good urban design to resolve cars, bins and bikes to ensure cars do not dominate the greenways.
- Prioritise the planting of native tree species, with the exception of some non-natives where a case can be made for their climate resilience. Relate tree planting palettes between greenways and adjacent street trees to blend public space across landscape and highways.

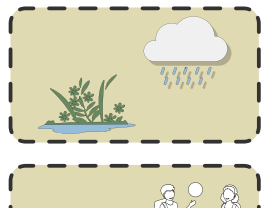
Key Green and Blue Infrastructure Functions



Reinforcing character and a sense of place



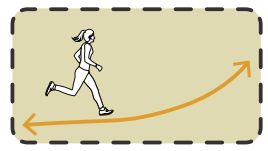
Urban cooling and shading



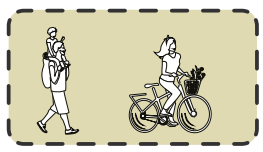
Sustainable management of water



Space for play



Mental wellbeing and healthy lifestyles



Encouraging active travel















Durrants Square

Landscape Character Description

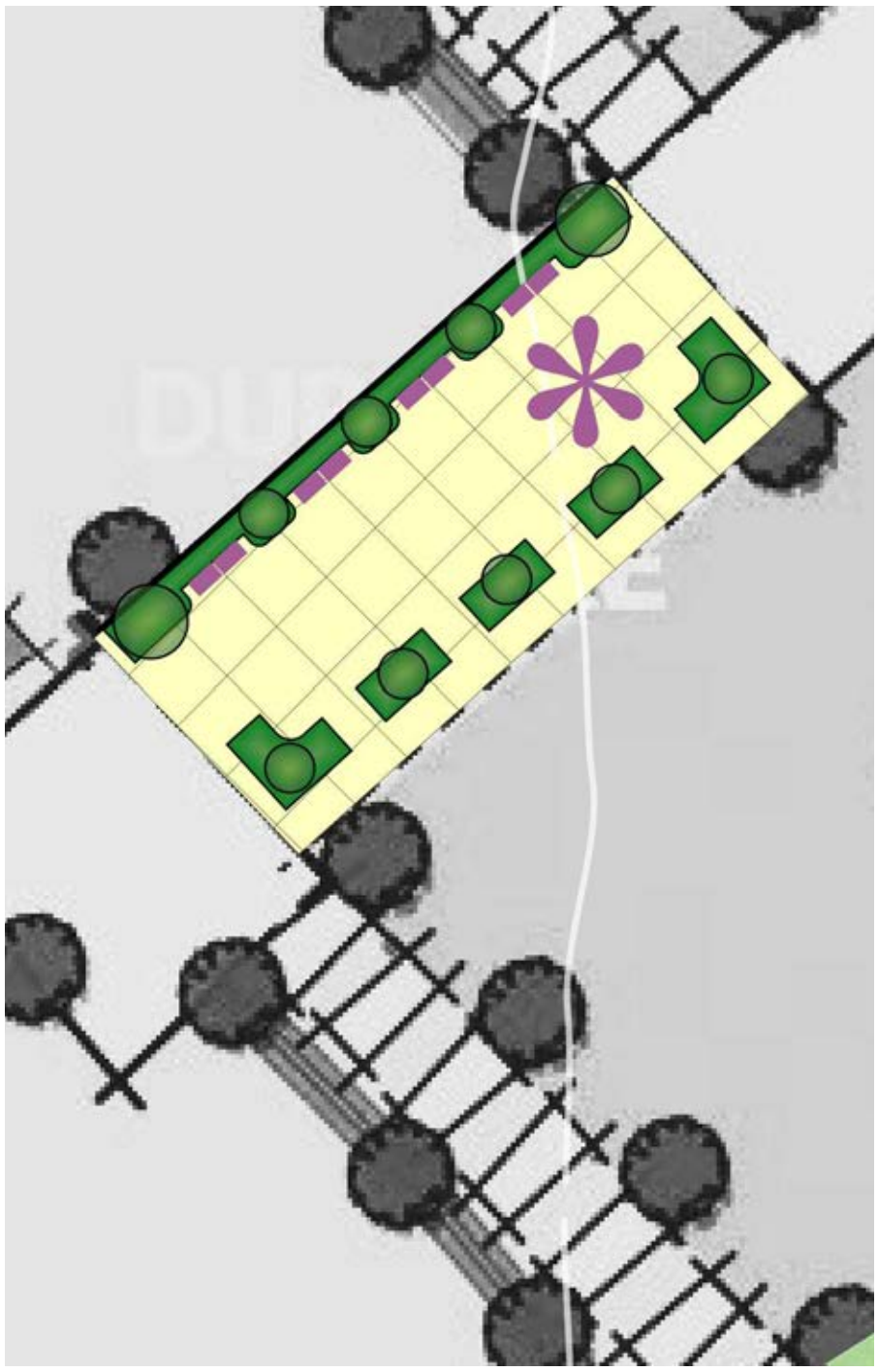
6.143 Durrants Square will provide a focal civic space for new and existing residents located adjacent to the new Local Centre and nearby to the primary school. Its position will allow for a spill out of community uses such as markets and performances. These events will make use of areas of hardstanding which will be flexible in function. Areas of ornamental planting and trees will help to create a welcoming, interesting and attractive gateway to the new development.

6.144 Space for other activities will be explored, such as table tennis and chess tables to activate the space and reinforce its role as a multi-use focal point. Use of moveable tables, seating and planters will help to create social spaces which are also flexible.

6.145 The Square will be closed to vehicular traffic, although one-way bus movement will be permitted. It will form a key linking space between the east and the west of the development.

Key Landscape Design Principles

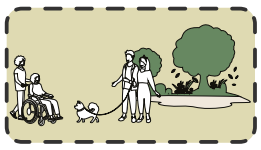
- Make use of high quality hard landscape materials and finishes, including lighting, signage and street furniture.
- Make use of moveable street furniture and planters, for example planters which can be moved by forklift, to create flexibility in the use of the space depending on community events and season.
- Use texture and colour of hard landscaping to differentiate spaces, including space for playing, activities, dwelling, gathering and movement. Colour and texture of areas of hardstanding should be distinct from the bus corridor to demarcate different modes of travel.
- Consider introducing additional activities such as table tennis and outdoor chess tables to appeal to a wide variety of generations.
- Ample seating should be provided which is sociable and flexible. Seating should be integrated with tree planting to provide shadey locations for dwelling.
- Deliver attractive and colourful ornamental planting within and around Durrants Square. Repetitive drifts of perennials, grasses and shrubs should be used to create impact and a sensory experience. Planting plans should create year-round interest through the use of evergreen shrubs and dried grasses and seed heads during winter months. Species choice should be pollinator-friendly, and should be designed to create low maintenance schemes.
- Provide space for safe and secure parking of bikes, scooters and push chairs to encourage walking and wheeling, as well as space for bike hire.
- Incorporate public art and play, preferably within the same feature, into the Square.



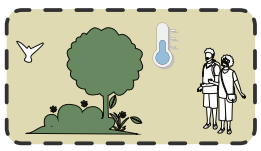
Key Green and Blue Infrastructure Functions



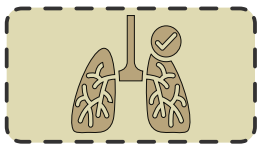
Reinforcing character and a sense of place



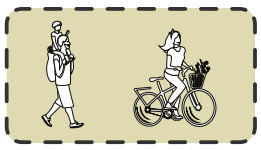
Social interactions and community cohesion



Urban cooling and shading



Improved air quality

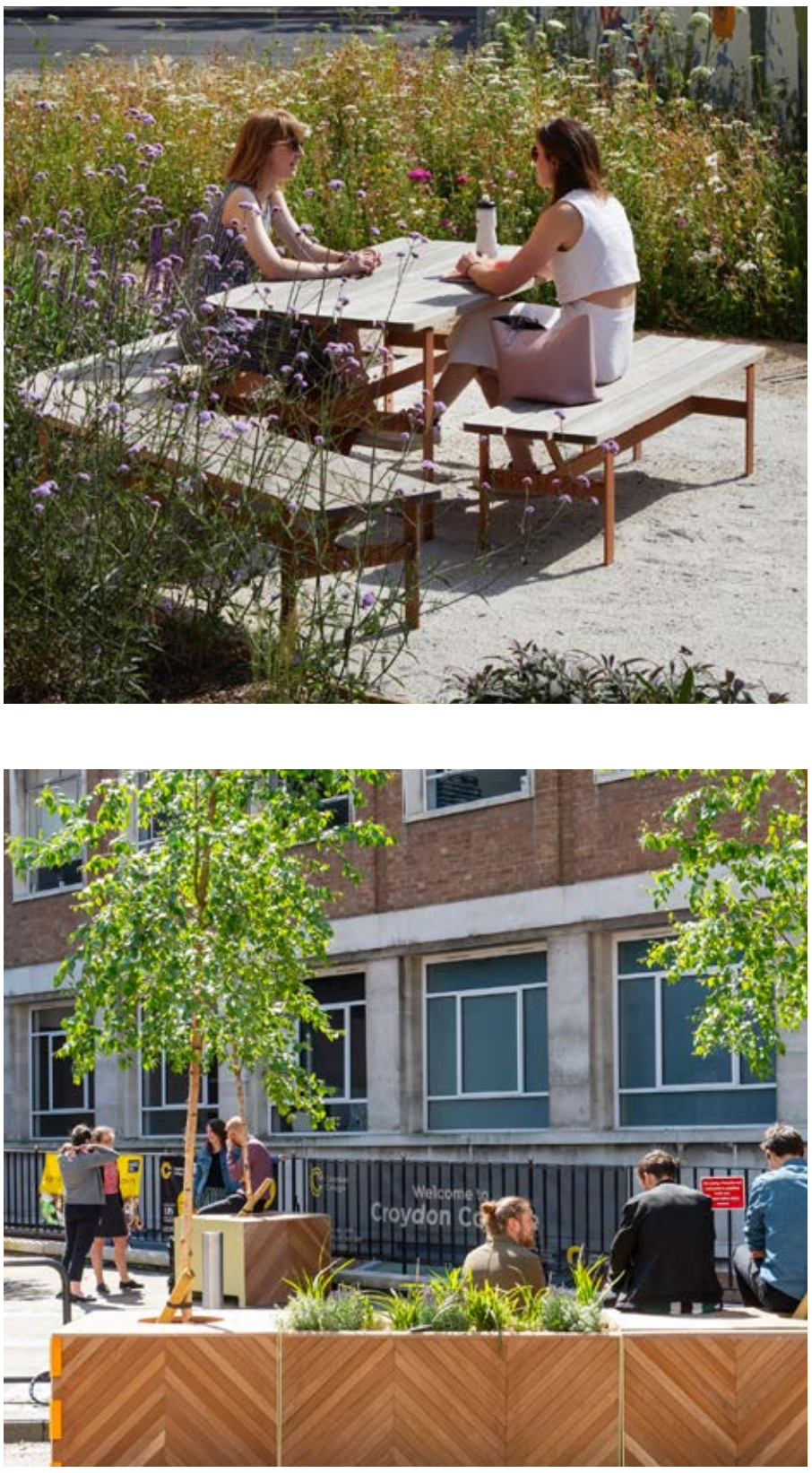


Encouraging active travel









Welcome to
Croydon Co

HEALTHY LIFESTYLES

6.146 A network of public open space and active travel routes will connect various play, exercise, sport, social and food growing activities across the Site, supporting the health and wellbeing of residents. Delivering a healthy and playful landscape will apply to all ages and abilities.

Play Strategy

6.147 The proposed development will sit within a playful landscape that provides a range of opportunities from doorstep play to adventurous play in nature. A mixture of informal and natural play opportunities will be located throughout the landscape, with larger equipped play areas situated at key locations.

6.148 Two Neighbourhood Equipped Areas for Play (NEAP) will be provided, including one within the south-east corner and one located centrally within the Site. These will act as play hubs which will cater to children of all ages, from toddlers to teenagers. Two Local Equipped Areas for Play (LEAP) will be provided, including one within the south of Little Green and one to the south of Dell Wood.

6.149 Local Areas for Play (LAP) will be scattered across the development to provide doorstep play. LAPs will primarily consist of natural play equipment to encourage imaginative play in nature. This will provide a network of 'play on the way' to create playful journeys through the Site's green and blue infrastructure network from doorstep play, to adventurous play on the Site's NEAPs and LEAPs, to imaginative and creative play within nature in the Site's Country Park, to connections with play opportunities within the wider woodland and landscape beyond the Site boundary.

6.150 Whilst the design of play spaces will be for reserved matters, play spaces will be inclusive and cater for all ages and abilities. Successful play spaces will be:

- Bespoke, taking design inspiration from their landscape setting, whether this is woodland, wetland or grassland. Where possible, they should make use of natural elements.
- Connected, via well-lit access for pedestrians and cyclists to the wider green and blue infrastructure network as well as residential parcels.
- Varied, providing a range of imaginative, social and physical play.
- Inclusive, for all ages and abilities, building in opportunities for risk and challenge as well as social gathering.
- Sustainable, both in design and maintenance.

Leisure & Exercise Routes

6.151 Alongside play integrated throughout the green and blue infrastructure network, exercise equipment will be introduced to create an informal trim trail. This will encourage use of the site's active travel routes not only for commuting, but for recreation and fitness purposes.

6.152 The Site offers the opportunity for a 2.5km circular route which takes in the various landscapes and open spaces of the scheme. It would also allow for connections with the wider countryside and longer trails through adjacent woodland. Smaller loops would also be created to cater for different abilities.

6.153 Public art will dotted along these routes and at focal points, creating interest along the network and helping to reinforce a sense of place. This will be combined with interesting landform, planting and natural features.

Food Growing

6.154 Space for community food growing has been located on the western edge of the Site, making use of flat land overlooked by adjoining properties. The growing area will be made up of a community kitchen garden with allotment shed, as well as a range of different sized allotments. Half and quarter size plots, as well as individual beds would be available for tenants. This will encourage uptake from a wider range of people with different experience and time commitments. Parking will be provided adjacent to the growing area.

6.155 Incidental spaces for community kitchen gardens will be provided within communal squares located throughout the residential parcels. These will form focal spaces for community use, reflective of Dickinson Square in Croxley Green.

6.156 A community orchard will be provided on the slopes of the south-east corner of the site, creating an attractive gateway to the scheme which is reflective of historic orchards within the local area. The orchard's position adjacent to the school could offer a stewardship body for the orchard.

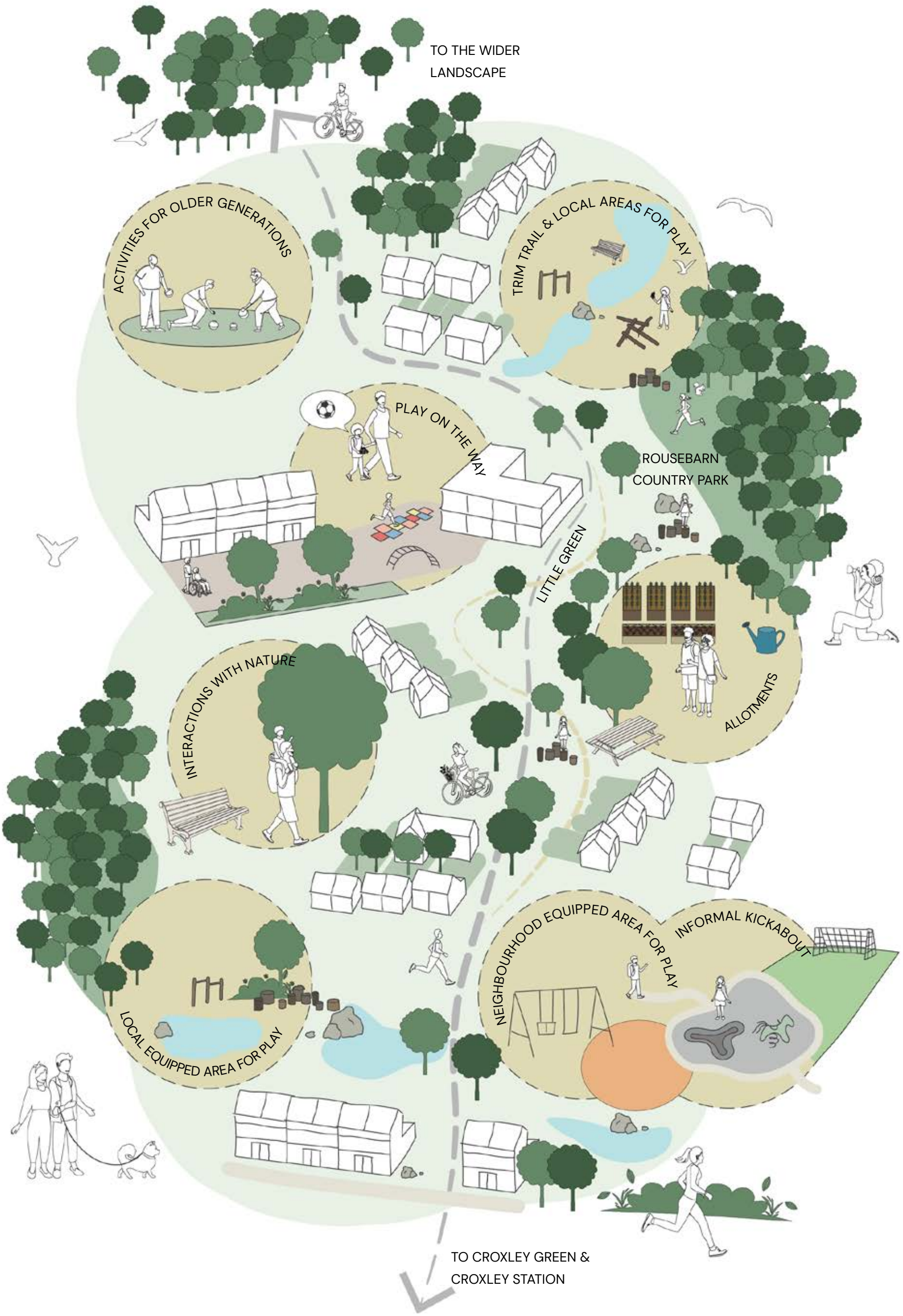
By encouraging local food production, this will help to install healthy eating habits within the new population, as well as fostering community cohesion and improving mental and physical wellbeing.

Social Interactions

6.157 Opportunities for social interactions and gathering spaces will be created at focal points throughout the scheme's landscape, particularly along Little Green and adjacent to equipped areas for play. This will include formal and informal seating, including sheltered seating and picnic areas, as well as performance spaces, such as a pavilion or bandstand.

6.158 Durrants Square will act as an outdoor area for community activities and social interactions. Its design will ensure flexibility in use depending on community needs, events and seasons.

6.159 Opportunities for incorporating activities for older generations will also be explored throughout the landscape, particularly within Little Green. This could include activities such as tables tennis, petanque or outdoor chess table, alongside sociable seating.


TO THE WIDER
LANDSCAPE
ACTIVITIES FOR OLDER GENERATIONS
TRIM TRAIL & LOCAL AREAS FOR PLAY
PLAY ON THE WAY
ROUSEBARN
COUNTRY PARK
LITTLE GREEN
INTERACTIONS WITH NATURE
ALLOTMENTS
NEIGHBOURHOOD EQUIPPED AREA FOR PLAY
INFORMAL KICKABOUT
LOCAL EQUIPPED AREA FOR PLAY
TO CROXLEY GREEN &
CROXLEY STATION

OPEN SPACE STRATEGY

6.160 The proposed development will deliver approximately 24.78ha of open space, equating to over 60% of the total site area. Furthermore, 2% of the site would comprise play space, meaning the scheme is compliant with Policy DM11 of the Development Management Policies LDD.

Policy Requirement (as % of site area)		Scheme Proposals (as % of site area)	
Open Space	Play Space	Open Space	Play Space
10%	2%	60.90%	2%

6.161 A number of different types of public open space will be provided throughout the site in order to cater for a range of uses and recreation provisions, as recommended in both the 'Fields in Trust' (FiT) Bench Mark guidance and Natural England's Accessible Greenspace Standards.

6.162 As part of the Three Rivers New Local Plan Evidence Base, an Open Space Standards Paper was produced in 2019. This provides recommended standards for the quantity, quality and accessibility of open space within new developments.

6.163 The paper provides an explanation as to why locally-informed standards should be used as opposed to national standards such as FiT or Accessible Greenspace Standards, largely due to Three Rivers' contrast in local circumstances, distribution and historical trends in the area. That said, the scheme adheres to Natural England's Accessible Greenspace Standard recommendation that everyone should have a local natural greenspace of at least 2ha within 300m of home and a neighbourhood natural greenspace of at least 10ha within 1km of home.

6.164 The paper also provides recommendations for minimum sizes of open space typologies, as well as accessibility (minimum distance) standards.

6.165 The adjacent plan and below table shows an indicative breakdown of open space and play typologies to demonstrate compliance with this guidance. The design of these spaces is driven by landscape character with the goal of delivering multifunctionality, and therefore, their end function is likely to span across multiple typologies. This includes green and blue infrastructure assets such as ancient woodland and SuDS that will contribute towards natural and semi-natural greenspace.

SPORT AND LEISURE STRATEGY

6.166 Sports Planning Consultants have evaluated the leisure needs of the proposed development. In order to arrive at the conclusions set out in their strategy document, the Playing Pitch Assessment and Strategy (2019) and the Built Facilities Strategy (also 2019) have been checked and challenged through consultation with Three Rivers District Council and the relevant National Governing Bodies of Sport.

6.167 Subsequent work has demonstrated that on site delivery to add value is not possible, and two options as potential approaches to mitigate the impact of the proposed development have been put forward. These off site contributions will bring significant off site benefit to the existing sporting infrastructure. On site, the development will benefit from careful consideration of active design principles within the masterplan.

6.168 Early discussions with Sport England have demonstrated support for the approach set out in the sports strategy which accompanies this application.

Open Space Typology	Recommended Quantity Standard (ha per 1,000 population)	Recommended Quantity Standard for the Site*	Approximate provision for the Site	Recommended Minimum Size (ha)	Compliant on Recommended Minimum Size?	Recommended Accessibility Catchment	Compliant on Recommended Accessibility Catchment?
Parks & gardens	0.21 ha	0.32 ha	2 ha	2 ha	✓	710m	✓
Natural & semi-natural greenspace	9.39 ha	14.09 ha	19.51 ha	0.4 ha	✓	720m	✓
Amenity greenspace	1.60 ha	2.40 ha	3 ha	0.4 ha	✓	480m	✓
Provision for children & young people	0.08 ha	0.12 ha	0.83ha (area of LEAPs, NEAPS & trim trail stations)	Equipped - 0.04 ha	✓	LAP - 100m	✓
						LEAP - 400m	✓
				Informal - 0.1 ha	✓	NEAP - 1,000m	✓
Allotments	0.13 ha	0.20 ha	0.27ha	0.4 ha	✘	N/A	–
TOTAL		17.13 ha	24.78 ha**				

* Note: population projections based off an assumption of 600 dwellings with a 2.5x multiplier.
** Note: provision for children and young people not included within the total open space provision due to overlap with other open space typologies.



OPEN SPACE TYPOLOGIES & PLAY CATCHMENTS

- LAP and 100m catchment
- LEAP and 400m catchment
- NEAP and 1,000m catchment
- 2.0km Trim Trail
- Trim Trail Station
- Park & Garden
- Natural & Semi-natural Greenspace
- Amenity Greenspace
- Allotments

CREATING A SAFE PLACE TO LIVE

6.169 One of the design objectives of the National Planning Policy Framework (NPPF) states that developments should:

> ***"... places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and fear of crime, do not undermine the quality of life or community cohesion and resilience"***
>
> **(Para. 130 (f), NPPF 2023)**

6.170 The design proposals for the site are based on an understanding of best practice guidance and reference has been made to the relevant documents including "Safer Places: The Planning System" and "Manual for Streets as well as ACPO "New Homes" guidance.

6.171 Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.

6.172 In forming the design proposals, the following key attributes have been included:



- Buildings orientated with frontages towards the central street and rear gardens facing boundary landscaping to ensure rear gardens are enclosed and protected, providing private rear amenity space for all dwellings;
- Public open spaces are well overlooked by the surrounding built form;
- All routes are necessary and serve a specific function or destination;
- The ownerships and responsibilities for external spaces will be clearly identified and the proposals facilitate ease of maintenance and management;
- Where parking areas are proposed they are well overlooked by the surrounding built form;
- Natural surveillance is promoted wherever possible; and
- Architectural details which promote natural surveillance and the active overlooking of spaces have been included in the design of the proposed dwellings, with considered window positioningoffering further angles of natural surveillance.

"Nature contributes to the quality of a place, and to



NATURE

Enhanced and optimised



NPPF CHAPTERS
8,12,14,15

people's quality of life, and it is a critical component of well-designed places. Natural features are integrated into well-designed development. They include natural and designed landscapes, high quality public open spaces, street trees, and other trees, grass, planting and water."

(Para 90, NDG 2021)

6.173 The proposed water management and planting strategies offer the opportunity to enhance and optimise the development proposals, providing resilience to climate change and supporting biodiversity.

RETENTION AND MANAGEMENT OF EXISTING VEGETATION

6.174 Existing vegetation forms an important part of the site's structure and the proposed development's character. As with any proposed development, the retention and enhancement of existing vegetation should be a priority. The scheme has minimised the impact and loss of existing vegetation, limiting removal to where it is necessary to facilitate new infrastructure. This includes localised stretches of hedgerow removal to accommodate site access and internal access through Little Green. All areas of ancient woodland would be retained and enhanced, as well as existing individual trees to the south-east of Dell Wood.

Proposed Planting

6.175 New tree planting will be provided across the Site to enhance landscape character, provide new biodiversity assets and to assist in placemaking. Street tree planting will form an essential part of the development parcels' character, whilst also bringing the multiple benefits of green infrastructure into the heart of the development, the importance of which is highlighted in para 136 of the NPPF. Street trees will often be accompanied by shrub and ornamental planting, as well as rain gardens and swales to aid in the sustainable management of water.

6.176 The Site's movement network will be defined by trees, aiding legibility and reinforcing a sense of place. The proposed boulevard, the main vehicular circulation route, will be regularly lined by trees, creating a more formal route with a clear definition for vehicular movement. This route will include bus movement and therefore eventual tree size and shape will need to accommodate this.

6.177 Staggered tree planting will line secondary streets, providing a less formal demarcation of street hierarchy. Tertiary streets will have more incidental street tree planting to align with urban form and building frontages. This irregularity of planting will create a more varied street scene, taking emphasis away from vehicular movement, slowing speeds and conveying more of a shared space. Tree planting along private lanes will be defined by their adjacent landscape areas.

6.178 New tree planting is also proposed within the public open spaces across the scheme. Tree planting along greenways will be informal in character, comprising clusters and linear groups that will provide stepping stones for biodiversity and will help to integrate built form within the wider landscape. Along Little Green, tree planting will match the linear corridor and frame focal spaces. Consideration will be given to the retention of a view corridor between Durrants House and Rousebarn Country Park by focusing tree planting on the western side of the corridor.

6.179 New native trees would be planted within the wider landscape in small groups and as individual specimen trees, reflective of the former parkland found within the wider landscape.

6.180 New scrub planting would be located along the edge of existing ancient woodland to create a more diverse woodland edge and ecotone between the woodland and surrounding grassland. Dense and thorny scrub species would also be used where necessary to deter access to the ancient woodland.

6.181 The scheme would also include other planting, such as amenity grass, long grassland, meadow, ornamental and riparian planting.



ACCESS HIERARCHY

- Wildlife Only
- Interaction with Nature
- Active Recreation
- 2.5km Circular Route
- 2.0km Circular Trim Trail

CREATING SPACE FOR WILDLIFE

6.182 The scheme provides an opportunity to bring a diversity of new habitats and recreation opportunities to a site which is largely comprised of arable land uses. When providing multifunctional green spaces, competing pressures between wildlife and people can arise. Providing ample and attractive recreation opportunities within the site will be important in containing recreation pressures and ensuring they do not spill out into other nearby sensitive sites, such as surrounding ancient woodland. At the same time, wildlife must have sufficient space to thrive.

Access Hierarchy

6.183 To ensure wildlife has sufficient space to thrive, whilst people have ample space for recreation, an access hierarchy has been identified across the site to guide the use of spaces. These include:

- **Active recreation**, which will promote outdoor activities, including informal sports, play, food growing, exercise and active travel.
- **Interactions with nature**, which will promote the sensitive exploration of nature, including wildlife watching, walking, natural play and education.
- **Wildlife only,** which will deliver habitats with minimal human disturbance, including ancient woodland.

6.184 An indication of where the access hierarchy has been applied across the Site is shown on the adjacent page.

6.185 The presence of features such as signage, seating, play and active travel routes will encourage formal access and recreation. The presence of informal paths, educational signage, seating and observation areas will demarcate areas for interactions with nature. Elements such as fencing, signage and scrub, as well as habitat management practices, could be used to discourage access to wildlife only areas.

Biodiversity Net Gain

6.186 A Statutory Biodiversity Metric has been carried out for the site. The BNG calculation demonstrates that a gain in biodiversity can be achieved with this application. New habitats include grassland, trees, hedgerows, scrub, orchard and wetland areas as part of the drainage strategy. .

6.187 The BNG Metric results table is shown below, with a Habitat units increase of 34.41% and Hedgerow units increase of 42.54%.

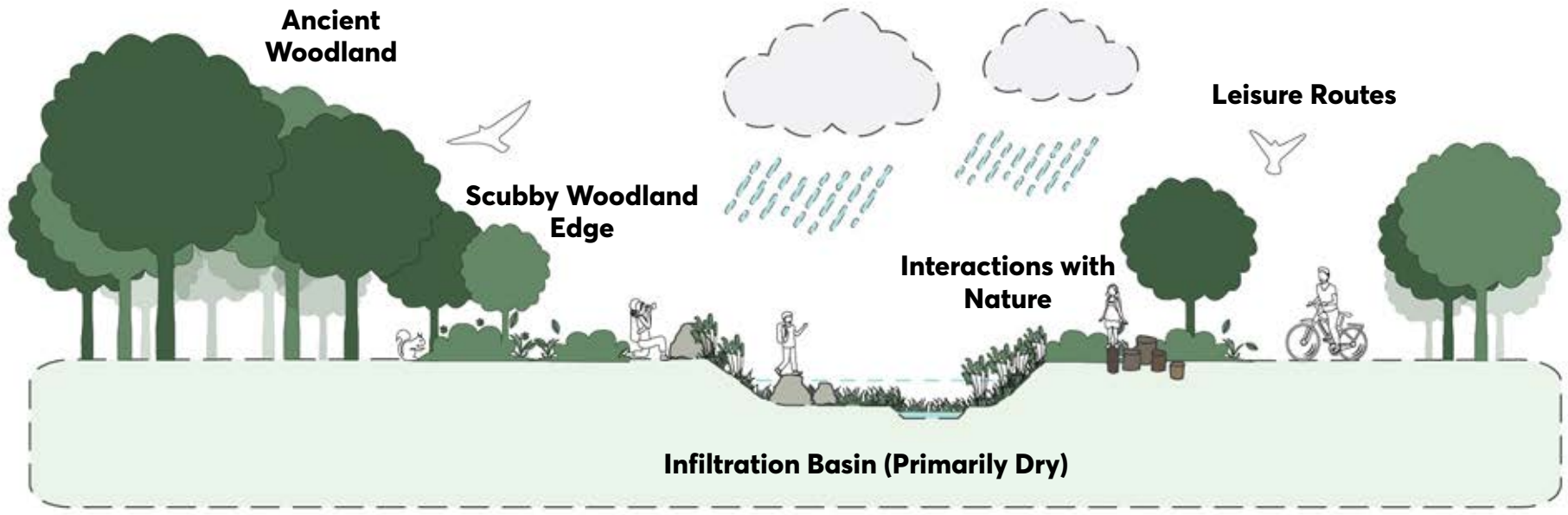
FINAL RESULTS		
Total net unit change (Including all on-site & off-site habitat retention, creation & enhancement)	*Habitat units*	28.30
	Hedgerow units	4.36
	Watercourse units	0.00
Total net % change (Including all on-site & off-site habitat retention, creation & enhancement)	*Habitat units*	34.41%
	Hedgerow units	42.54%
	Watercourse units	0.00%
Trading rules satisfied?	Yes ✓	











EXAMPLE OF AN INFILTRATION BASIN

WORKING WITH WATER

6.188 The sustainable management of water has been considered at the outset of the design process and has been used to inform the development framework. The Site's drainage network will make use of the existing topography by focusing site-wide control of water within the lowest part of the Site, along its eastern edge.

Sustainable Drainage Strategy

6.189 Well-designed Sustainable Drainage Systems (SuDS) can form a valuable part of open spaces. Their design will vary depending on their function, location, and constraints. The multifunctional potential of different SuDS will be explored and realised through future design work. The ability of the SuDS feature to manage water effectively will always be the overarching driver of design. However, where practicable, SuDS will be designed to also bring amenity, placemaking and ecological value. This can include principles and design cues such as:

Amenity

- Shallow sides to permit easy access and overlooking;
- Terraced basins to create principally dry areas for recreation;
- Informal play features on the side of and within basins to encourage interactions with water; and
- Raised observation decks to allow for interactions with nature.

Ecology

- Terraced basins to create permanently and seasonally wet areas, encouraging a mosaic of habitats to develop; and
- Inaccessible features that experience minimal human disturbance.

Placemaking & Design

- Attractive planting and positive management to ensure the long-term aesthetic value of SuDS;
- Headwalls that avoid overly-engineered designs and large expanses of concrete;
- Use of thorny and dense planting as a deterrent to access; and
- Safety fencing / railings that are only used where necessary and are that are made of natural materials. They will be carefully located to avoid long fencelines, for example through the use of bunds and terraces to conceal fences.

6.190 The Site's drainage network will follow the SuDS drainage hierarchy, which will manage surface water in three stages:

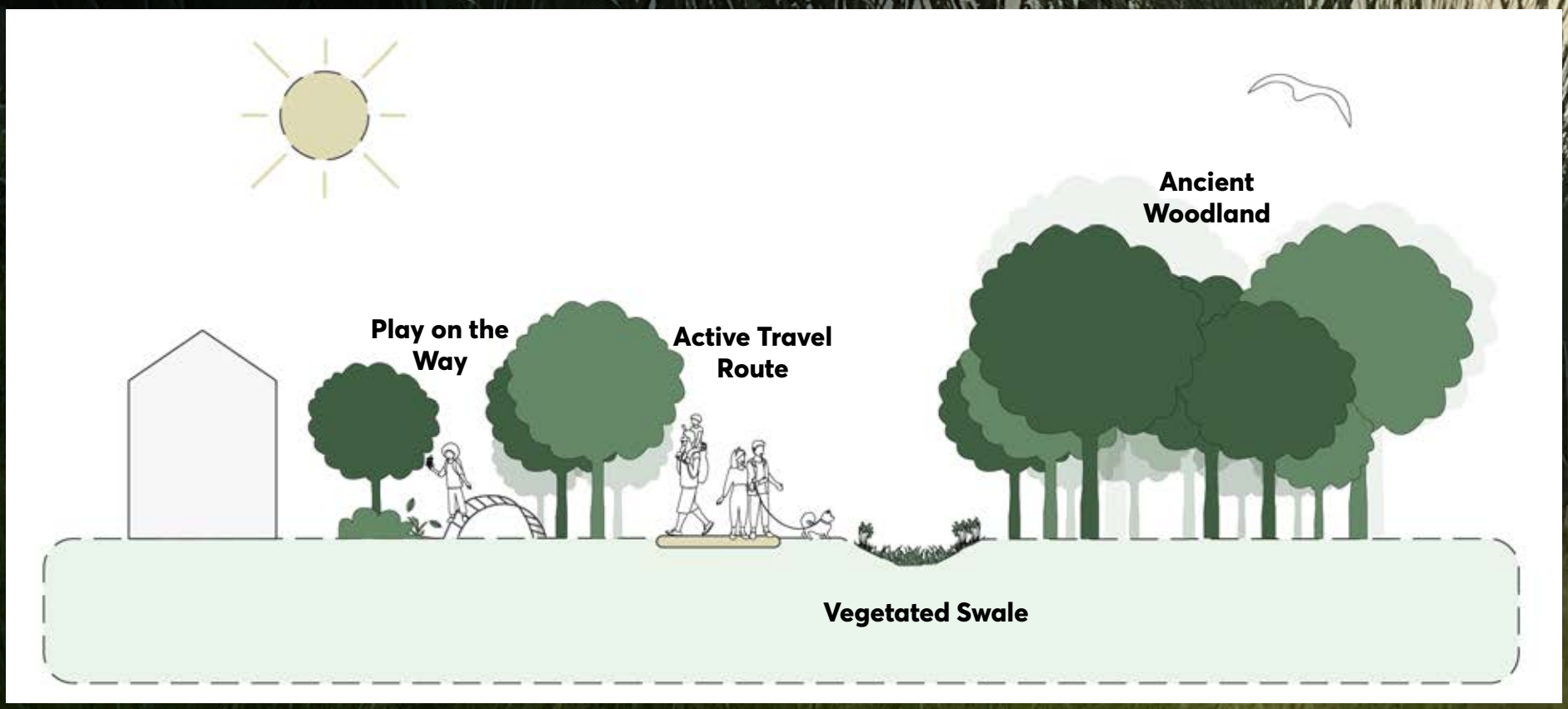
- **Stage 1** - On-plot drainage which manages the rainfall where it lands. This includes rain gardens, permeable paving, tree pits and water butts.
- **Stage 2** - Linear conveyance within or on the edge of housing parcels which moves water through the development. This includes swales and rain gardens.
- **Stage 3** - Site-wide control of water which allows for its slow infiltration into the ground. This includes infiltration basins.

6.191 Swales and rain gardens will be incorporated along the streets and within public open spaces. They will be designed and planted in a variety of ways, depending on their location. Some swales will have short amenity grass and merge into the wider areas of grass, while others will be seeded with meadow plants, to provide seasonal colour and habitat. Swales and rain gardens within squares and residential parcels will be planted with colourful perennials suited to wetter conditions.

6.192 Swales and rain gardens will convey water from the development parcels to the infiltration basins within the east of the site. These basins will be dry for most of the year, with the exception of during heavy rainfall or wetter periods.

6.193 Subject to detailed design, consideration will be given to enhancing the multifunctionality of these basins, with some areas which are permanently wet to provide a diversity of habitats and opportunities for interactions with nature. Other parts will be primarily dry to encourage amenity and multiple uses.

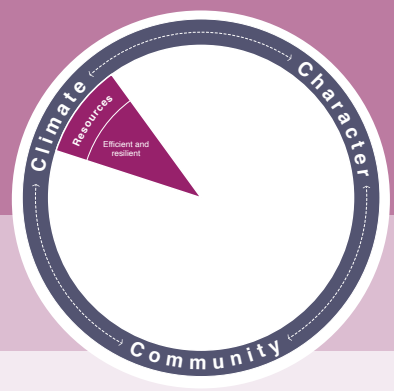
6.194 For further information please see the Flood Risk Assessment and Surface Waster Management Strategy.



EXAMPLE OF A VEGETATED SWALE

RESOURCES

Efficient and resilient



NPPF CHAPTERS 12,14

"Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change by being energy efficient and minimising carbon emissions to meet net zero by 2050."

(Para. 135 NDG, 2021)

6.195 The NPPF states at para. 8 that the planning system has three interdependent and overarching objectives:

- An **economic** objective – to build a strong, responsive and competitive economy;
- A **social** objective – to support strong, vibrant and healthy communities; and
- An **environmental** objective – protecting and enhancing the natural, built and historic environment

6.196 To achieve a sustainable development, that reduces reliance on natural resources and offers a long-term solution for the area the development proposals have been designed with these three key objectives in mind.

6.197 At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The presumption in favour of sustainable development is at the heart of the planning system, as set out in Para. 11 of the NPPF, and within the masterplan development principles.

SUSTAINABLE BUILDING TECHNIQUES

6.198 The proposals will be delivered in line with current building regulations, and where appropriate, will be built with sustainable building construction techniques. Sustainable construction measures could comprise a combination of the following measures:

- Improved energy efficiency through careful building siting, design and orientation;
- Sustainable Drainage systems (SuDs);
- Considering fabric efficiency in the design of buildings;
- Use of building materials capable of being recycled; and
- An element of construction waste reduction or recycling.

Building Regulations

6.199 The proposed development should accord with the very latest building regulation requirements, that emphasise the high levels of building fabric insulation and other materials required to reduce energy and resource requirements. Detailed information regarding the proposed construction methods proposed to achieve buildings regulation compliance will be submitted at the detailed design stage.

Materials and Waste Recycling

6.200 Materials selected for construction, including hard and soft landscaping elements, should be carefully chosen to ensure that they are high-quality, durable and that 'whole life costs' are manageable. Sustainable choices will reduce initial manufacturing environmental impacts, long-term maintenance costs and waste from construction, whilst maximising resilience and buildings lifespans.

Siting and Building Orientation

6.201 Dwellings should be carefully sited to ensure that they are sheltered from prevalent winds and benefit from passive solar gain as much as possible.

6.202 Passive solar gain can enhance the energy and environmental performance of dwellings. Orientating streets in an east-west direction can increase solar access to dwellings and gardens, whilst avoiding overshadowing from adjacent dwellings. Individual houses which are orientated east of south will benefit from early morning sun, and those orientated to the west of south will benefit from late afternoon sun, which can reduce the need for additional heating during the evening period.

6.203 Dwellings/areas of the development that could potentially benefit from passive solar gain or the future installation of solar panels (i.e. are orientated within 30 degrees of south) are identified on the Potential Solar Gain Plan, presented opposite. The final location and numbers of dwellings benefiting from solar gain will be set out at the detailed design stage.

Landscape Design and Microclimate

6.204 The strategic use of tree planting can mitigate against some of the impact of colder northerly winds. Where possible the development has been designed to be self-sheltering, with arcs of tree planting included to the north-west of the development, to minimise the 'wind chill effect' and the potential heat loss from dwellings as a result of strong winds.

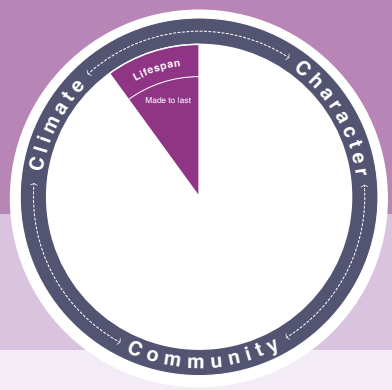
Sustainable Drainage Systems

6.205 Development has been located away from areas of surface water and fluvial flooding. Surface water run-off rates will be managed by the use of Sustainable Drainage systems (SuDs) on-site, to ensure that the development does not impact on the surrounding area.



LIFESPAN

Made to last



NPPF CHAPTERS
8,12,14,15,16

"Well-designed places sustain their beauty over the long term. They add to the quality of life of their users and as a result, people are more likely to care for them over their lifespan."

(Para. 151, NDG 2021)

A SENSE OF OWNERSHIP

6.206 The proposals create areas that are attractive and with clearly defined public and private areas that relate well with one another to help promote a sense of community identity. The development should enable residents to take pride in their surroundings, which in turn will help create a sense of shared ownership and social responsibility.

ADOPTION AREAS

6.207 When completed, responsibility for long term management and maintenance will typically be separated into areas including:

- Highway adoption areas;
- Public open space areas (put forward for local authority or management company maintenance, subject to relevant S106 agreement);
- Private property ownership; and
- Shared maintenance areas such as shared parking areas.

ADAPTING TO CHANGING CIRCUMSTANCES

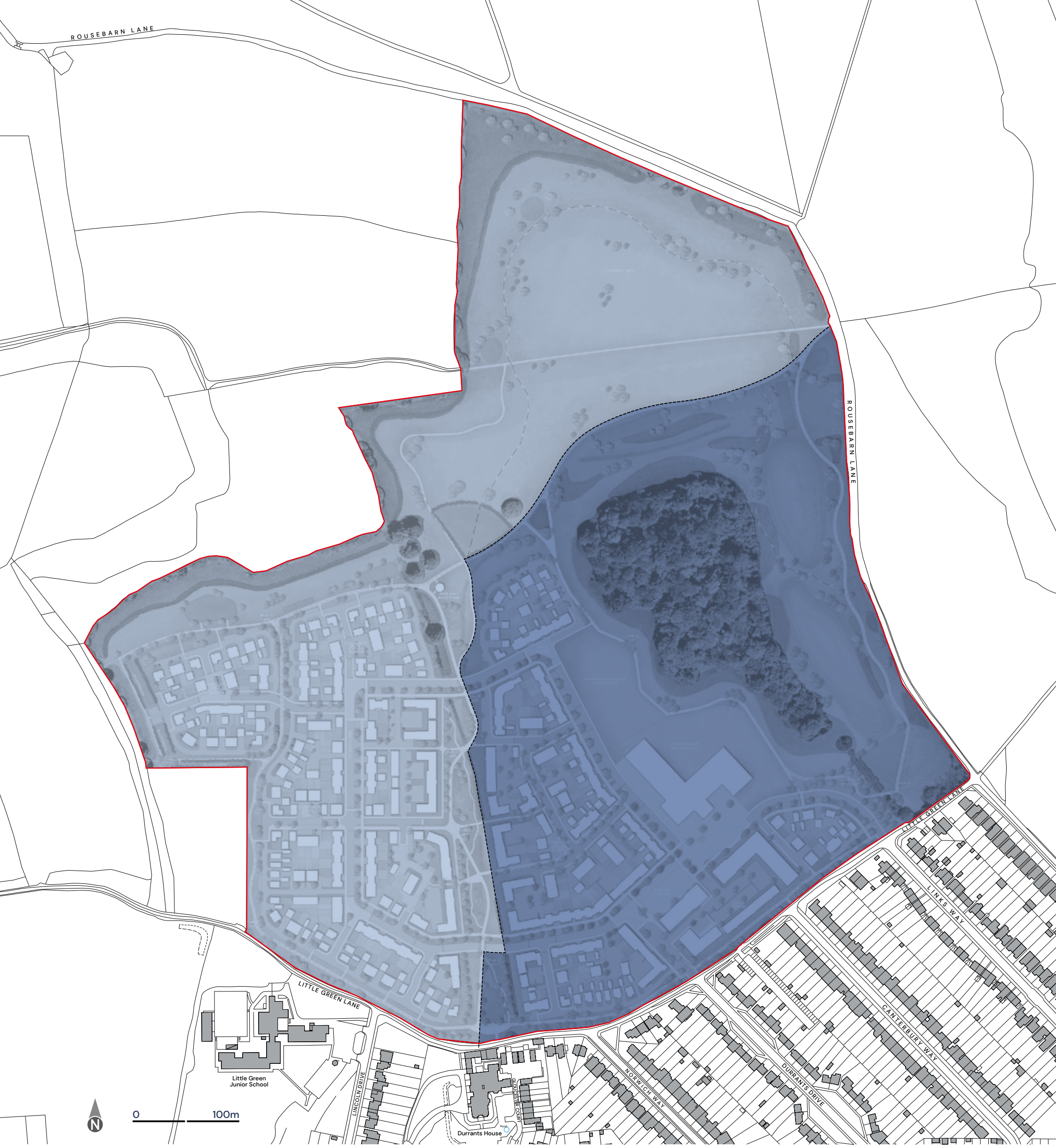
6.208 The development can potentially accommodate a range of changing needs of the users over time. This includes changes in the health and mobility of the user, as well as potential changes in lifestyle due to developing technologies, such as use of electric vehicles, remote working and general changes to the way in which people live.

INDICATIVE PHASING STRATEGY

6.209 The Indicative Phasing Plan (presented opposite) sets out the proposed delivery and phasing of the residential development. The proposed Phasing Strategy demonstrates that the delivery of development would proceed initially with the eastern development block and both vehicular accesses via Little Green Lane.

6.210 The Local Centre including 1FE school could also be delivered as part of Phase 1.

6.211 Phase 2 will include the balance of residential development.



INDICATIVE PHASING STRATEGY | Not to scale

LEGEND

Site boundary

PHASES

Phase 1

Phase 2

7
DESIGN CODE

CODE STRUCTURE

The Design Code has been carefully constructed as a concise and accessible document that is easy to use by those involved in designing the detailed proposals, as well as those involved in assessing the reserved matters submissions.

The information contained within this document is focused on providing instructions and a clear set of rules, avoiding unspecific guidance or potentially ambiguous references, which could be interpreted in a variety of different ways.

Diagrams in this Code are indicative and have been provided to communicate the design intent, rather than specific details which should come forward through discussions between the applicants and Three Rivers District Council and through the more detailed design stage.

Purpose of the Design Code

The objective of producing a design code is not to add another layer of complexity to the planning process but to provide a clear framework that is supported by all parties. The Design Code:

- Establishes a long-term vision for the site and a design-led framework;
- Builds upon the work established by the outline planning application and Design and Access Statement;
- Ensures overall co-ordination and consistency between development parcels;
- Provides a level of certainty for landowners, the Council, development partners and local community;
- Provides a clear guide for the developer working on individual plots;
- Sets the context and baseline for detailed design work; and
- Achieves a development that seeks to connect new housing and the appropriate supporting services into the existing communities of Croxley Green.

The design principles presented in this Design Code section have been developed to create a clear set of instructions for the arrangement and detailing of built form and open spaces that will deliver a distinctive development, comprising a series of complementary but unique Identity Areas.

Coding will be based on the design principles established within the following documents and strategies:

- The Design & Access Statement (Sections 1-6)
- The Parameter Plan
- The Illustrative Development Framework Plan
- The Illustrative Landscape Strategy

This Design Code will apply to all residential development across the Site and the Local Centre design, regardless of how this is to be delivered (affordable, open market or self-build plots).

There may be circumstances where a designer working up detailed proposals in accordance with the code feels that a design proposal could better contribute to the quality and identity of the development by localised deviation from the Code. In such (or similar) circumstances, a rationale for the different approach is recommended at the Reserved Matters stage by way of a Compliance Statement, in conjunction with early discussions with the Council.

Regulating Plan

This plan provides a single drawing that illustrates the site-wide the requirements of the Code. This should be read in conjunction with the Design and Access Statement which sets out the core outline planning application development areas, building heights, movement and landscape strategies.

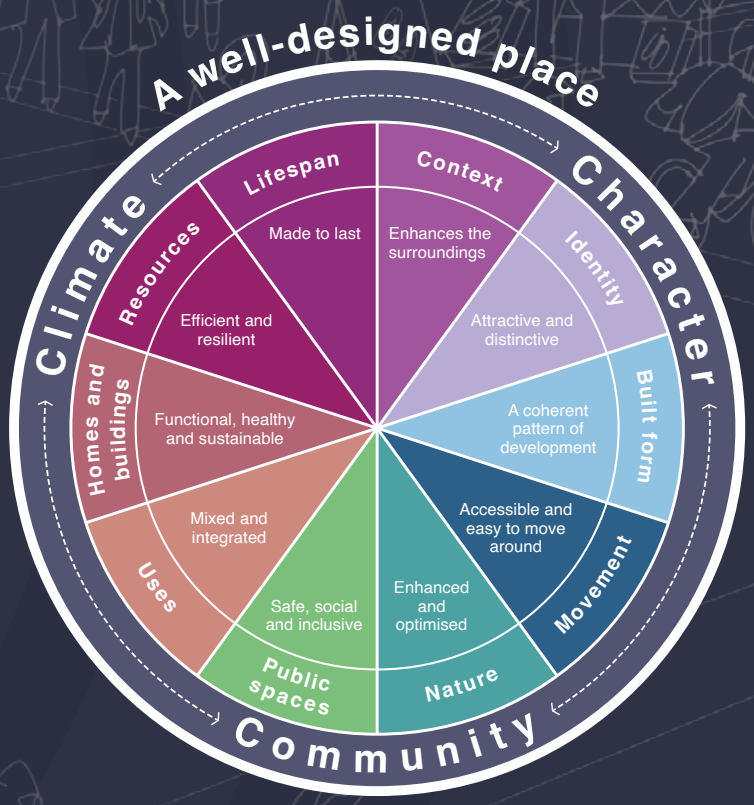
The Regulating Plan outlines the majority of the Code requirements which can be shown in plan form. The main elements are broken into the following themes:

- Active Travel Routes;
- Access;
- Street Hierarchy;
- Building Heights;
- Development Character Areas; and
- Landscape Character Areas.

Document Structure

The Design Code adheres to a document structure that is based on the criteria set out within the National Design Guide (NDG), published by the Ministry of Housing, Communities and Local Government (2021) and the associated documents comprising the National Model Design Code (NMDC) – Part 1 (The Coding Process) and Part 2 (Guidance Notes).

The previous DAS sections are based on the ten NDG characteristics at the core of a well-designed place. The Design Code expands on these characteristics by following the structure as set out in the NMDC.



The ten characteristics of a well-designed place (National Design Guide)

Broadly, the document seeks to identify design codes which are applicable to the site as a whole and separately, as well as design codes that are specific for the proposed Character Areas. The following document sections are therefore set out:

PART 1 – INTRODUCTION

This part of the Design Code sets the scene and provides context and summarises how the Applicant has arrived at the Illustrative Development Framework Plan, incorporating:

- Built Character Summary;
- Opportunities and Constraints;
- Design Proposals; and
- Regulating Plan

PART 2 – SITE WIDE CODES

By following the NDG's criteria for well-designed places, Part 2 of the Design Code will underpin the key site-wide typologies and strategies, which will shape the future detailed design proposals as the following:

- Uses
- Movement
- Built Form
- Homes and Buildings
- Identity
- Public Spaces
- Nature
- Resources
- Lifespan

PART 3 – CHARACTER AREAS CODES

Part 3 of the Design Code will draw upon the typologies set out in Part 2 with a particular focus on each of the proposed Built Character Areas (CA1: The Boulevard; CA2: Little Green Lane; CA3: The Villas; and CA4: Durrants View; CA5 The Village; and CA6 Local Centre) and Landscape Character Areas (LCA1 Little Green; LCA2 Rousebarn Country Park; LCA3 Rousebarn Wood; LCA4 Dell Spring; LCA5 Greenways; LCA6 Durrants Square) to reinforce distinctiveness as well as consistency, uniformity, and integration across the development proposals. A set of Illustrative Plans, specific for each Character Area, will be incorporated to consolidate these indicative rules, to form a coordinated design approach.

PART 5: IMPLEMENTATION

Part 5 of the Design Code will provide a summarising matrix of the codes which were set out in detail in the main body of the document. The matrix will represent a Compliance Checklist, as an important implementation tool at the Reserved Matters Application stage.



For ease of reference, mandatory elements within the design code document have been indicated with an 'M' symbol or labels.



The 'G' symbol or label represents elements that are encouraged but are for guidance only.

DESIGN CODE

PART 1

Introduction




NHS surgery
STORE + DELI
healthy eating cafe
healthy eating cafe
healthy eating cafe
coffees + bagels
HUB

PART 1

Introduction

The proposed development will be integrated within the local area, introducing new connections for both pedestrians and cyclists. A new bus route through the site will provide links to transport hubs, Watford town centre and local facilities. Community facilities, medical centre, school and shops will be delivered within a local centre off Little Green Lane, to benefit both new and existing residents.

C.1 CHARACTER STUDIES

Character includes all of the elements that go to make a place, how it looks and feels, its geography and landscape, its noises and smells, activity, people and businesses. This character should be understood as a starting point for all development. Character can be understood at three levels; The area type in which the site sits; its surroundings; and the features of the site.
(NMDC Part 2 2021)

CHARACTER TYPES

The design proposals require the consideration of the future neighbourhood in terms of place making and definition of character types for the future aswell as proportionate consideration of the existing residential areas within the vicinity of the site.

Following a detailed assessment of Croxley Green and the surrounding context, street typologies, distinctive spaces, materials and details have been identified that exhibit distinctive local design.

An analysis of the existing built form can provide key character generators and references to help shape the character of the proposed development. Croxley Green comprises a varied character, ranging from the more formal linear development of Victorian and Edwardian properties, to the more suburban and semi-formal character of inter-war development.

Section 3 of the Design and Access Statement explores the existing character. The elements that make Croxley Green distinctive have been identified and have informed the design and proposed character of the new development.

SITE CONTEXT AND SITE ASSESSMENT

Please refer to Section 3 and 4 of the Design and Access Statement.

C.2 CULTURAL HERITAGE

Well designed development adds a new layer to the history of a site while enhancing and respecting its past, with the expectation that new development will be valued for its heritage in the future as heritage assets are today.
(NMDC Part 2 2021)

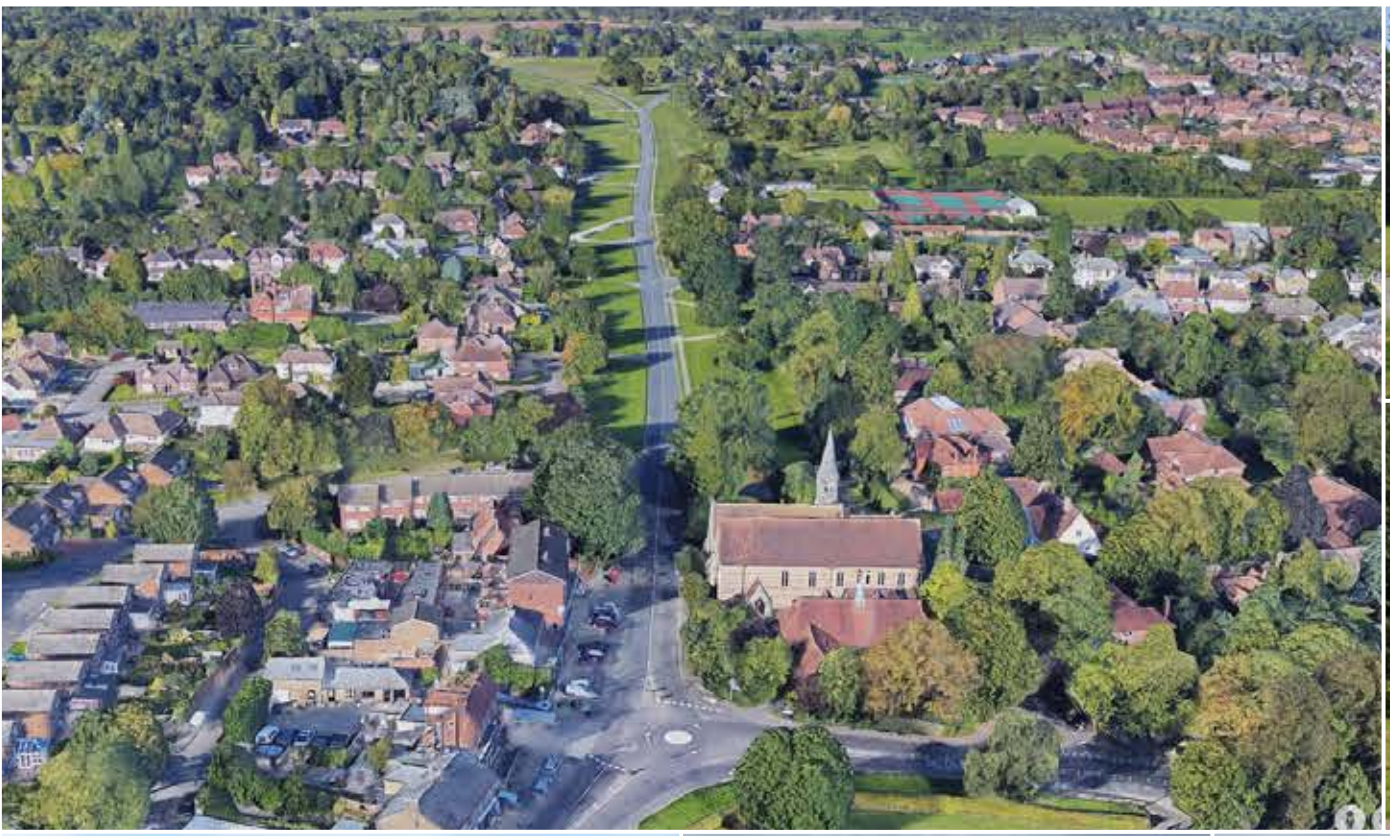
HISTORIC ASSESSMENT AND HERITAGE ASSETS

As discussed in Section 3 of the DAS, no heritage assets or listed buildings are located within the site. Two heritage assets that contribute to the the historical and cultural significance of the site are located in the immediate viscinity, including:

- The Grade II Durrants House; and
- Cassiobury Park Registered Park and Garden.

The principles of the design proposals ensure that the new development does not negatively impact the views or character of these heritage sites.

Local context precedents














CONSIDERATIONS AND OPPORTUNITIES

The results of the various site studies are used to inform and structure the development proposals. These are illustrated, where appropriate, on the site features plan presented opposite.

Considerations

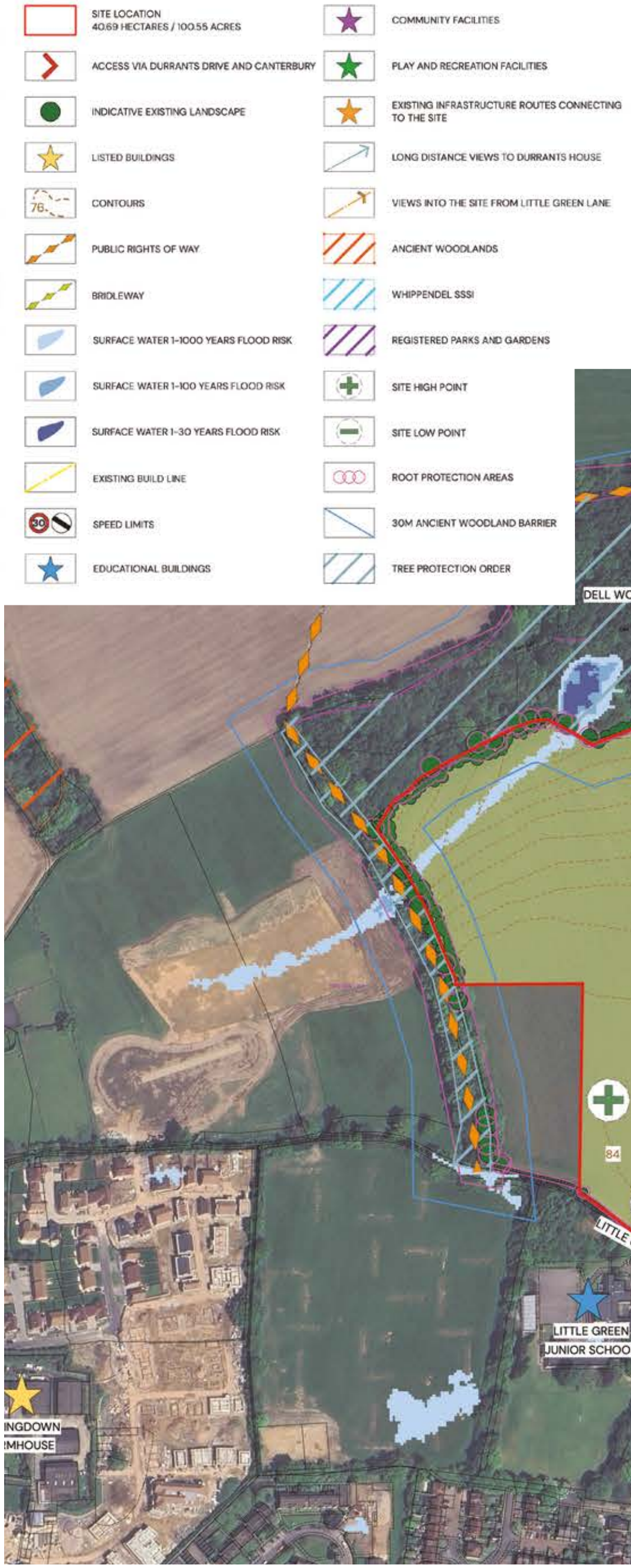
- Existing framework of vegetation (including mature hedgerows and trees) and the Tree Preservation Orders / Ancient Woodland buffers on the majority of trees within the site;
- Ancient Woodland in the eastern centre of the site and its setting at the north-eastern end of the site;
- Ecological habitats and biodiversity net gain, in particular the Ancient Woodland to the central east of the site;
- Gently falling topography from the west to the east of the site;
- Flood risk areas along the eastern edge of the site and along Rousebarn Lane;
- Existing public rights of way running across and adjacent to site; and
- Existing recreational land-uses.

Opportunities:

- Retain and enhance all green infrastructure where possible;
- Enhance ecological and wildlife potential for Ancient Woodland to promote biodiversity;
- Potential cycle and pedestrian link to connect existing public footpath / bridleway to the village of Croxley;
- Highway improvements along Little Green Lane which provide gateway opportunities;
- Provide a residential development that offers a series of different housing types, sizes and tenures which respect the local character;
- Create a road hierarchy that is not dominated by vehicular movement and promotes healthy green forms of movement;
- Create outward facing residential frontages to soften the transition from built form to open space and helping to promote self-surveillance and reduce the risk of anti-social behaviour;
- Provide sustainable forms of drainage (SuDS) within both the development and green spaces, providing additional ecological benefits;
- Create new amenity space, including play areas, a network of footpaths, cycle paths, community orchard and allotments within the open space for new and existing residents; and
- Create long distance views to Durrants House.

CONSIDERATIONS AND OPPORTUNITIES | NTS

LEGEND




WHIPPENDEL WOOD (SSSI)
ROUSEBARN LANE
ROUSEBARN LANE
LONG DISTANCE VIEWS TO DURRANTS HOUSE
WEST HERTS GOLF CLUB
LITTLE GREEN LANE
LINKS WAY
CANTERBURY WAY
DURRANTS DRIVE
NORWICH WAY
LINCOLN DRIVE
DURRANTS HOUSE
PLAY AREA
TENNIS COURTS
30
72
74
76
70
68
66
64
62
60
58
78
80
82



DEVELOPMENT FRAMEWORK | 1:2500

LEGEND

- SITE LOCATION
- SITE ACCESS
- RESIDENTIAL DEVELOPMENT
- SCHOOL SITE
- POTENTIAL SCHOOL EXPANSION LAND
- LOCAL CENTRE
- PUBLIC OPEN SPACE 25.4 HECTARES / 62.76 ACRES / 62.44% OF SITE
- PRIMARY STREET INCORPORATING A BUS ROUTE
- SECONDARY STREET
- TERTIARY STREETS
- HARD LANDSCAPE FEATURE SQUARES WITH PEDESTRIAN/CYCLE PRIORITY
- COMMUNAL SQUARES WITH KITCHEN GARDENS (DICKINSON SQUARE)
- PRIVATE LANES
- EXISTING PUBLIC RIGHTS OF WAY
- EXISTING BRIDLEWAY
- ACTIVE TRAVEL / CYCLE ROUTES
- KEY FOOTPATHS
- MOWN PATHS
- EXISTING TREES
- PROPOSED WOODLAND PLANTING
- NEW TREE PLANTING
- WILDFLOWER / LONG GRASS
- COMMUNITY ORCHARD
- NEIGHBOURHOOD EQUIPPED AREA FOR PLAY (NEAP / MUGA)
- LOCALLY EQUIPPED AREA FOR PLAY (LEAP)
- FOCAL FEATURE, PUBLIC ART (LOCAL AREA FOR PLAY
- POTENTIAL SPORT PITCHES
- POTENTIAL HIGHWAYS UPGRA SIGNALLING
- POTENTIAL CONNECTION TO LITTLE GREEN JUNIOR SCHOO
- SUSTAINABLE DRAINAGE

PARAMETER PLAN | Not to scale

LEGEND

DAS

Site boundary

LAND USE PARAMETERS

- Indicative area of land required for the proposed access, not within the residential land use (subject to detailed design)
- Indicative area of land required for internal access roads not within the residential land use (subject to detailed design)
- Proposed residential development (Use Class C3(a)) and a 5-bedroom property for children's social care and supported living (Use Class C3(b)) (including roads, footpaths, private drives, amenity and incidental open space and other associated infrastructure)
- Proposed open space (including amenity green space, children's play provision, allotments, country park, landscaping, footpaths, drainage and other associated infrastructure)
- Proposed mixed-use local centre including provision for NHS health and social care services (Use Class E(e)); community building (Use Class F2); retail and cafe provision (Use Class E(a-c)); and residential dwellings (Use Class C3) (including amenity space, landscaping, footpaths, drainage, car parking and other associated infrastructure, subject to detailed design)
- Proposed 1 form entry primary school (Use Class F1(a)) and associated infrastructure (subject to detailed design)
- School expansion land (subject to detailed design)

ACCESS PARAMETERS

- Proposed access/egress for all modes (subject to detailed design)
- Potential access/egress for cyclists and pedestrians only (subject to detailed design)
- Potential access/egress for pedestrians only (subject to detailed design)
- Existing public right of way access retained

Regulating Plan

LEGEND

Site boundary

ACTIVE TRAVEL ROUTES

- Existing public right of way (Footpath)
- Existing public right of way (Bridleway)
- Existing public right of way retained (Footpath)
- Shared cycle/foot path (Through open space)
- Shared cycle/foot path (Through development block)
- Footpath (Through open space)
- Mown path

ACCESS PARAMETERS

- Proposed access/egress for all modes (subject to detailed design)
- Potential access/egress for cyclists and pedestrians only (subject to detailed design)
- Potential access/egress for pedestrians only (subject to detailed design)
- Existing public right of way access retained
- Highway upgrades to provide a 'Copenhagen Style' junction

STREET HIERARCHY

- Boulevard (Primary tree-lined movement: incorporating verge, swales, bus route, shared pedestrian/cycle path)
- Bus access only (One way bus link through Durrants Square)
- Bus route (Access/egress through Durrants Drive)
- Residential Street (Secondary tree-lined movement: incorporating verge, raingardens, shared pedestrian/cycle path OR footway)
- Village Street (Tertiary)
- Shared Surface (Tertiary)
- Private Lane (Tertiary)

BUILDING HEIGHTS

- Up to 4 storey
- Up to 3 storey
- Up to 2.5 storey
- Up to 2 storey

DEVELOPMENT CHARACTER AREAS

- CA1 The Boulevard
- CA2 Little Green Lane
- CA3 The Villas
- CA4 Durrants View
- CA5 The Village
- CA6 Local Centre

LANDSCAPE CHARACTER AREAS

- LCA1 Little Green
- LCA2 Rousebarn Country Park
- LCA3 Rousebarn Wood
- LCA4 Dell Spring
- LCA5 Greenways
- LCA6 Durrants Square

ROUSEBARN LANE

SARRATT 018

SARRATT 063

SARRATT 017

WATFORD BOROUGH 031

ROUSEBARN LANE

LITTLE GREEN LANE

Little Green
Junior School

LINCOLN DRIVE

LINCOLN WAY

ROCHESTER WAY

GROVE CRESCENT

MANOR WAY

Durrants House

Pond

GLOUCESTER COURT

APPLEBY DRIVE

SCOTNEY CLOSE

SCARBOROUGH DRIVE

PEVENSEY WAY

NORWICH WAY

DURRANTS DRIVE

CANTERBURY WAY

LINKS WAY

LITTLE GREEN LANE

LEWES WAY

HASTINGS WAY

DURRANTS DRIVE

LUDLOW WAY

DOVER

0 100m

DESIGN CODE

PART 2

Site Wide Codes




NHS surgery
STORE + DELI
healthy eating cafe
healthy eating cafe
healthy eating cafe
coffees + bagels

USES

Mixed and Integrated



Designs should promote social interaction and foster a sense of community. The development will offer a school, shops and community spaces, along with a varied selection of housing to accommodate different age groups and income levels. 50% of all homes will be affordable, integrated throughout the development and designed to blend seamlessly with market properties.

U.1 VARIETY AND ACTIVITY

Successful places generally contain a mixed community and mix of uses creating variety and activity. The degree will vary within different area types, but opportunities need to be sought in all circumstances to make efficient use of land, promote a mix of uses that meet local needs and create vitality through activity in compact development.
(NMDC Part 2 2021)

EFFICIENT USE OF LAND

Non-residential and mixed-use buildings, along with public spaces, must be located together to create a central hub for the community. Higher density residential uses must be co-located within this local centre.

The primary school should be a key component of the community hub, facing the local centre and forming a positive edge to Durrants Square.

MIX

The development proposals must include the following uses:

Residential – up to 600 dwellings (Class C3)
Approximately 13.90 ha

Affordable Housing
50%

Public Open Space and Green Infrastructure
Approximately 24.78 ha (including 1.26 ha for SuDS)

Local Centre and Mixed-use Hub
0.82 hectares

Space for the following uses **could** be accommodated:

- Medical Centre 1000sqm/10,764sqft
- Pharmacy 206sqm/2,217sqft
- Retail unit 1 400sqm/4,305sqft
- Retail unit 2 165sqm/1,776sqft
- Community Hub 430sqm/4,628sqft.

1 Form Entry (FE) Primary School
1.4 hectares

Potential School Expansion Land
0.6 hectares

Self/Custom Build Plots
2% of the total market homes provided as part of any Reserved Matters application must be provided as self/custom build plots.

ACTIVE FRONTAGE

Providing active frontages is a fundamental principle of best practice in urban design. These must be included within all uses as part of a future Reserved Matters application. See 'Built Form' for more details on active frontage requirements.

U.2 HOUSING MIX

Successful neighbourhoods contain a rich mix of people, including families and the elderly, young people and students, people with physical disabilities and those with mental health needs. This, in turn, requires a variety of housing in terms of tenure, type and construction.
(NMDC Part 2 2021)

HOUSING FOR ALL

It is proposed that 50% of the dwellings provided are to be affordable housing. The proposed tenure split will be 70% for Affordable Rent, 25% for First Homes and 5% Shared Ownership. The precise mix of unit types, sizes and details of tenure arrangements are subject to consultation and agreement with the LPA. They should be provided as tenure blind clusters, dispersed across the site. Detailed design information regarding affordable housing provision will be submitted at the Reserved Matters Stage.

U.3 COMMUNITY

Local community is fostered by a mix of housing and public spaces and the type of activities permitted within them. It is also nurtured by community involvement in design and management (see Lifespan section). It is important to provide a mix of community facilities integrated into the scheme, including schools, healthcare, other local facilities and community spaces.
(NMDC Part 2 2021)

SCHOOL

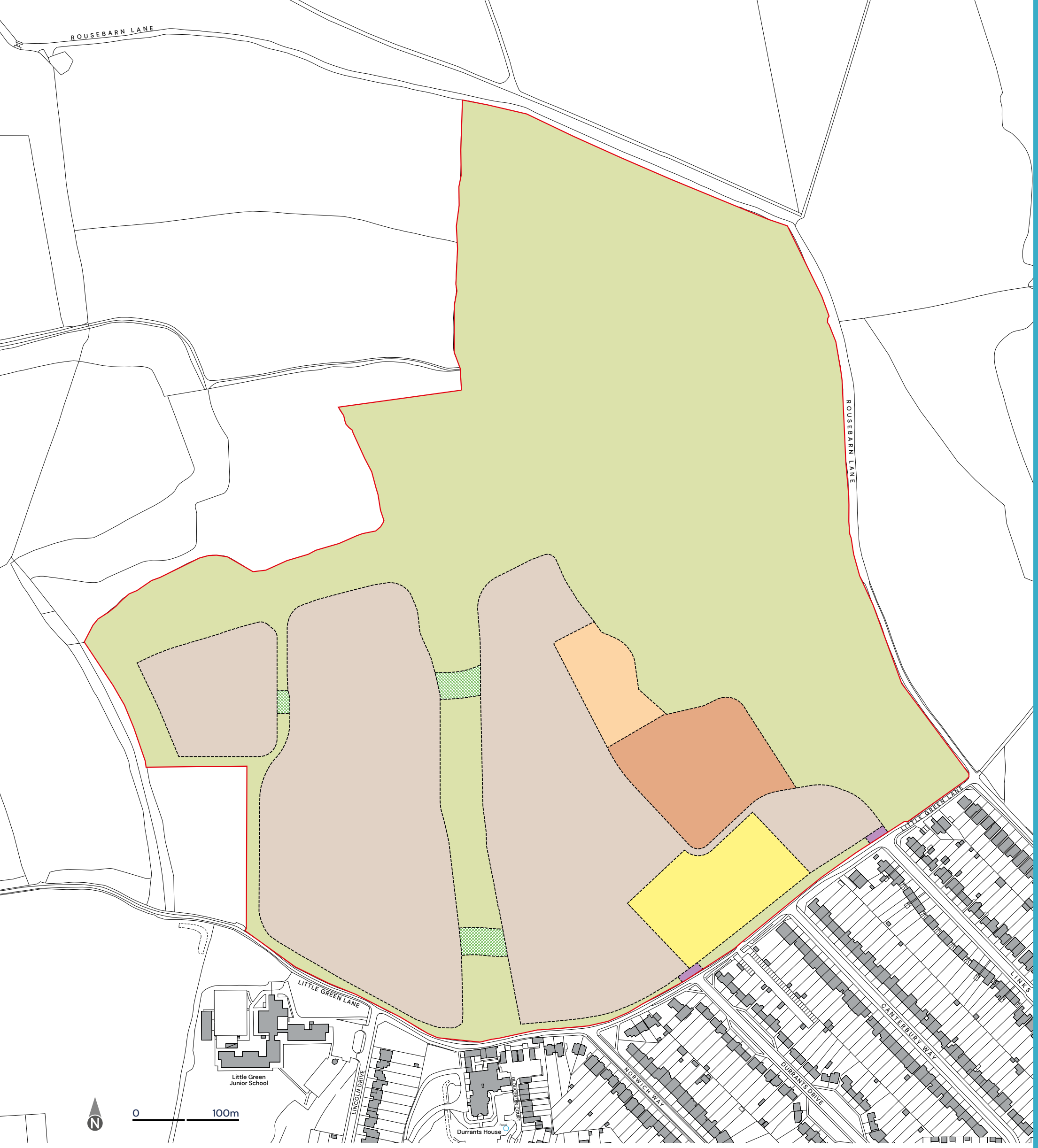
A Proposed 1FE primary school is to be located adjacent to the Local Centre (1.4ha) with and adjacent land parcel set aside for future expansion (0.6ha). Detailed design information regarding the layout and design of the school building will be submitted at the Reserved Matters Stage.

COMMUNITY FACILITIES

Mixed-use areas provide a good basis for building communities that, in turn, will provide support to the proposed facilities. The outline application proposes a local centre within the south-east of the site, accessible to both the existing and proposed communities. It is anticipated that the local centre will complement existing facilities in the area rather than competing with them, by providing community facilities within convenient walking distances of new dwellings.

Totalling 0.82ha the local centre will provide a mix of uses, with the opportunity for shops and services to be set within an attractive hub, contributing towards making this area an active and vibrant place throughout the day.

A 5-bedroom property will be provided for children's social care and supported living (Use Class C3(b)).



LAND USE | Not to scale

LEGEND

Site boundary

LAND USE PARAMETERS

- Indicative area of land required for the proposed access, not within the residential land use (subject to detailed design)
- Indicative area of land required for internal access roads not within the residential land use (subject to detailed design)
- Proposed residential development (Use Class C3(a)) and a 5-bedroom property for children's social care and supported living (Use Class C3(b)) (including roads, footpaths, private drives, amenity and incidental open space and other associated infrastructure)
- Proposed open space (including amenity green space, children's play provision, allotments, country park, landscaping, footpaths, drainage and other associated infrastructure)
- Proposed mixed-use local centre including provision for NHS health and social care services (Use Class E(e)); community building (Use Class F2); retail and cafe provision (Use Class E(a-c)); and residential dwellings (Use Class C3) (including amenity space, landscaping, footpaths, drainage, car parking and other associated infrastructure, subject to detailed design)
- Proposed 1 form entry primary school (Use Class F1(a)) and associated infrastructure (subject to detailed design)
- School expansion land (subject to detailed design)

MOVEMENT

Accessible and easy to move around



M **The development must include low-speed, tree-lined streets and a network of cycle lanes. All streets must prioritise active travel and encourage the use of public transport to reduce the reliance on cars. Streets should foster social interaction by providing focal spaces to meet, relax and socialise.**

M.1 A CONNECTED NETWORK

A connected network and hierarchy of routes for all modes of transport form the circulatory system of any settlement and its design will determine how easy and safe it is to get around for all and how it links destinations to public transport. These issues are particularly important when coding for large sites but may also influence local design codes for smaller infill sites and their physical connectivity.
(NMDC Part 2 2021)

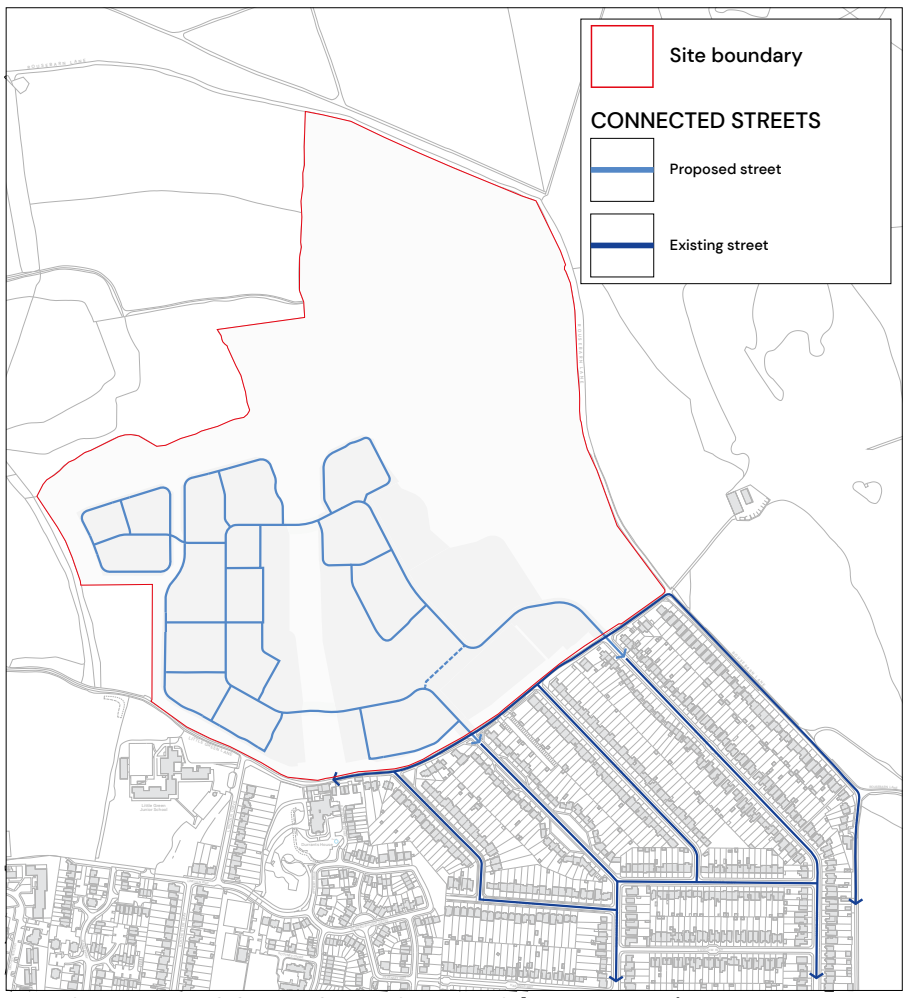
M **Street Network**

The street network must be connected to allow direct and efficient movement for pedestrians and cyclists.

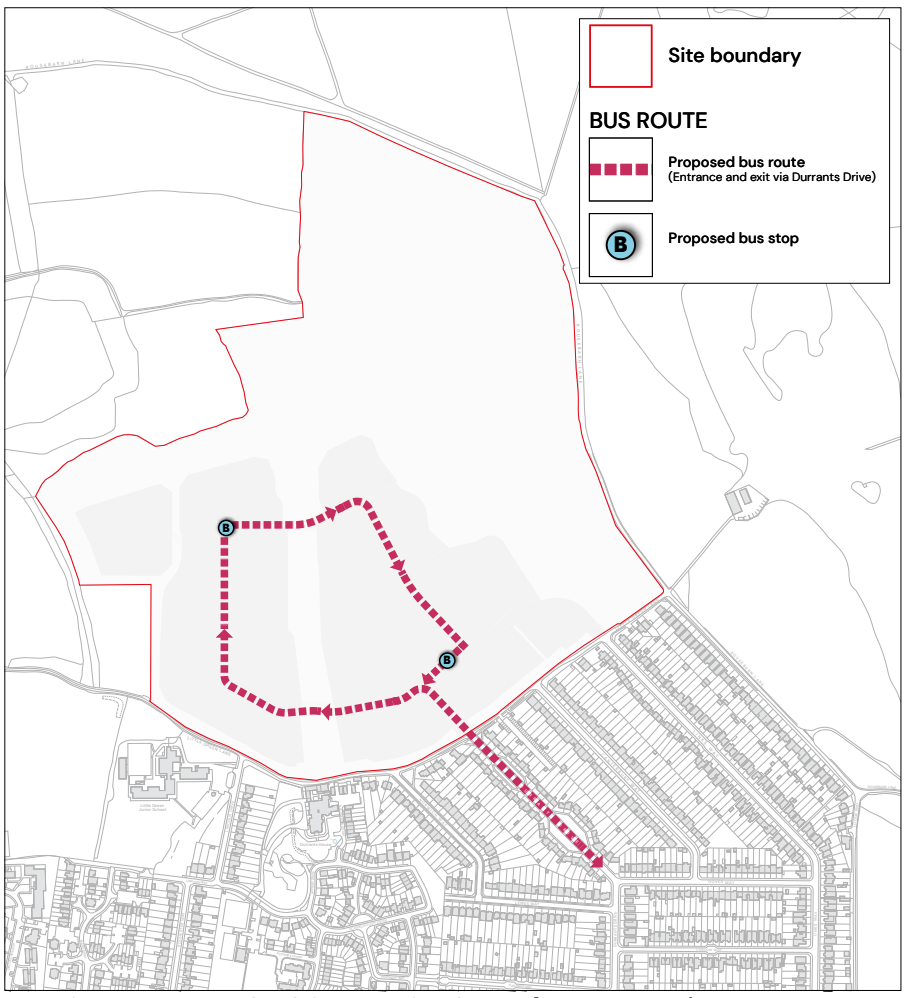
M **Public Transport**

The proposed bus route will access the site from Durrants Drive, with the bus looping clockwise around the primary route through Durrants Square (bus only) and returning along Durrants Drive.

Two bus stops must be provided along the primary route.

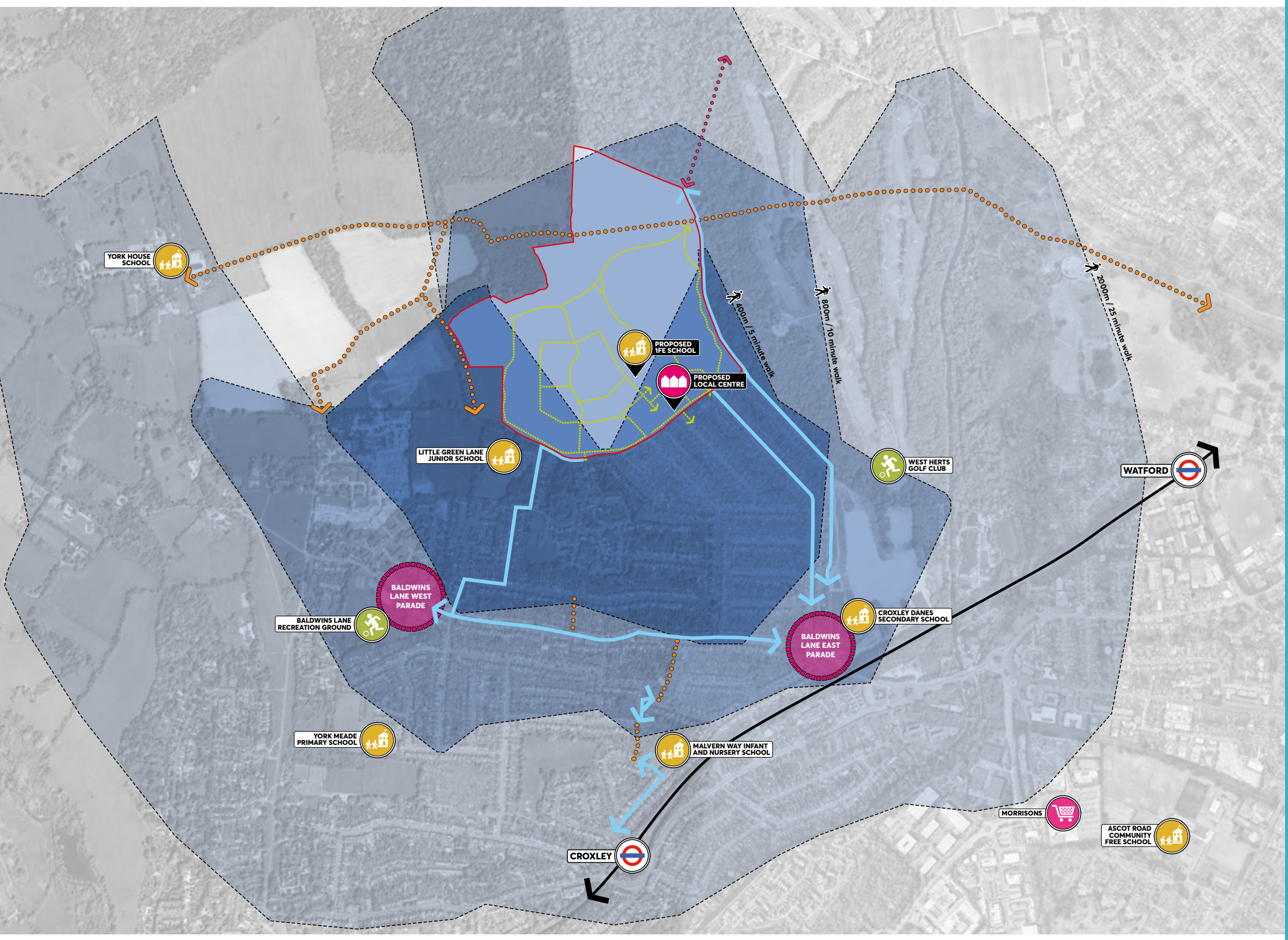


ILLUSTRATIVE CONNECTED STREETS | Not to scale



ILLUSTRATIVE PROPOSED BUS ROUTE | Not to scale

WIDER CONNECTIVITY | Not to scale



Site boundary

Existing

Existing public right of way (footpath)

Existing public right of way (bridleway)

Potential route to key destintion

London Underground

Proposed

Active travel route

Street Hierarchy

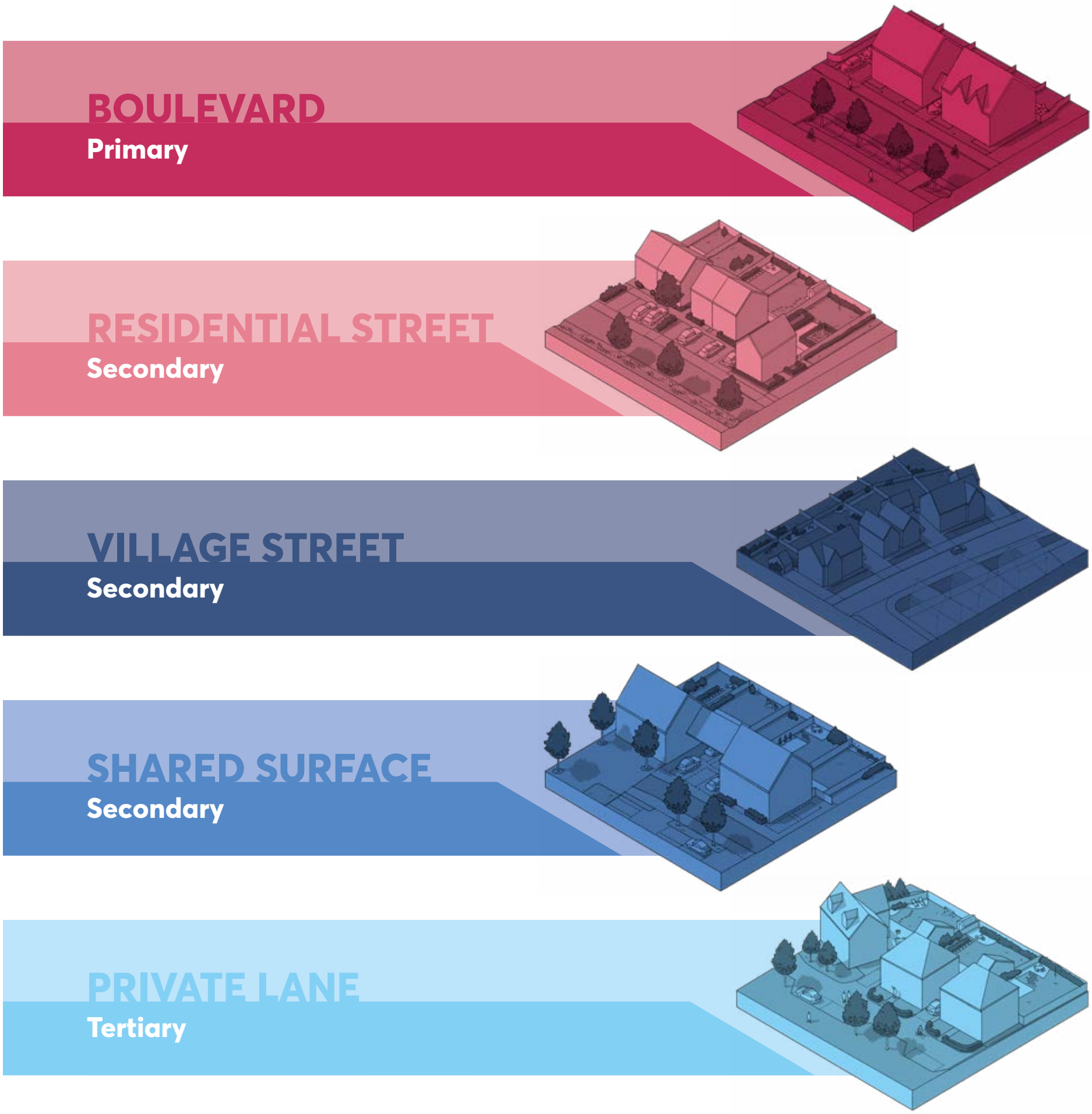
A clear and distinct hierarchy of streets must be used to provide a positive contribution to the character of the proposed development. The framework sets out a network of interconnected primary, secondary and tertiary streets that must be implemented.

The street network aims to create low traffic neighbourhoods, where social interaction and play can flourish. Priority must be given to pedestrians and cyclists with the incorporation of continuous pavement crossings (Copenhagen crossings), providing extensions to the pedestrian space and cycle lanes at intersections with primary and/or secondary streets.

In summary, streets must provide the following:

- An uninterrupted route for pedestrians and cyclists;
- A clear visual and tactile indication that pedestrians and cyclists have priority, in line with the movement hierarchy;
- Reduced vehicle approach and turning speeds; and
- A 'gateway' feature to indicate the transition from a primary or secondary street to a tertiary street, signalling the need for drivers to behave differently in the new environment.

In terms of how buildings can frame the streets, further guidance is included in the 'Built Form' section of the Design Code.



ROUSEBARN LANE

ROUSEBARN LANE

LITTLE GREEN LANE

LITTLE GREEN LANE

Little Green
Junior School

LINCOLN DRIVE

Durrants House

GLOUCESTER COURT

NORWICH WAY

DURRANTS DRIVE

CANTERBURY WAY

LINKS

N

0 100m

STREET HIERARCHY | Not to scale

LEGEND

Site boundary

STREET HIERARCHY

Boulevard
(Primary tree-lined movement: incorporating verge, swales, bus route, shared pedestrian/cycle path)

Bus access only
(One way bus link through Durrants Square)

Residential Street
(Secondary tree-lined movement: incorporating verge, raingardens, shared pedestrian/cycle path OR footway)

Village Street
(Secondary)

Shared Surface
(Secondary)

Private Lane
(Tertiary)

Street Types

BOULEVARD

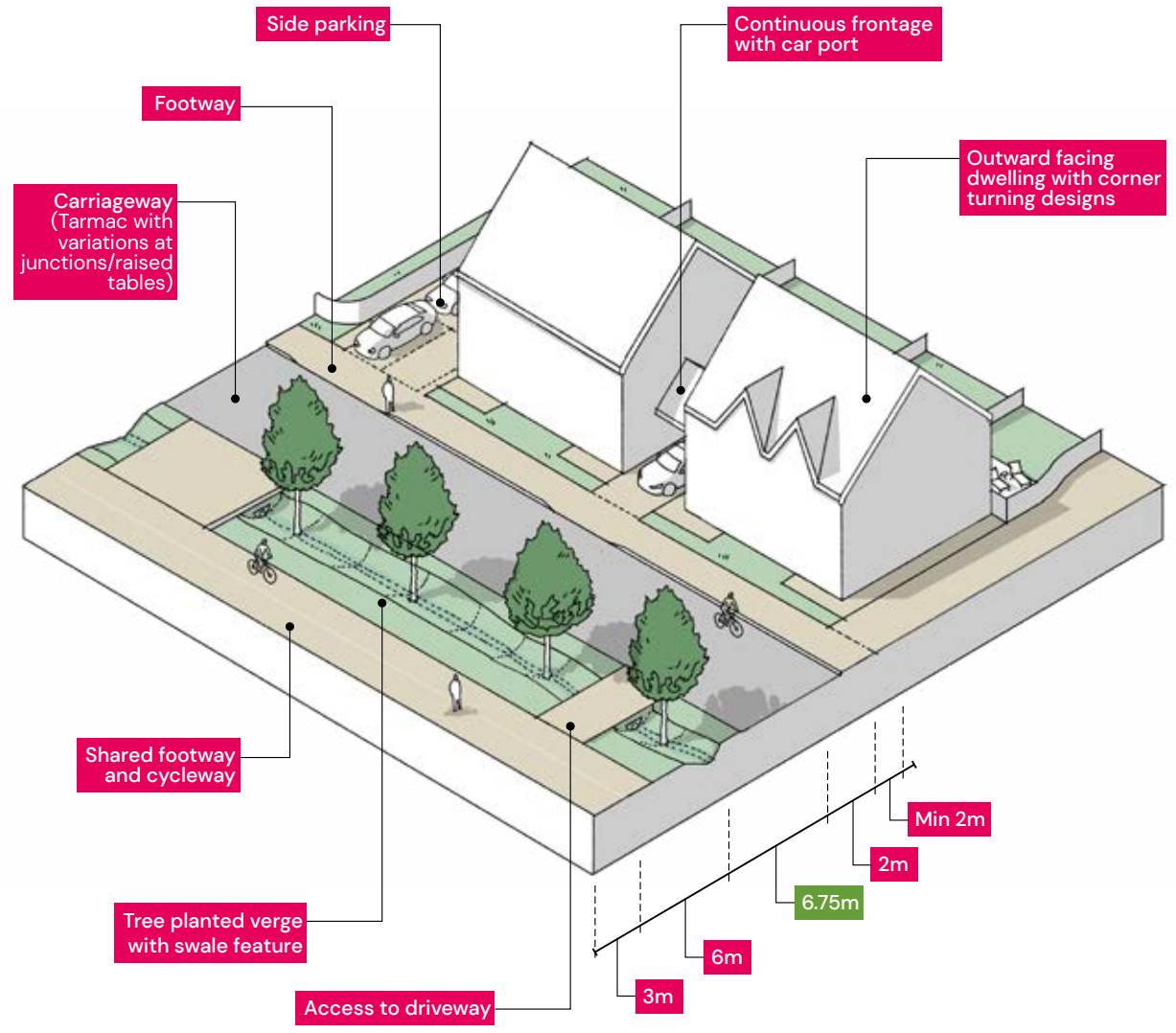
The Boulevard will provide the primary looped movement route through the site from two access points off Little Green Lane, opposite Durrants Drive and Links Way. The street must provide a distinctive urban space combining infrastructure for active travel routes, SuDS, nature, public transport alongside vehicular movement.

Utility infrastructure must be coordinated to avoid clashes with tree planting and swales/ raingardens.

The Boulevard exhibits a formal character with a 6m wide grass verge to one side of the carriageway which must contain regular tree planting, low level planting to the base of the trees, set within drainage swales. Interruptions for driveways will be kept to a minimum to maximise opportunities for tree planting.

The Boulevard must also:

- provide a dedicated shared cycle/footway at least 3m wide to the verge side of the carriageway;
- accommodate a regular bus service and include two locations for bus stops;
- not include street parking to avoid a vehicle dominated street scene; and
- be designed for speeds no higher than 20mph.



Major Access Road	Key characteristics	Control Level
Building frontages	Generally, strong and consistent building frontages along the street, with dwellings set back up to 2m from the footway edge, to reinforce the street's importance as the principal route running through the development	M
Direct access to individual properties	Yes (Allowing private drive access for individual plots, extending directly off the street's carriageway)	M
Bus access	Yes	M
Carriageway width	6.75m wide carriageway to meet the criteria of (Place & Movement Planning and Design Guidance for Hertfordshire Part 3 and Manual for Streets)	
Footway/ cycleway	3.0m wide foot/cycleway on one side (verge side) and 2m footway to the other side. 'Copenhagen' crossings at site entrances.	M
Verges	The foot/cycleway is to be separated from the carriageway by an approximate 6m wide verge to one side containing swale features.	M
Tree Lined	Tree planting will be provided in verges, front gardens and other opportunities to soften the appearance of the streetscape.	M
Hard Surface Materials	Tarmac with variations at junctions / raised tables	



RESIDENTIAL STREET

The Residential Streets will provide vehicle connections to tertiary streets and private lanes and lead traffic away from the Boulevard into residential areas.

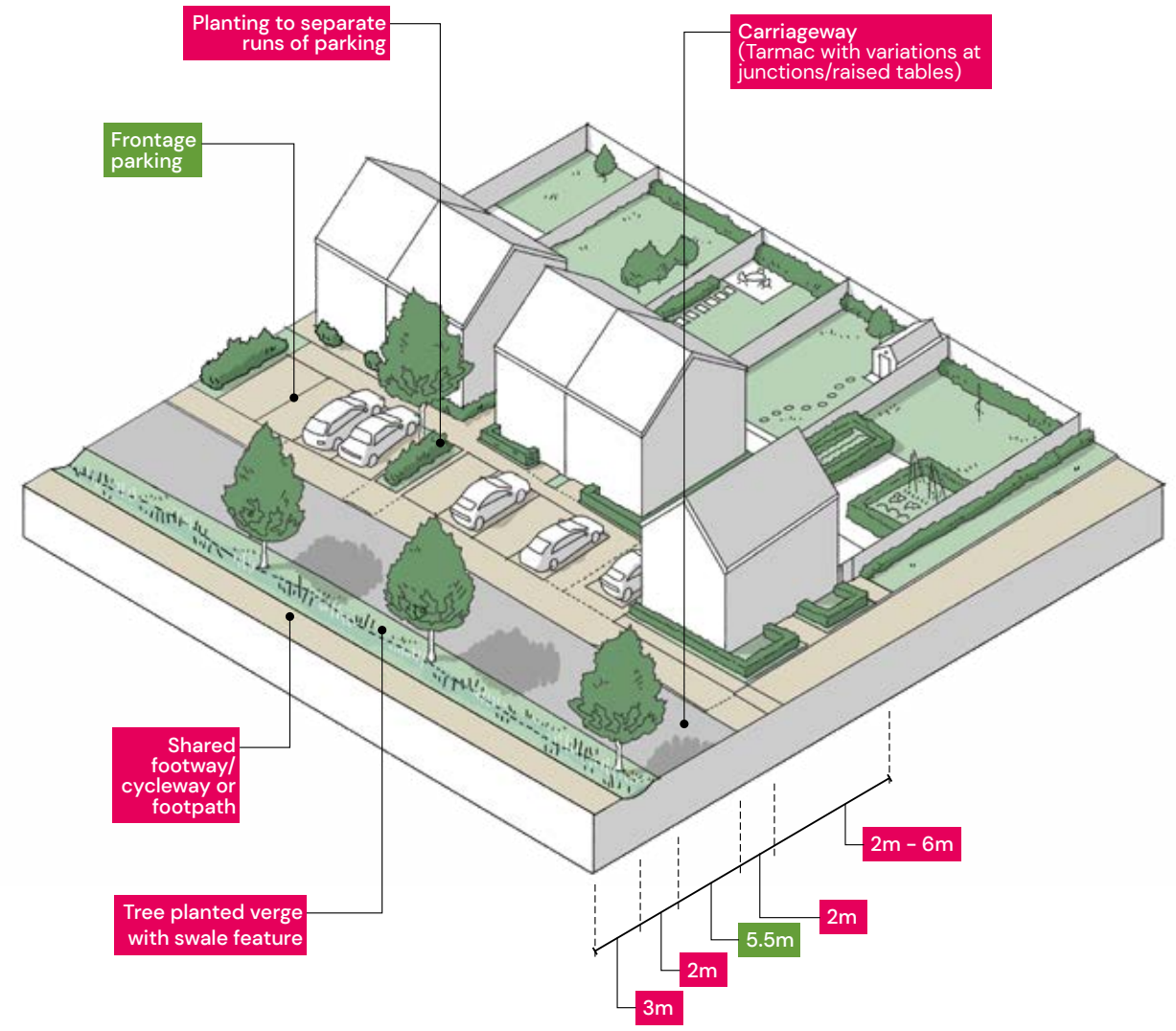
A strong continuous build line with occasional frontage parking and lower building heights creates a noticable change from the Boulevard.

A 2m wide verge must contain rain gardens and tree planting, spaced informally and in more dense areas to create pinch points and a relaxing/tightening of the planting structure.

The 5.5m wide carriageway will be consistent without deviation which will help reinforce its change in character.

Residential streets must also:

- provide a dedicated shared cycle/footway at least 3m wide to the verge side of the carriageway OR a 2m pedestrian path;
- a 2m wide footway to the opposite side of the carriageway; and
- be designed for speeds no higher than 20mph.



Secondary Streets	Key characteristics	Control Level
Building frontages	Less formal than the Boulevard with a greater variation in building line and differing set back distances - between 2-6m from the footway edge permitted on one or both sides.	M
Direct access to individual properties	Yes (Allowing private drive access for individual plots, extending directly off the street's carriageway)	M
Bus access	No	M
Carriageway width	5.5m wide carriageway to meet the criteria of (Place & Movement Planning and Design Guidance for Hertfordshire Part 3 and Manual for Streets)	
Footway/ cycleway	3m wide shared foot/cycleway or 2m wide footway to one side. 2m wide footway to the other side.	M
Verges	The foot/cycleways are to be separated from the carriageway by an approximate 2m wide verge to one side containing rain garden features.	M
Tree Lined	Tree planting will be provided in verges, front gardens and other opportunities to soften the appearance of the streetscape	M
Hard Surface Materials	Tarmac with variations at junctions / raised tables. Can pass through focal/green squares	



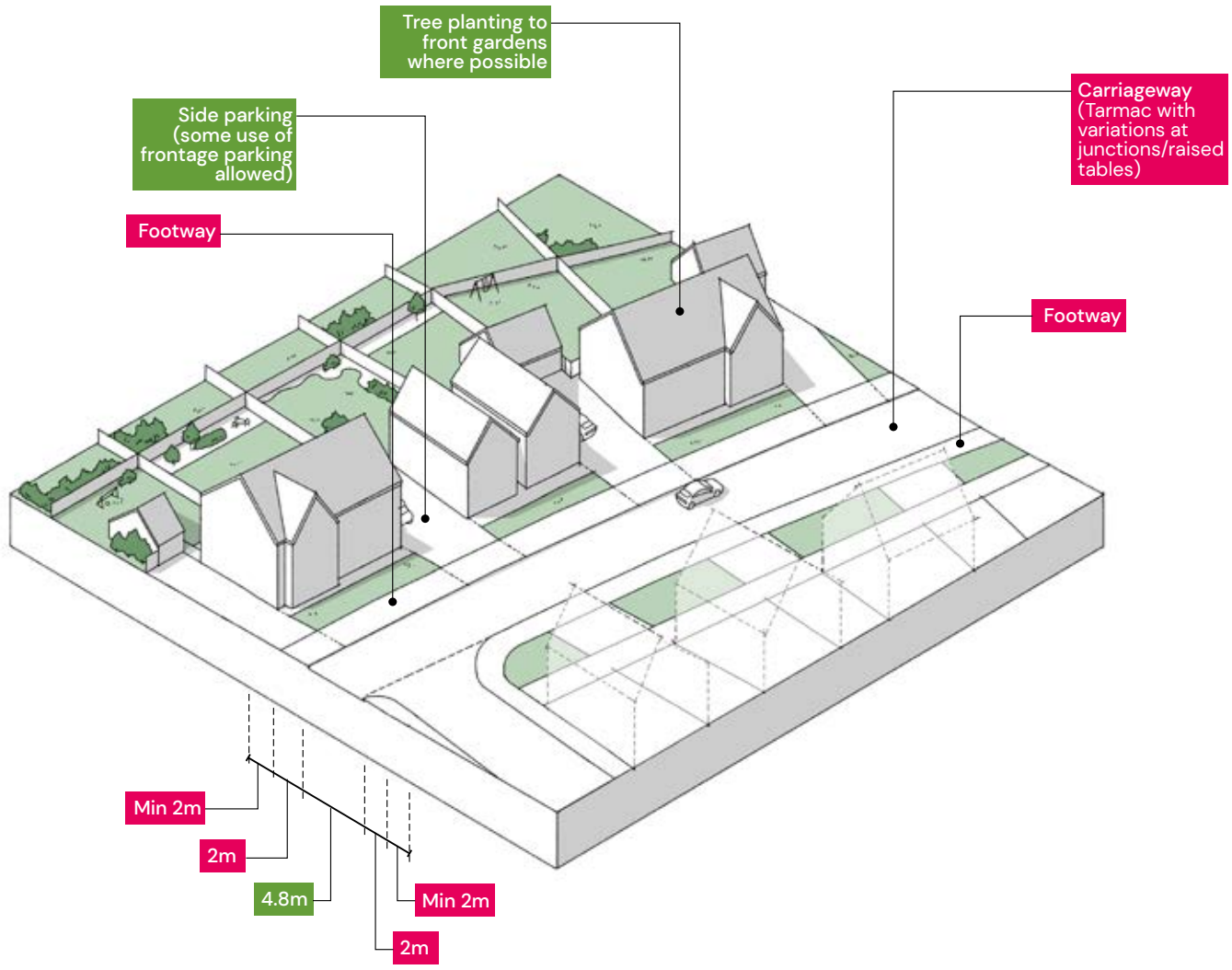
VILLAGE STREET

Secondary Streets will provide access to smaller clusters of development from both primary and secondary streets. Changes of materials will reinforce the drop in hierarchy while helping to reduce vehicle speeds and provide more space for pedestrians and cyclists.

A 4.8m wide carriageway with 2m wide footway to both sides will allow pedestrian movement to shared surface streets and private lanes.

Tree planting will be present in front garden spaces where possible along these routes allowing for a more informal and village style development.

Frontage parking is allowed within this street type with runs of up to four attached spaces broken with tree/shrub planting to soften the streetscape.



Lanes/ Private Drives	Key characteristics	Control Level
Building frontages	Less formal with predominantly semi-detached dwellings. Variation in building line and differing set back distances - generally up to 2m, with occasional setbacks up to 6m. Building line will be generally consistent, but with localised increased variation and orderly set backs.	
Direct access to individual properties	Yes	M
Bus access	No	M
Carriageway width	4.8m wide carriageway to meet the criteria of (Place & Movement Planning and Design Guidance for Hertfordshire Part 3 and Manual for Streets)	
Footway/ cycleway	2m wide footway to both sides.	M
Verges	No	
Tree Lined	Trees/hedgerows within front gardens where possible - to help soften the streetscape and compliment the development's overall verdant character	M
Hard Surface Materials	Tarmac with variations at junctions / raised tables. Can pass through focal/ green squares	



SHARED SURFACE

Shared surface streets will branch off from the Residential Streets and will form the character of a mews, designed to give equal priority for vehicles, cyclists and pedestrians and appropriate where more urban character is created.

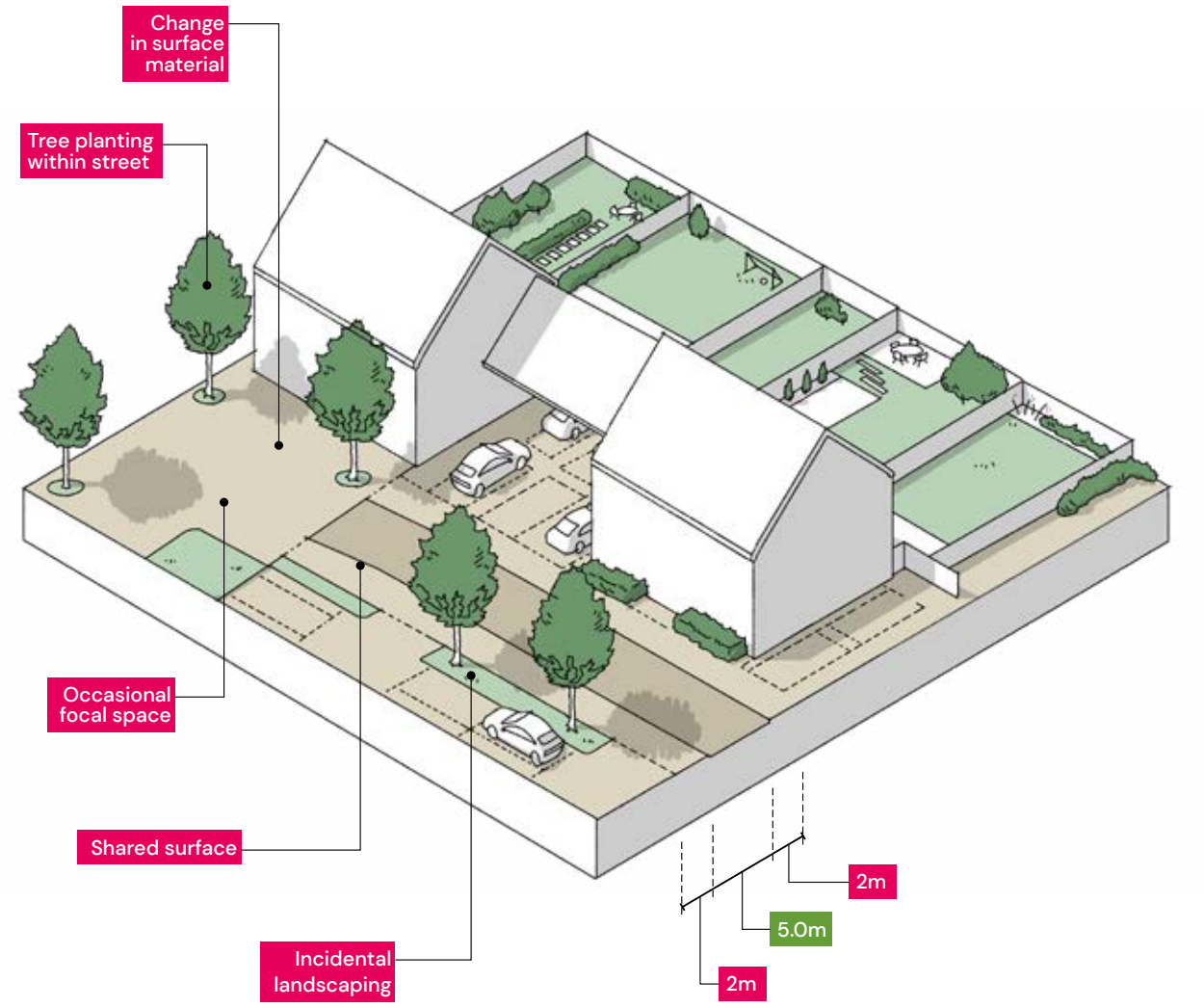
The use of similar material with less definition to the carriageway will prompt drivers to be cautious when moving through the area.

Tighter tracking, pinch points, on street parking and tree planting will act as traffic calming functions.

The vehicular speed will be further limited through the use of soft landscaping and location of built form which will dominate the streetscene, rather than the roads themselves, to reinforce the quiet, residential character of these streets.

Shared surfaces must also provide:

- Trees within streets and landscaped bays;
- Some on-street parking; and
- Change in surface material.



Shared Surface	Key characteristics	Control Level
Building frontages	Less formal arrangements with a greater variation in building line and differing set back distances - up to 6m permitted on one or both sides. Mostly semi-detached and terraces.	
Direct access to individual properties	Yes (Allowing private drive access for individual plots, extending directly off the street's carriageway)	M
Bus access	No	M
Carriageway width	5.0m wide carriageway to meet the criteria of (Place & Movement Planning and Design Guidance for Hertfordshire Part 3 and Manual for Streets)	
Footway/ cycleway	No (pedestrian movement to be within the shared surface). 2m service strip (hardscaped or grassed) to the residential side (both if required)	M
Verges	No	
Tree Lined	Tree planting will be provided in front gardens and other opportunities to soften the appearance of the streetscape	M
Hard Surface Materials	Block paving with contrast colour paving for parking bays. Can pass through focal/ green squares.	

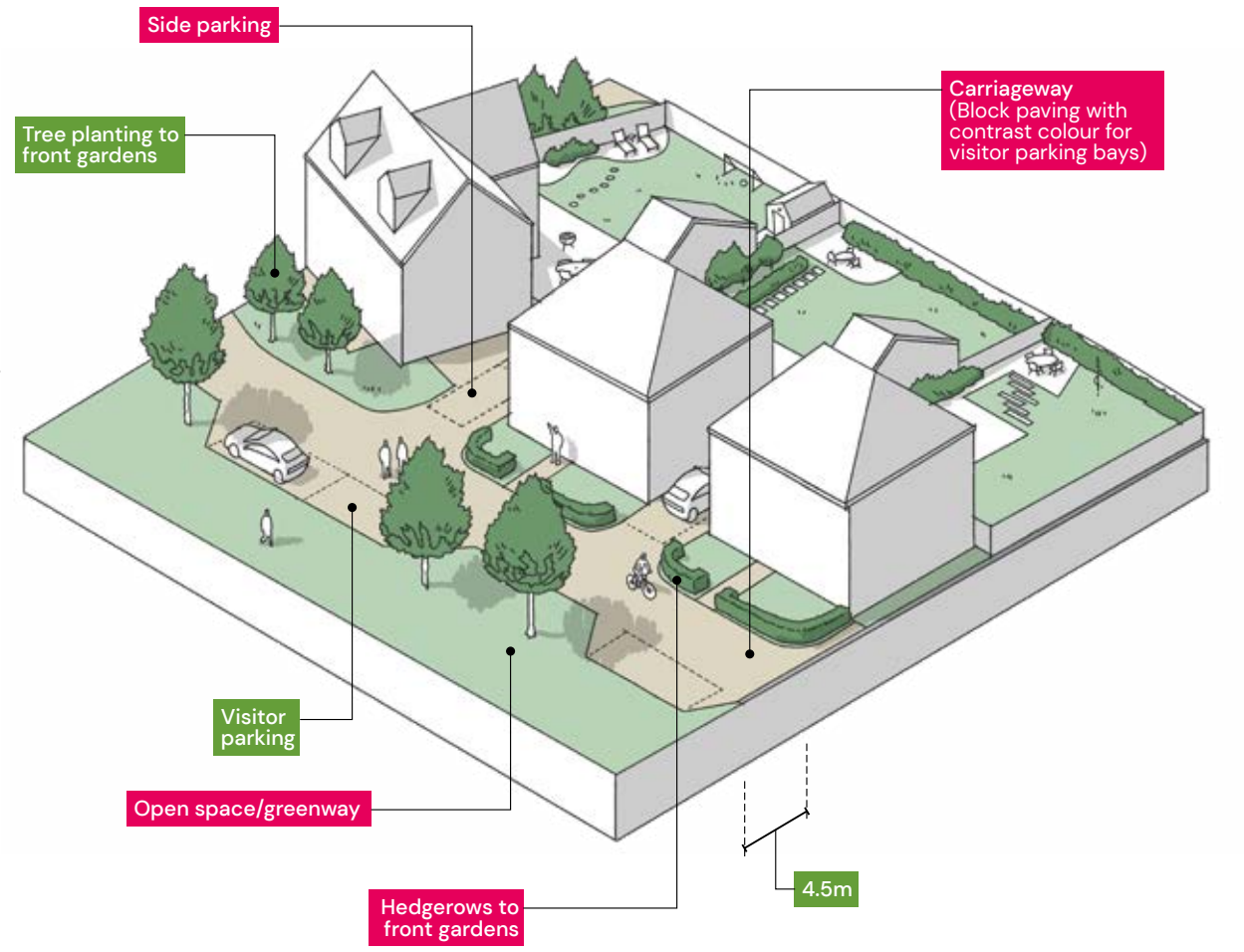


PRIVATE LANE

Private Lanes will serve fewer numbers of dwellings as set out in Manual for Streets. Vehicular, pedestrian and cycle movement will be kept to a minimum as these areas will primarily be the users start/end destination.

A mixture of larger semi-detached and detached 'Villas' will form the basis of the green edge character with dwellings referencing the individual architectural quailty of homes in 'The Green' of Croxley Green and Sarrat. Development setbacks will be informal and vary between 2 – 6 metres, allowing for a varying range of parking typologies including on-plot parking.

This looser structure will allow more variation to building form creating opportunities for planting to reinforce its immediate green or woodland setting. Angulation in the buildline will also be present to help provide curvature to the highway/movement route while also providing opportunities for points of interest/ feature buildings.



Lanes/ Private Drives	Key characteristics	Control Level
Building frontages	Predominantly larger detached and paired dwellings to create lower densities, and varied set back distances. A considered mix of parallel frontages and gable frontages will help to break up the roofscape and add character. Dwellings set back - up to 6.0m permitted on one or both sides.	
Direct access to individual properties	Yes	M
Bus access	No	M
Carriageway width	4.5m wide carriageway to meet the criteria of (Place & Movement Planning and Design Guidance for Hertfordshire Part 3 and Manual for Streets)	
Footway/ cycleway	No (pedestrian movement to be within the shared surface)	M
Verges	No	M
Tree Lined	Front gardens with hedgerow and trees – to help to soften the streetscape and compliment the development's overall verdant character	
Hard Surface Materials	Block paving or resin bonded finish with contrast colour paving for parking bays. Resin bonded gravel acceptable.	



STREET TYPE MATRIX

The matrix below sets out the design specifications for each adopted street typology. The design intent is to create a walkable and low speed environment.

Junction radii and design speeds should be treated as maximums, rather than targets.

Kerb heights should be 125mm to all primary/secondary streets, 25mm high to all tertiary streets/motor vehicle accesses and 6mm at pedestrian/cycle crossings.

Shared surface and mews streets require a 0.5m hard paved maintenance strip on both sides if to be adopted.

The Local Highway Authority will seek to adopt a shared surface serving a maximum of 5 dwellings.

STREET TYPE	Boulevard - Primary	Residential - Secondary	Tertiary
Speed Limit	30	30	30
Design Speed	20	20	15
Street Width	6.75m	4.8 - 5.5m	Between 4.1 - 5.0m
Footway / Cycleway	3m shared footway and cycleway Both sides	3m shared footway and cycleway One side or 2m footway Both sides Shared surfaces for lower order secondary routes	-
Verge	Yes - minimum of 6m One side	Yes - minimum of 2m One side	-
On-street parking	No	Yes	Yes
Bus access	Yes	No	No
Traffic calming	Yes	Yes	No
Utilities	Beneath footway / cycleway	Beneath footway / cycleway	Beneath private drive / footway / cycleway
Centre line radii	30m	30m	-
Junction visibility	2.4m x 25m	2.4m x 25m	-
Junction radii	6m	6m	To suit tracking
Kerb height	125mm	125mm	25mm
Street lighting	6m columns	6m columns	Bollards
Landscape	Street trees to verge	Street trees to verge and within private frontages	Street trees within private frontages
SuDS	Swale	Rain gardens	-
Shared surface	No	No	Mixed (serving no more than 5 homes)

M.2 - ACTIVE TRAVEL

'Active travel' refers to non-motorised and sustainable forms of transport, primarily walking and cycling. Prioritising active travel is about making walking and cycling easy, comfortable and attractive for all users, so they are seen as genuine choices for travel on local journeys. Coding for active travel is based on the user hierarchy from Manual for Streets. This sets out that in designing streets, the needs of pedestrians and cyclists should be considered first, then public transport, service and emergency vehicles and only then motor vehicles.
(NMDC Part 2 2021)

Walking and Cycling

Contextual analysis for proposals should include consideration of the location of existing pedestrian and cycle networks, and planned improvements so that these can provide a starting point for design.

All new streets must be safe and overlooked with frontages, and correspond to their role in the street hierarchy. Design guidance for the enclosure and hierarchy of streets can be found in the built form and public spaces sections of the Code.

The development of an integrated pedestrian/cycle network within the site is seen as a key part of the transport infrastructure for the site. Pedestrians are led into the site from links created between areas of existing and proposed residential development.

The main pedestrian access to/from the site would be directly from Little Green Lane adjacent to Durrants Drive and Links Way via a pedestrian/cycle link. This route provides a direct link to the Local Centre and primary route which loops through the development.

A shared use footway/cycleway of 3.5m (t.b.c) in width has been proposed on the inner side of the Boulevard, with a 3.0m footway on the opposing side.

As part of the development proposals a number of footway improvements are proposed along Durrants Drive and Links Way in the form of a shared pedestrian/cycleway proving driect and safe connectivity to Baldwins Lane.

Furthermore, site wide footways will connect with existing PRoW improving connectivity with the wider pedestrian infrastructure.

Where streets cross POS, traffic-calming features are utilised to ensure safe crossing for pedestrians and cyclists.

Cycle paths have been designed to a minimum width of 3m in accordance with LTN 1/20 Cycle Infrastructure Design.

Junctions and Crossing

The site access from Durrants Drive and Links Way will give priority to pedestrian/cyclists using 'Copenhagen' style dropped kerb crossing facilities and change in surface materials delinating between pedestrian and vehicular movement.

The provision of the uncontrolled crossing across Little Green Lane will assist existing residents to access the Local Centre. The junction would also be lit, ensuring the access is suitable for use by pedestrians during night-time conditions.

Within the development pedestrians and cyclist will be given priority over vehicles with continuous pavement crossings providing an uninterrupted route inline with the movement hierarchy.

Crossings should be designed to provide clear visual continuity of the footway across the side street, they should be simple as possible and avoid any unnecessary changes in material or road markings.

Ashphalt footways/cycleways should not normally be used on streets, modular blocks or flag paving is the preffered standard.

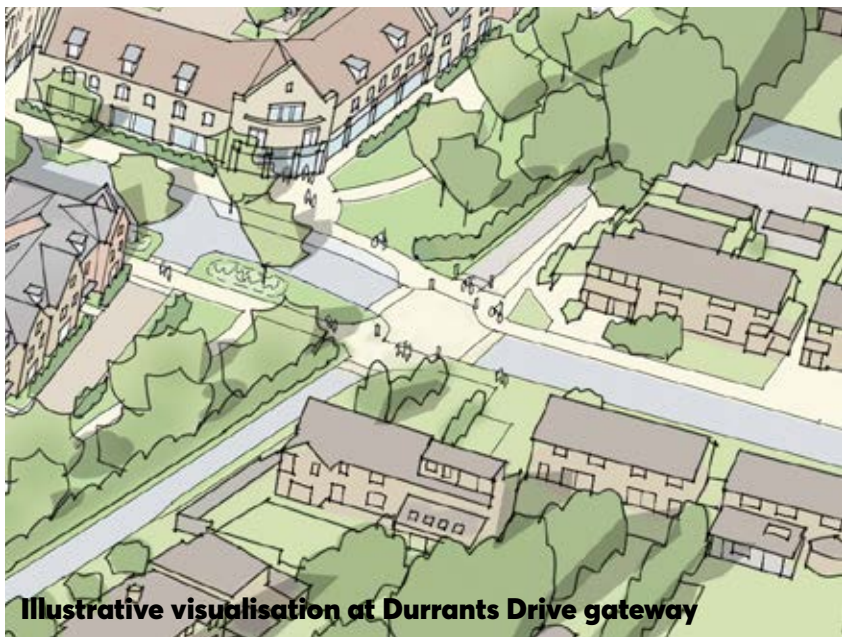
Where appropriate, some space may be required for turning vehicles to give way, however consideration should be given to maintaining pedestrian desire lines.

The crossing should include a ramp up to the level of the pavement, to provide a level surface for pedestrians and reduce veicle speeds, with dedicated kerbs. It is appropriate to narrow the carriageway of the side street at the entrance and include traffic management features to reduce vehicle movements.

Continuous crossings must be used whenever a lower street connects to a higher order street, such as the Boulevard.

All Active Travel Routes

- All to be well lit (subject to detailed lighting design at Reserved Matters)
- Footpath width = 2m
- Shared Foot/cyclepath width = 3m
- Gradient to be compliant with Hertfordshire County Council document 'Place & Movement Planning and Design Guidance for Hertfordshire'.



Illustrative visualisation at Durrants Drive gateway



Example of 'Copenhagen Style' junction

ROUSEBARN LANE

SARRATT 018

SARRATT 063

SARRATT 017

WATFORD BOROUGH 031

ROUSEBARN LANE

LITTLE GREEN LANE

Little Green Junior School

LINCOLN DRIVE

Durrants House

GLOUCESTER COURT

NORWICH WAY

DURRANTS DRIVE

CANTERBURY WAY

LINKS

N

0 100m

INDICATIVE ACTIVE TRAVEL | Not to scale

LEGEND

Site boundary

ACTIVE TRAVEL ROUTES

- Existing public right of way (Footpath)
- Existing public right of way (Bridleway)
- Existing public right of way retained (Footpath)
- Shared cycle/foot path (Through open space)
- Shared cycle/foot path (Through development block)
- Footpath (Through open space)
- Mown path (Through open space)
- Highway upgrades to provide a 'Copenhagen Style' junction
- Potential access/egress for cyclists and pedestrians only
- Potential access/egress for pedestrians onl
- Existing public right of way access retained

Car Parking

PARKING AND SERVICING

Car Parking

Parking will be provided in a location that is both convenient and well overlooked. It will be designed to be as unobtrusive to the street scene as possible, with screening provided using hedges and planting, where appropriate. Parking should equally contribute to the placemaking and movement functions of the street.

All dwellings will also be provided with the infrastructure that is required for the occupier to install electric charging points, in accordance with Building Regulations Part S. The parking strategy for the development will be required to accommodate the safe passage of emergency, delivery and refuse collection vehicles.

Parking Typologies

The following parking arrangement will be considered as part of the detailed design proposals for the site, in conjunction with requirements set out within the Three Rivers Draft Regulation 18 Plan.

C3 Residential	General needs	
	1 bedroom dwellings	0.9 spaces per dwelling
	2 bedroom dwellings	1.4 spaces per dwelling
	3 bedroom dwellings	1.9 spaces per dwelling
	4 or more bedroom dwellings	2.5 spaces per dwelling

Local Centre Parking

E(a) Retail Foodstore
1 space per 15sqm gross floor area

E(b) Restaurants and Cafes
1 space per 5sqm of floospace of dining area plus 3 spaces per 4 employees.

E(e) Provision of medical or health services. Non-residential institutions.
3 spaces per consulting room plus 1 space per employee other than consulting doctors/dentists/vets.

F2(b) Halls or meeting places for the local community
1 space per 9sqm gross floor area plus 1 space per full time staff member or equivalent.

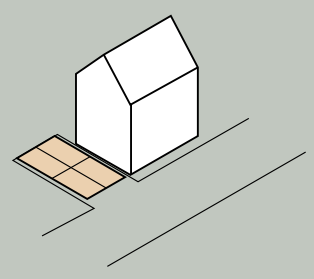
On-plot

The majority of parking spaces within the scheme will be an on-plot parking arrangement, where the parking spaces are provided within the curtilage of the dwelling, such as in the form of a garage, parking bay or private drive.

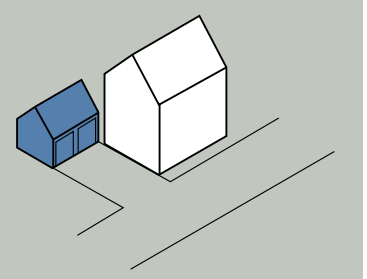
General good design principles for on-plot parking include:

- Accessible, secure and well supervised parking at all times;
- Allowance should be made for satisfactory vehicle maneuvering and general highway safety;
- Care must be taken to ensure vehicles do not overhang the highway causing danger or obstruction to other road users, cycleways or footways;
- Where possible parking should be mitigated through the careful design of good quality landscaping; and
- Well considered Visitor Parking should be provided to help alleviate the need for on-street parking.

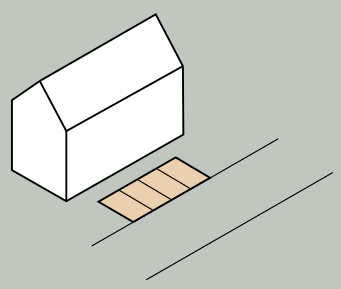
1. Side (hardstanding)



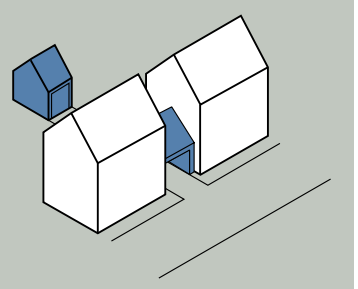
2. Detached garage



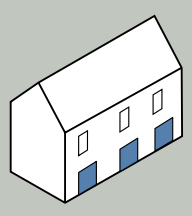
3. Perpendicular



4. Drive-through



5. FOG/Car barn



Parking Courts

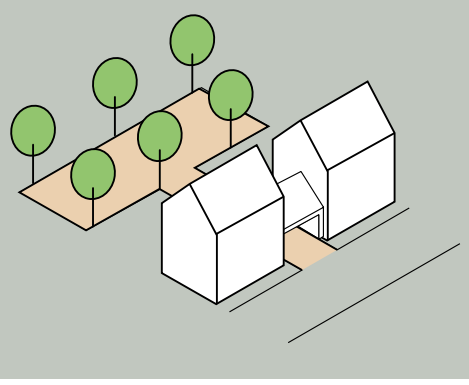
Parking courts will serve small groups of dwellings or a block of flats and should be designed carefully, with connections to adjoining streets and have adequate lighting that minimise light pollution.

Parking courts should be designed so that the resident's parking space is located on the boundary of the rear garden, where relevant. This will encourage residents to use the parking court, rather than park in inappropriate locations.

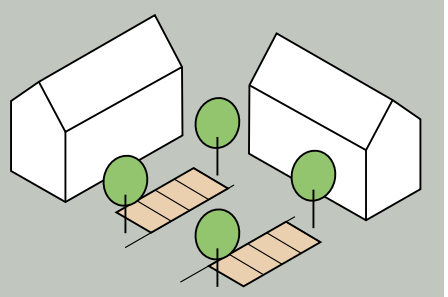
Configuration of Parking Courts should follow the principles below:

- Overlooking onto the parking court should be achieved by increasing the number of habitable rooms facing it, while avoiding gable ends backing onto the court;
- Soft landscaping and tree planting should be incorporated into parking courts to break the sequence of parking bays and to soften the court's appearance and parking arangements should achieve a more fomal, civic space within the local centre; and
- For smaller, rear private parking courts boundary fencing should be designed to allow observation from dwellings over the parking spaces.

6. Rear courtyard



7. Apartment courtyard and local centre



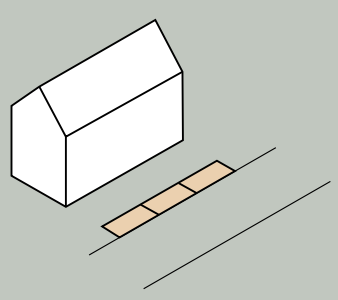
Shared Surface

Shared surfaces can offer opportunities for parking to be integrated with the street. Avoid obstructing the foot or cycleway or contribute to the narrowing of the road which hampers access by service and emergency vehicles.

On-Street Visitor Parking

By using careful and innovative design, streets can be made to incorporate a certain level of unallocated on-street parking in the form of parallel or angled parking bays, or parking squares. However, consideration must be given to location, proximity to accesses, sight-lines and manoeuvring requirements so that indiscriminate parking and the obstruction of footways and carriageways is avoided. It is also important that the requirements of emergency and other service vehicles are catered for together with the needs of the disabled.

8. Parallel



	Name	Type	Allocated?	Description	Comments
1	Side (Hard standing)	On-plot	Yes	Parking bay located next to dwelling.	Can be located against the back edge of public domain or set back to allow additional parking in front. Can be joined to neighbouring parking bay.
2	Detached garage	On-plot	Yes	Private garage often located next to dwelling. If garages are to be counted as a parking space the following clear internal dimensions should be achieved: Single: 3m x 7m Double: 6.25m x 7m	Must be set back to allow parking in front. Can be joined to neighbouring garage. Minimum clear opening space of 1m. Garages to be set back from prominent frontages. Careful design required to mitigate impact of parking cars on the streetscene.
3	Perpendicular	On-plot/ Off-street	Optional	Parking located perpendicular along roadside. Accessed directly off the road or shared surface.	Can be marked or unmarked. Easily accessible. Generally suited to streets where speeds are kept to a minimum. Maximum rows of 6 bays to be broken up with tree and shrub planting.
4	Drive through	On-plot	Yes	Parking bay and/or garage access through a covered car port on the street.	Helps avoid car dominated street scene whilst providing secure on-plot parking. Minimum clear opening space of 3.5m.
5	FOG/Car barn	On-plot	Yes	Terraced garages with residential uses above.	Allows enhanced natural surveillance over parking and offers efficient use of land
6/7	Rear courtyard/ Apartment courtyard	On-plot	Yes	Area of hardstanding to rear of dwelling, accessed from rear service lane or drive-through.	Generally marked through use of contrasting materials and to be broken up with tree and shrub planting.
8	Parallel	On-street	No	Parking located along the roadside. Accessed directly off the road.	Generally used for informal vistor parking. Can be marked or unmarked. Easily accessible. Maximum rows of 2 bays.

Cycle Parking

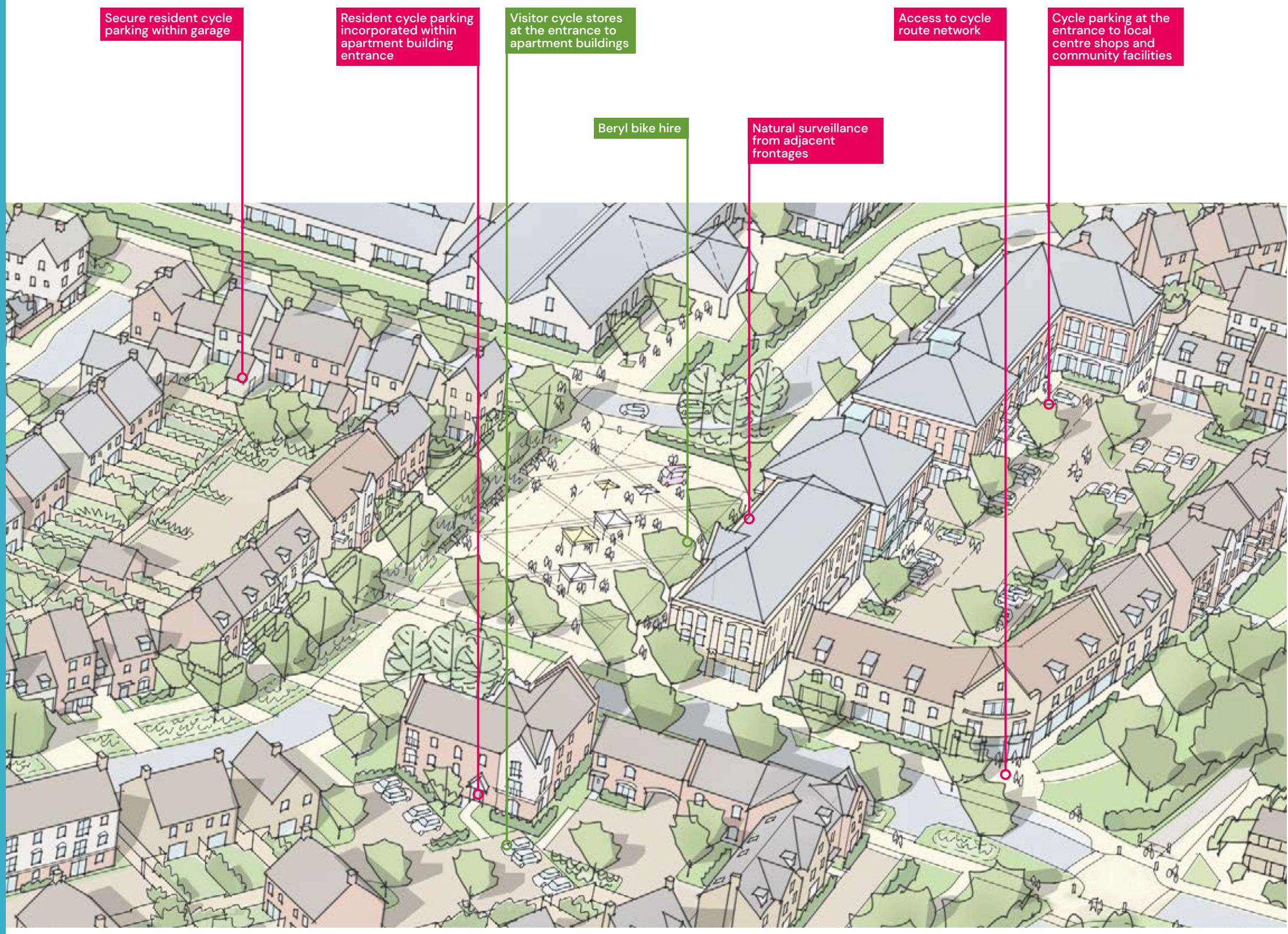
Cycle Parking

Good cycle parking facilities must be provided to encourage active travel by both residents and visitors to the development.

All proposals must comply with the local authority requirements for cycle parking.

Cycle Parking for Dwellings

Residents must have an accessible location for cycle storage. This can be located within: a garage; a secure shed located in the rear garden; or a cycle store incorporated into the front garden boundary. Where a garage is used, bicycles must be able to be easily removed without the need for moving the car. Where a dedicated store is used, it must be secure and not rise above the boundary to the public realm.



Cycle parking for flats

Where possible, cycle parking for apartments should be integrated within the communal entrance area to enhance social interaction, convenience, and the perceived safety of use.

If the cycle parking is positioned outside of the building, it should be within 20 metres of the entrance, well-lit, covered, and overlooked.

Visitor cycle parking

Visitor cycle parking must be conveniently located within the local centre. Provision for visitors to apartment buildings is also encouraged.

Visitor cycle parking must be clear of the highway and be well overlooked.

All visitor cycle parking must be delivered using Sheffield stands.

Beryl Bikes

Three Rivers District Council and Watford Borough Council have been working together to expand the Beryl Bike scheme into Croxley Green to meet user demand and provide opportunities to promote sustainable transport.

A 2 year pilot scheme has been agreed to deliver Beryl Bikes at 5 locations within the village. A public consultation ran between 12th and 26th February 2024, which is currently under review by the local authority.

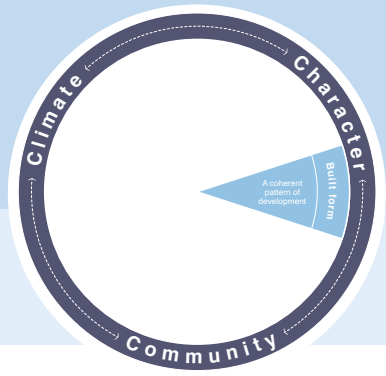
The proposed local centre is an ideal location to provide this facility and should be explored as part of a Reserved Matters application.





BUILT FORM

A coherent pattern of development



Development land must have a thoughtful and efficient approach to design to utilise space efficiently. Compact and coherent design stitched together with a traditional network of streets, will facilitate active travel and optimise land use.

B.1 COMPACT FORM OF DEVELOPMENT

A compact form of development is more likely to accommodate enough people to support shops, local facilities and viable public transport, maximise social interaction in a local area, and make it feel a safe, lively and attractive place. In this way, it may help to promote active travel to local facilities and services, so reducing dependence on the private car.

What is meant by compact will vary according to area type and context. A design code may define an appropriate measure of compactness for new development in relation to an area type.
(NMDC Part 2 2021)

The following section sets out and establishes general urban design principles that are to be used to inform the detailed design of any future Reserved Matters Applications, alongside the above-mentioned units of character.

Density

The development will achieve an average density of 43.17 dwellings per hectare (dph) across the site, which ensures the efficient use of land, yet is reflective of the surrounding area, helping to assimilate the proposals into the surrounding areas. This is based on a gross developable area of 13.90 hectares.

Types and Forms

The way that buildings relate to one another is one of the most important aspects that can be used to define an areas character. The proportion, massing, shape and layout of buildings are important elements of character. Other cues such as defining building lines, eaves heights, ridge heights, alongside the rhythm/spacing between buildings will be important in establishing formal or informal Identity Areas.

The key aspects of urban morphology will therefore be addressed for each Identity area and include:

- Urban form (relationship of building to one another);
- Building typology (terrace, detached etc);
- Density (generally higher in development core and lower where transition to wider landscape);
- Building lines (consistent or varied);
- Height/Enclosure;
- Roofscape (roof form, consistent or varied eaves/ridge heights);
- Scale and proportion of the buildings and its fenestration (important for both urban form and detail);
- Building details;
- Building materials;
- Landscape Design; and
- Parking.

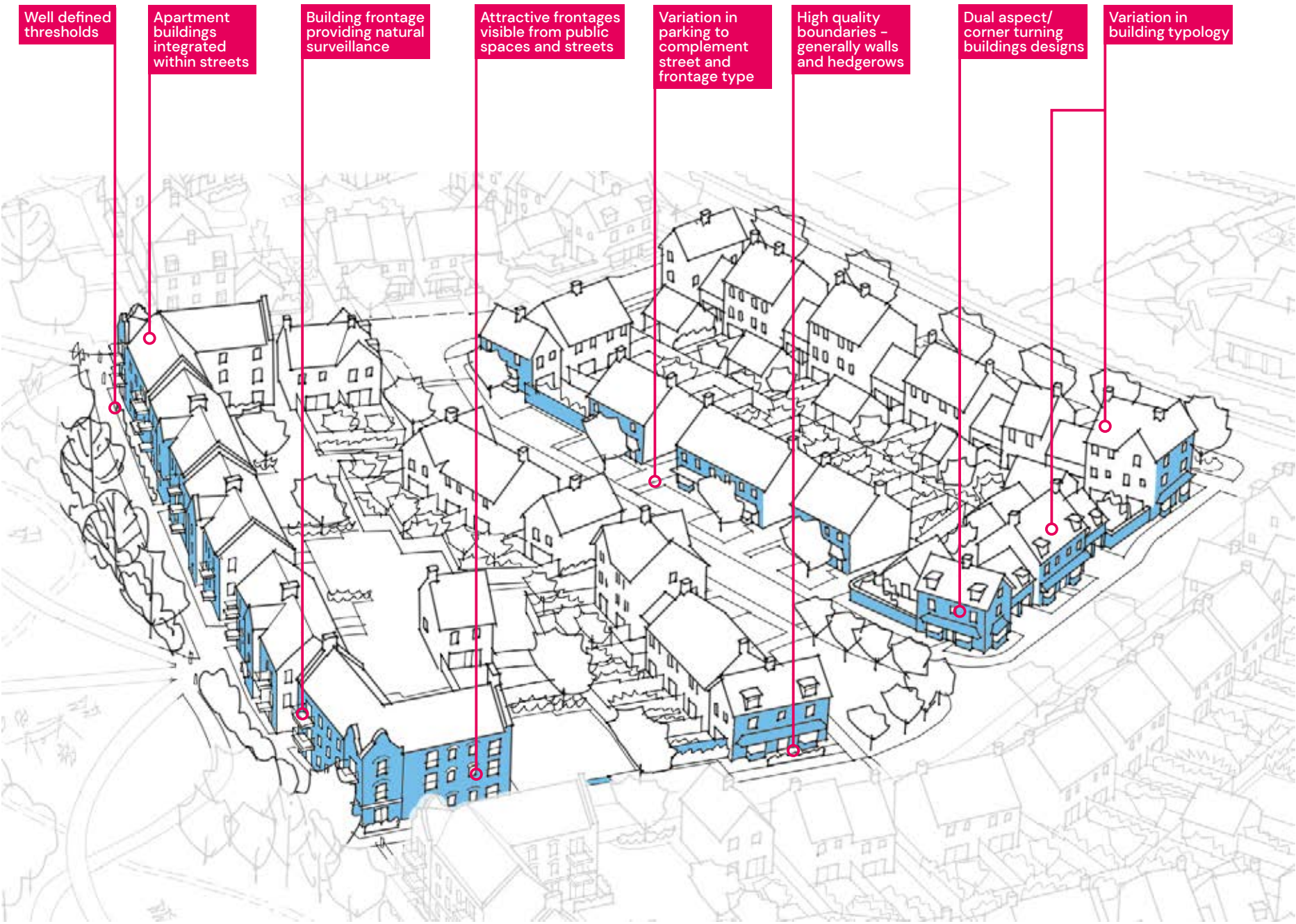
B.2 BUILT FORM

A design code may define a three-dimensional envelope for new buildings. The size and shape of this will vary depending on the nature of the area type and the blocks within it. This envelope consists of three separate measures: the development blocks established by the street network, the alignment of the front face of the building, and the height of the building.
(NMDC Part 2 2021)

Blocks

Block structures have been established within the Framework Plan. The following parameters and principles can be established to inform their detailed design:

- Development should utilise a perimeter block structure, allowing positive building frontages onto all streets and spaces;
- Lower category roads should serve smaller groups of dwellings, with an obvious change in the street character signalling the transition to a semi-private environment;
- All routes provided should be necessary and serve a specific function or destination, reflecting desire lines to key community facilities, including off site facilities;
- The proposals should encourage transport via sustainable modes, with the provision of safe and secure routes for both pedestrians and cyclists integrated into the proposals;
- High-quality leisure routes should be provided throughout the development, encouraging healthy and active lifestyle choices close to dwellings;
- The internal street network should provide a series of connected "loops" within the site, providing a choice of routes and access options wherever possible;
- Buildings should be orientated to front streets, ensuring private rear gardens are not exposed;
- Particular consideration should be paid to the detailed layout of dwellings to ensure that streets and spaces are actively overlooked and benefit from natural surveillance, in particular areas for formal play;
- The ownerships and responsibilities for external spaces should be clearly identified, and the proposals should facilitate an ease of maintenance and management;
- Development blocks will be orientated to ensure that key views out of the development towards existing landscape features are maximised as much possible; and
- Streets and spaces should positively address existing elements of green infrastructure, with existing tree and hedgerow planting incorporated into public open space wherever possible.



Placemaking summary

Placemaking

The site layout principles should achieve legibility by including the following (as shown on the Placemaking Parameter plan):

Block structure

Development parcels will each form a series of perimeter blocks where the dwellings face outwards onto the streets and spaces around them. This results in the creation of an inner 'core' of secure and private rear gardens. The street hierarchy on the Framework Plan provides the basis for reasonably shaped blocks, avoiding wherever possible the creation of difficult triangular corners.

Vistas along streets and green corridors should be positively addressed by well placed buildings or at development zone edges by a tree or hedgerow. Termination at a garage fence, wall or driveway is not acceptable.

Detailed layouts should:

- Avoid exposing rear elevations to views along a street;
- Avoid exposing blank side elevations to the public realm, through steps in building lines, or using inappropriate house type in corner turning locations;
- Resolve corners successfully to ensure that the function of all space is considered, such that boundary treatments reinforce the public realm and the extent of private ownership.

Gateway buildings

Clearly defined entrances to create a sense of arrival and/or transition from one character area to the next.

This can be done in a number of ways:

- The use of distinctive buildings;
- Increased building heights;
- Walling and/or railings;
- Distinctive planting;
- Change in architectural design and/ or use of building materials
- Pushing forward the building line; and / or
- The use of symmetry and articulating elevations.

Landmark / focal buildings

The use of distinctive buildings, building features and/or landscape elements to address key corners, key junctures between street types and terminate views along streets and spaces.

These buildings should be treated differently to other buildings by:

- Using distinguishing features and materials or generally be of a larger scale and form; and / or;
- Terminate the ends of tertiary streets.

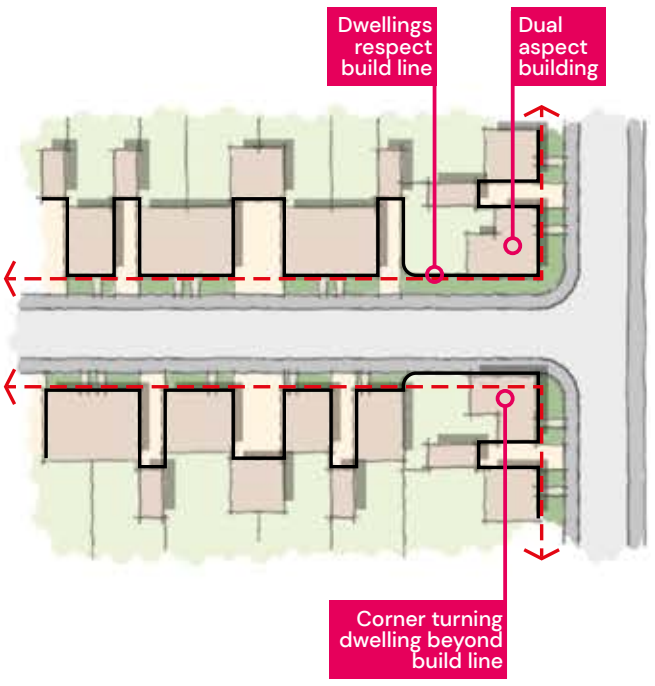
Open spaces also form focal points within the layout and would typically include elements within them including distinctive trees, other planting and/or public art.

Views and vistas

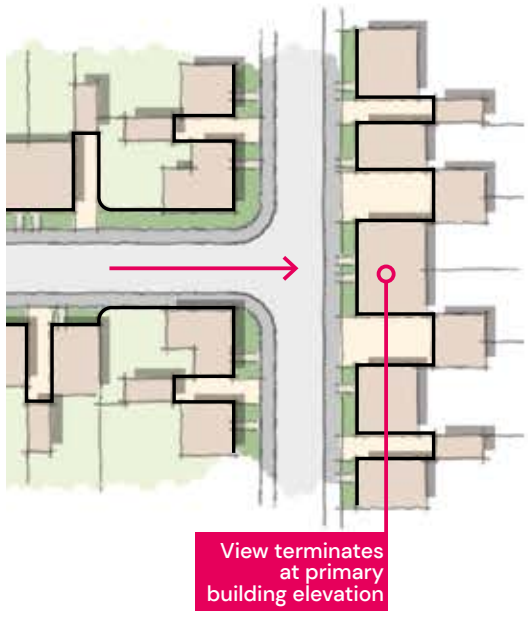
Local views and vistas of landmarks and key landscapes, that cater for legible connections.

Key views are created by positioning buildings at the ends of streets and spaces.

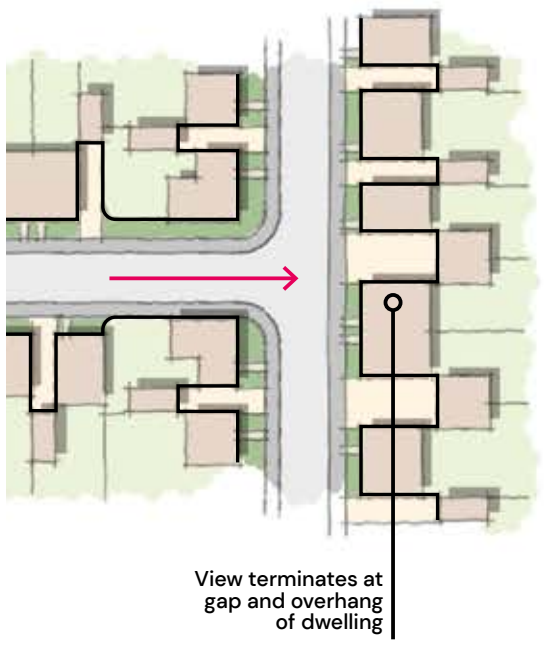
Buildings lines will be established that allow for the creation of views and vistas along streets to open spaces to help people navigate themselves through the development.



CORNERS SET OUT TO AVOID EXPOSED REAR ELEVATIONS



BUILDINGS SET OUT TO POSITIVELY ADDRESS VIEWS ALONG STREETS



BUILDINGS DO NOT TERMINATE VIEW ALONG STREET

Continuous frontages

Where continuous frontages are proposed, building lines are to be formal and located as close as possible to the back of pavements. This will assist in providing a sense of enclosure and define a clear change in street hierarchy.

The use of first floor accomodation above parking /car ports is encouraged to further define the continuous frontage.

Building heights and roofscape are to vary to provide interest to the street scene. In addition, chimneys can be used to add further interest.





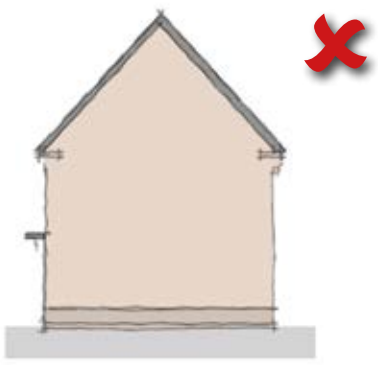
Corner turning buildings

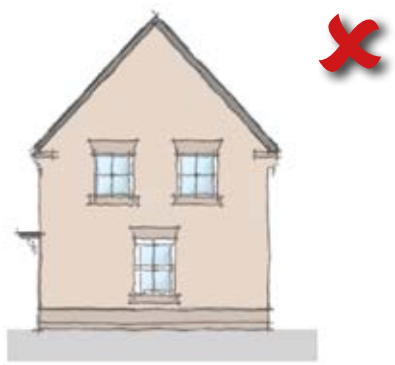
Buildings that turn corners well are usually dual fronted, addressing two aspects. This avoids the creation of exposed blank façades and can be an important safety feature by providing natural surveillance.

The front door should usually address the higher order street and should be supplemented by windows to habitable rooms on the front and side elevations addressing the public realm. The use of bay windows on the exposed side elevation is encouraged.

Frontage boundary treatments should wrap around corners to define the extent of private ownership and also provide privacy to windows in side elevations.

Private gardens, garages and/or driveways should not be used to turn corners.





Key building groups and frontages

Important groups of buildings in key areas of the development that cluster around open spaces and/or are located at key corners and streets.

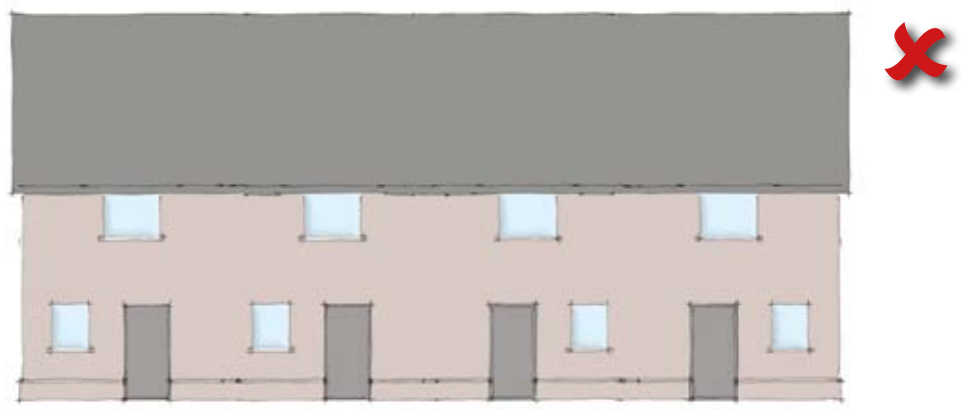
Key building groups and frontages will be set out in the following forms:

- Formal - generally more continuous and consistent, consisting of apartments, terraced houses and semi-detached/linked properties - located along the primary route and around key open spaces;
- Informal - very informal and less consistent building line, consisting of semi-detached and detached houses.

Terraced house types

- It is preferable to access mid-terraced dwellings directly from rear parking courts rather than paths/alley ways from the building frontage or side.
- Simple traditional gable roofs with no variation in ridge or eaves heights are to be avoided. Articulation of the roofscape is encouraged by using: tiered ridge and eaves heights that responds to the topography; use of dormer windows; parapet roofs; and use of chimneys.





Frontage Typologies



Frontage Type 1 - Continuous built form frontage

- 4m setback from highway (non verge side) - 11m setback from highway (verge side)
- Development has a consistent and formal building line
- Continuous built form frontage, with minimal gaps between buildings to mitigate noise
- Tree planting and on-plot landscaping to reinforce formality



Frontage Type 2 - Formal development (Durrants View)

- 2m setback from private curtilage, path or highway
- Development has a consistent and formal building line
- Parking to rear of dwellings or apartments
- Tree planting and on-plot landscaping to reinforce formality



Frontage Type 3 - Village Streets

- 4-7m setback from highway
- Development has a consistent and formal building line
- Parking predominantly to the side of units, limited use of frontage parking, with appropriate landscaped breaks to aid visual mitigation
- On-plot landscaping to provide green frontage to enhance interface with public open space.



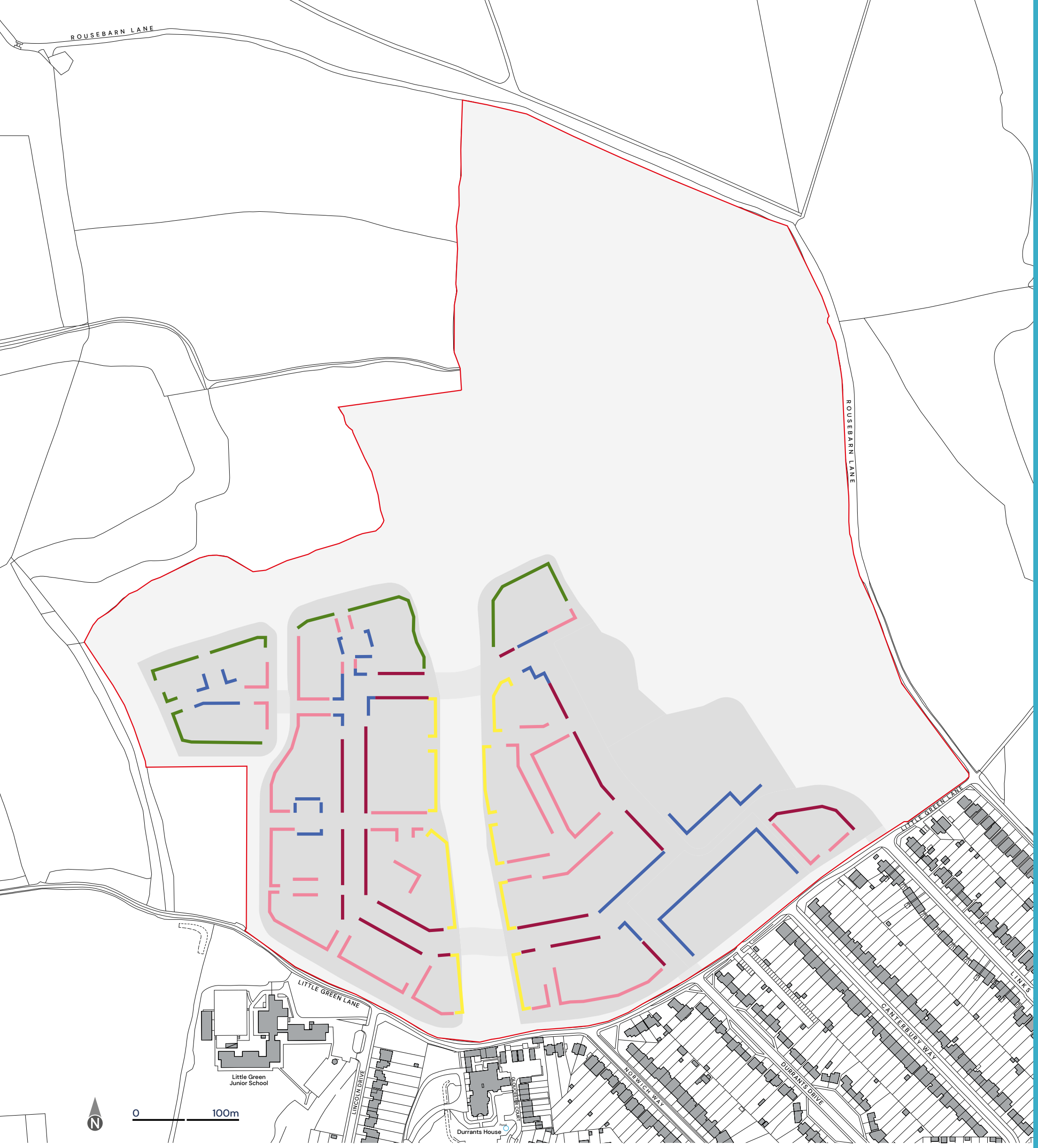
Frontage Type 4 - Woodland Edge

- 3-6m setback from highway
- Meandering and semi-formal building line (large detached dwellings only) overlooking open space
- Parking to side of dwellings only
- On plot landscaping to provide informal and generous landscaping to frontage



Frontage Type 5 - Squares

- Minimal setback from adopted highway/path
- Development has a consistent and formal building line
- Parking predominantly to the side of dwellings, some use of frontage parking, with appropriate landscaped breaks to aid visual mitigation
- Rear courts - some grouped parking incorporated into rear courtyards and larger civic spaces
- Tree planting and on-plot landscaping to reinforce formality



DEVELOPMENT FRONTAGES | Not to scale

LEGEND

Site boundary

FRONTAGES

Frontage Type 1
(Continuous built form frontage)

Frontage Type 2
(Formal development - Durrants View)

Frontage Type 3
(Village Streets)

Frontage Type 4
(Woodland Edge)

Frontage Type 5
(Squares)

Building Line

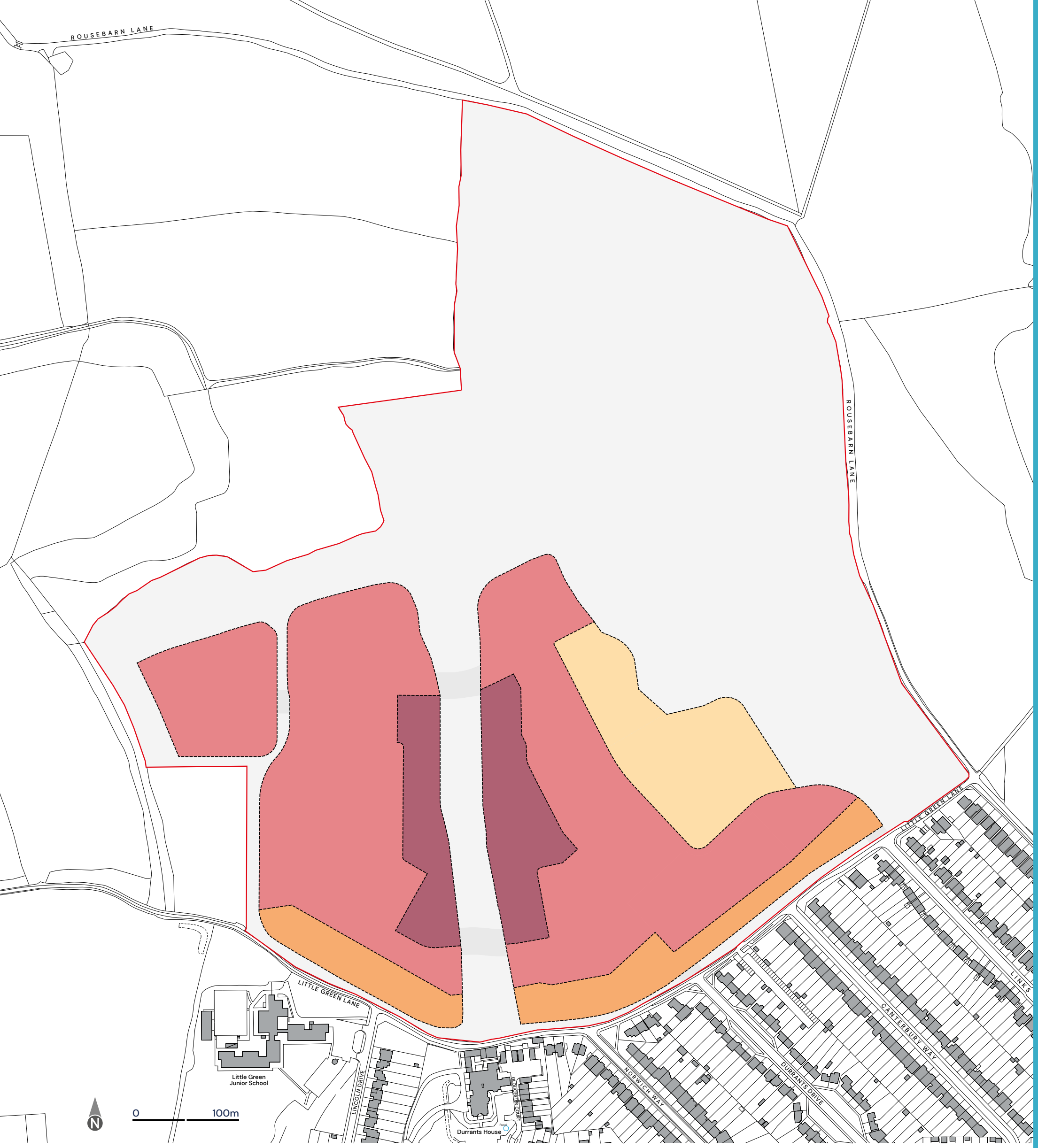
Building lines will contribute to the street character of the area and street hierarchy. They should generally be consistent but may vary where landscape and highway designs are such that irregular building lines help to compose the street design.

More detailed guidance on building lines can be found in the Identity section.

Height

The Illustrative Building Heights plan illustrates that the height and massing of the proposed development varies across the site as below:

- Up to 2.5 storeys - Buildings fronting onto Little Green Lane will be predominantly 2 storeys with some use of 2.5 storeys at appropriate locations.
- Up to 3 storeys – The rmajority of development will take the form of 2 to 2.5 storey buildings with some use of 3 storey development to be located in appropriate locations throughout the site having regard to site topography, landscape and visual and noise mitigation considerations, and be utilised to provide suitable gateway/landmark or accent buildings to aid with scheme legibility and creating a positive sense of place.
- Up to 4 storeys - Buildings within a central section fronting onto Durrants View will be up to 4 storeys in height.



BUILDING HEIGHTS | Not to scale

LEGEND

Site boundary

BUILDING HEIGHTS

Up to 4 storey

Up to 3 storey

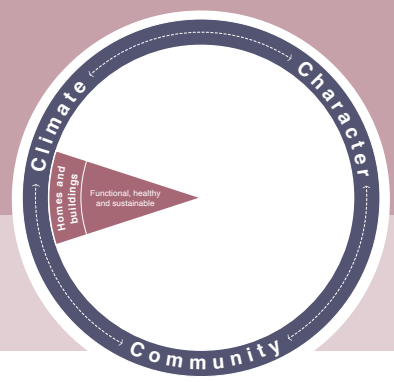
Up to 2.5 storey

Up to 2 storey

DAS

HOMES AND BUILDINGS

Functional, healthy and sustainable



The design of homes and buildings must be functional, accessible, inclusive and sustainable, responding to the local context. The wellbeing of residents must be at the forefront of design, providing an environment that supports health, relates positively to the spaces around them and are adaptable to changing needs.

H1. HOUSING QUALITY

Space Standards

Dwellings must meet or exceed Nationally Described Space Standards as a minimum requirement.

Number of bedrooms	Number of bed spaces (persons)	1 Storey dwellings	2 Storey dwellings	3 Storey dwellings	Built-in storage
1b	1 P	39(37)*			1.0
	2 P	50	58		1.5
2b	3 P	61	70		2.0
	4 P	70	79		
3b	4 P	74	84	90	2.5
	5 P	86	93	99	
	6 P	95	102	108	
4b	5 P	90	97	103	3.0
	6 P	99	106	112	
	7 P	108	115	121	
	8 P	117	124	130	
5b	6 P	103	110	116	3.5
	7 P	112	119	125	
	8 P	121	128	134	
6b	7 P	116	123	129	4.0
	8 P	125	132	138	

Accessibility

Accessible buildings are a benefit to everyone who uses them. All proposed buildings must be accessible and easily adaptable.

- 5% affordable tenure homes must either provide, or be capable of providing, M4(3) wheelchair accessible homes; and
- All remaining homes must meet all the access standards for M4(2).

H.2 HEALTH AND WELLBEING

A considerable amount of time is spent daily in the home environment. Internal home quality and its immediate surroundings are key determinants of the health status of the general population and those from vulnerable and protected characteristics groups.

The built environment has a significant impact on people's health and wellbeing. This relates across the design code with regard to walkable neighbourhoods, access to greenery and recreation, attractive buildings and public spaces, space standards, and strong communities. There are also specific elements relating to the impact of the design of homes and buildings that affect wellbeing including daylight, aspect and privacy, noise mitigation, security and access to private outdoor space.
(NMDC Part 2 2021)

Light, Aspect, Privacy

All buildings must provide good natural light and ventilation. This should include:

- Maximising opportunities for dual aspect accommodation.
- Maximising natural light and cross-ventilation; and
- Provide shared circulation spaces in apartment buildings that are naturally lit and ventilated to reduce the use of mechanical ventilation. Include openable windows (except where noise levels will not allow this).

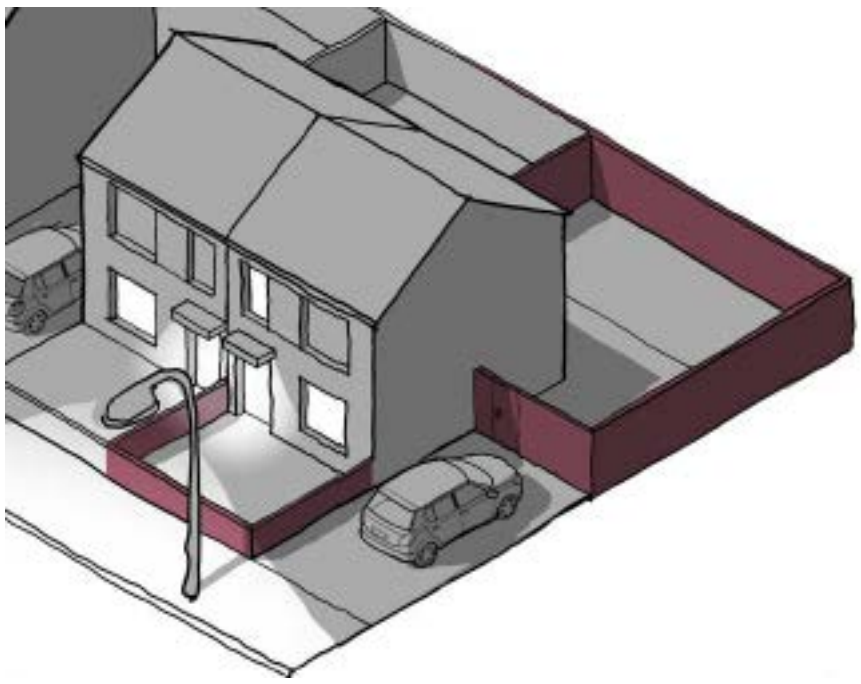
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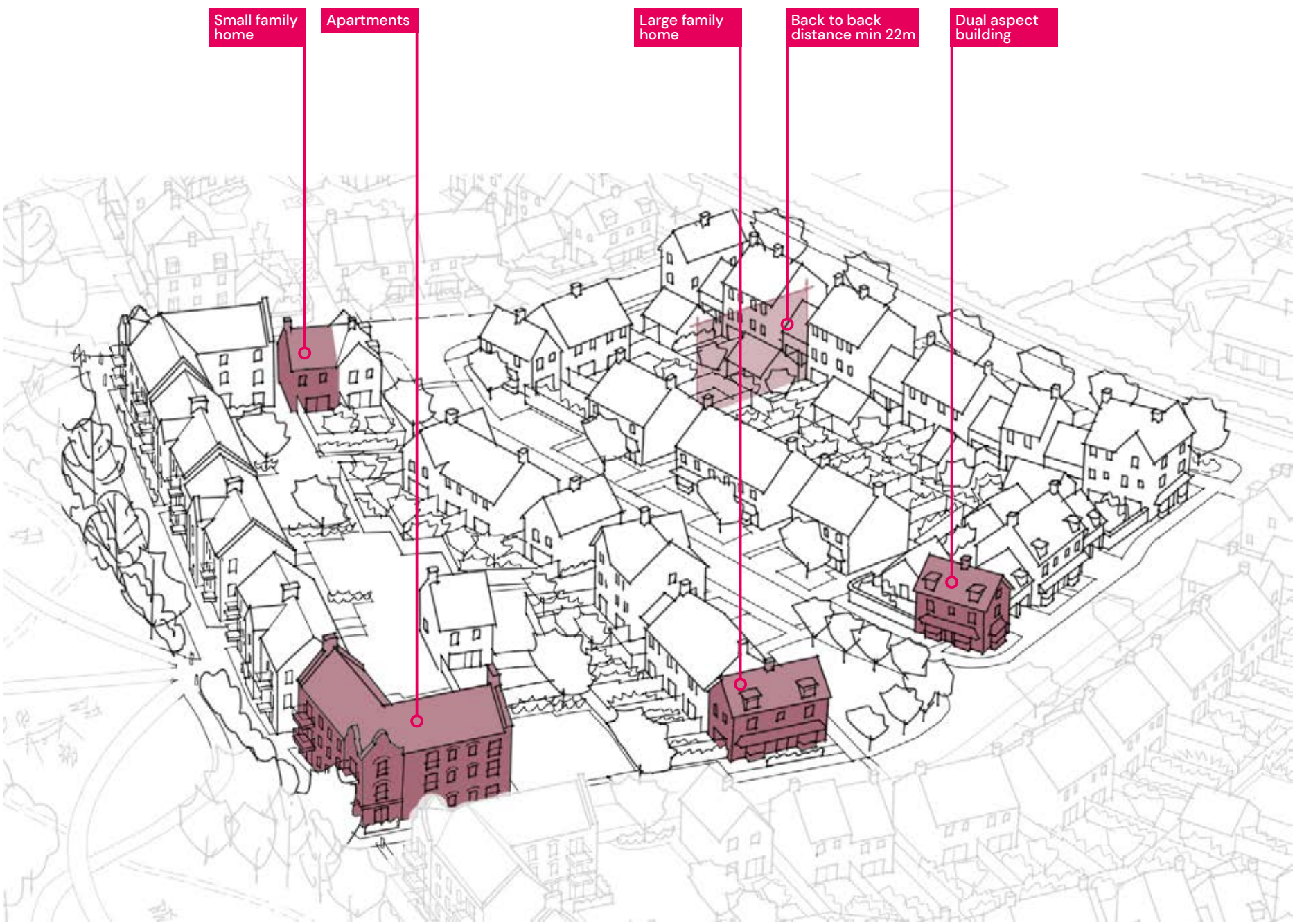
As stated in the National Model Design Code:

"The layout of dwellings should ensure that homes and places are easy to move around and safe and secure as set out in Secured by Design guidance. Layouts need to ensure natural surveillance from buildings to public spaces, encourage community interaction, engagement and participation and environmental control.

Housing plots need to include fences to the rear and defensible space/front gardens at the front with a boundary treatment or planting to keep people away from windows."

In addition, rear parking courts must be designed so that they have natural surveillance from surrounding properties.





Gardens and Balconies

Houses will be designed to include private gardens. Gardens must be usable and feature functional shapes and should seek to meet the sizes set out by Three Rivers District Council where practicable. The following are the minimum garden sizes:

Number of beds	Garden Size	Control Level
2 bed dwelling	45 sqm garden	M
3 bed dwelling	60 sqm garden	M
4 bed dwelling	75 sqm garden	M
Additional bedroom	+15 sqm for each	M

Number of beds	Space Standard*	Control Level
1 bed apartment	15 sqm	M
2+ bed apartment	25 sqm	M

* Space can be provided for each apartment or communally.

Residents have a higher expectation of privacy from the private or garden side of the dwelling.

Where habitable rooms are located at the rear of neighbouring properties and the rear facades face each other, a minimum back to back spacing of 22m should be achieved. An intervening fence or other visual barrier of above eye-level height (as viewed from the potential vantage point) should be incorporated to maintain an adequate level of privacy.

Where the rears of neighbouring properties face each other at an angle of more than 30°, the minimum spacing may be reduced to 15m from the nearest corner.

For apartment buildings, private communal garden space must be provided at a rate of 15sqm for 1 bed apartments and 25sqm for apartments with 2 bedrooms or more.

Apartments adjacent to and overlooking a park or other large public space of high amenity value could be provided with a smaller amount of communal space. In this instance, apartments should also have balconies with a floor area of at least 5 sqm.

Min garden length to be 11m

Min depth and width of balconies and other external spaces should be 1.5m

Requirements for oustide amenity space for apartments : drying areas/seating, relationship to parking area.

For example: Communal space for flats should be well screened from highways and casual passers-by but should benefit from good levels of natural surveillance. Amenity space that lacks clear landscape proposals and consists of simple grassed or hard surfaced areas will not be acceptable.

(Taken from Appendix 1)





IDENTITY

Attractive and distinctive



Best practice urban design principles will stitch the new development into it's context. A blend of Victorian and Georgian architecture have influenced the design character areas capturing the essence of historic parts of Croxley Green. Landscape design has been inspired by the existing 'greenway' running through the village.

I.1 A SENSE OF PLACE

A sense of place is the quality that makes a place special and lodges it in the memory so that people want to stay or return. It results from the combination of many factors. Design codes may include guidance on how to draw inspiration from the existing context, to create or enhance a sense of place through new development, and to follow some simple principles of scale and proportion in the design of new buildings.
(NMDC Part 2 2021)

M Local Character

Part 1 of the Design Code and Section 3 of the Design and Access Statement provides analysis of the local context to understand how local building types, architectural styles, materials, detailing and colour influence the character of Croxley Green. Detailed designs must demonstrate how they are locally distinctive.

M Legibility

Landmark Buildings, key corners and a clear hierarchy of routes and intersections are considered to increase the legibility of the development. Legibility refers to the degree to which people can understand and identify with the built environment. Building and layout design, planting and views must be utilised to form visual focal points and create identifiable routes.

Masterplanning

A proposed Illustrative Masterplan has been prepared which demonstrates one way in which a development could be laid out.

M BUILT CHARACTER AREAS

There are six built character areas that will form the structure of the development proposals. These are:

- The Boulevard
- Little Green Lane
- The Villas
- Durrants View
- The Village
- Local Centre

Coding is presented in **Part 3 Character Area Codes.**

THE BOULEVARD



LITTLE GREEN LANE



THE VILLAS



DURRANTS VIEW



THE VILLAGE



LOCAL CENTRE



BUILT CHARACTER AREAS | Not to scale

LEGEND

Site boundary

CHARACTER AREAS

- The Boulevard
- Little Green Lane
- The Villas
- Durrants View
- The Village
- Local Centre

LANDSCAPE CHARACTER AREAS

There are six landscape character areas that will form the structure of the development proposals. These are::

- Little Green
- Rousebarn Country Park
- Rousebarn Wood
- Dell Spring
- Greenways
- Durrant Square.

Coding is presented in **Part 3 Character Area Codes.**

LITTLE GREEN



ROUSEBARN COUNTRY PARK



ROUSEBARN WOOD



DELL SPRING

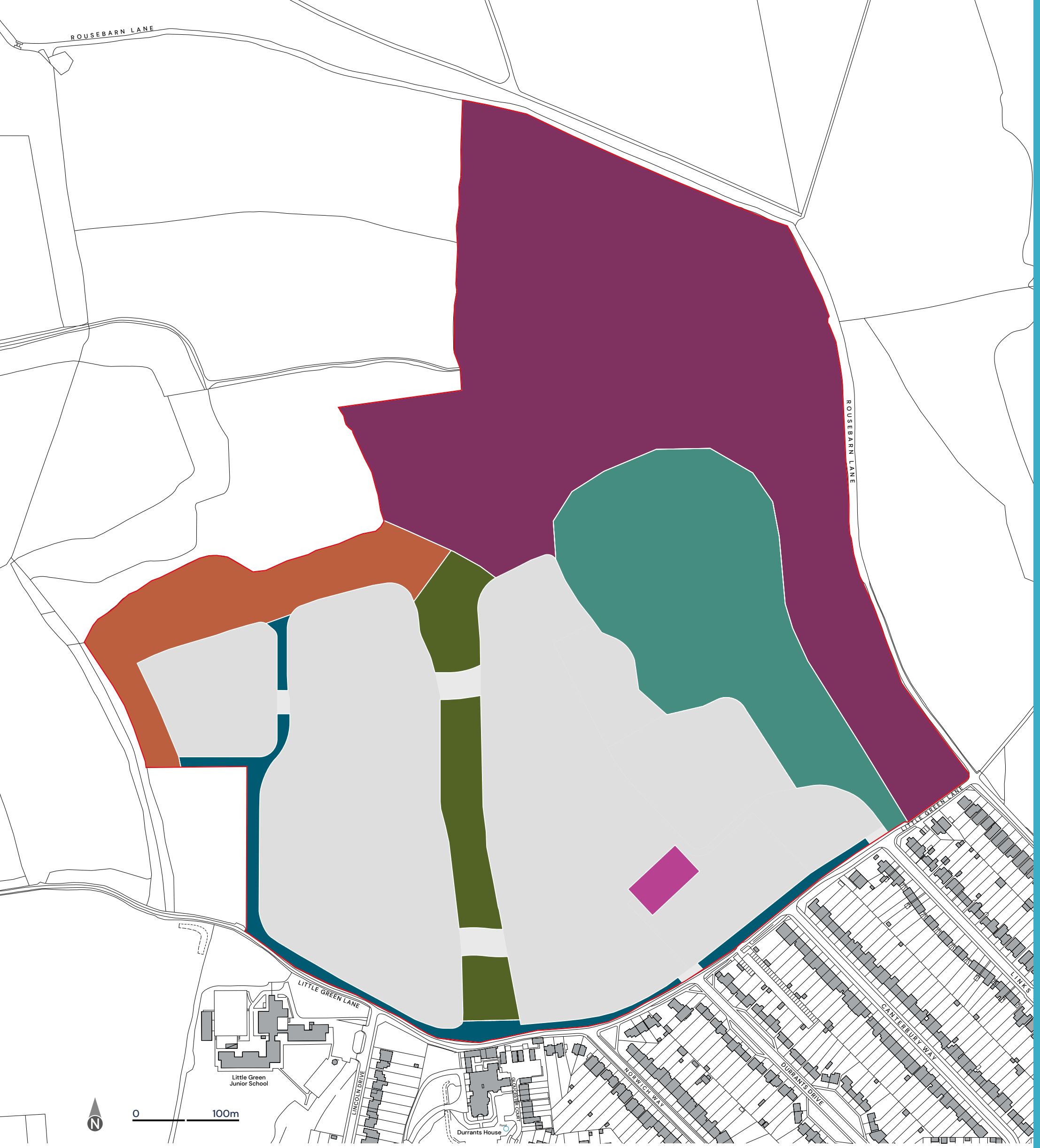


GREENWAYS



DURRANTS SQUARE





LANDSCAPE CHARACTER AREAS | Not to scale

LEGEND

DAS

Site boundary

CHARACTER AREAS

LCA 1 Little Green

LCA2 Rousebarn Country Park

LCA3 Rousebarn Wood

LCA4 Dell Spring

LCA5 Greenways

LCA6 Durrants Square

PUBLIC SPACES

Safe, social and inclusive



Good street design that creates space for people and nature, rather than just vehicle movement routes will be a key principle of our approach to public space. Durrants View will provide a central recreational space for meeting, socialising and play within a walkable distance of new and existing homes.

P.1 STREETS

Streets need to balance the dual functions of movement and place. Their design will vary both by their position in the street hierarchy and the area type that they pass through. Other parts of the design code including built form, movement, nature and use will need to be considered in the design of streets. Each type of street also needs to take account of emerging trends: the changing nature of transport, for increased levels of active travel, with space being reallocated from private motor traffic to cycling and public transport; addressing the needs of people with disabilities, children and young people, older people and businesses to meet local community needs; and climate change, with space being allocated from vehicle parking spaces to provide sustainable drainage and incorporate street trees..
(NMDC Part 2 2021)

The following street typologies are proposed:

- The Boulevard (Primary)
- Residential Street (Secondary)
- Village Street (Secondary)
- Shared Surface (Secondary)
- Private Lanes (Tertiary)

The design and composition of streets is discussed in more detail within the 'Movement' section.

M Street Trees

Street trees will be included on all streets and will form an integral part of placemaking and reinforcing landscape character.

Tree planting within the streetscape must comply with the following principles:

- Ensure planting at frequent intervals that allows space for lighting, utilities, SuDS and parking. Street tree pits must be designed to coordinate with utilities at an early stage to avoid conflict;
- Street trees should be planted no less than 14m apart, excluding junctions and lighting, along the primary street;
- Species palettes must include a diversity of native and non-native species to build resilience into the tree stock, as well as providing biodiversity;
- Species must be chosen with a mature canopy size appropriate to the space available. Tree pits must be of suitable size to support healthy growth;
- Species which are resilient to climate change and tolerant to urban settings should be favoured;
- Street trees should be maintained to ensure clear pedestrian, cyclist and vehicle sight lines; and
- Street tree location must be complementary to lighting columns to ensure trees do not block street lights. The use of shorter lighting columns can help to overcome this issue.

The following list of tree species should be used to inform the specification of street tree planting within detailed design work:

Name	Common Name
Narrow Pavements- typically Tertiary Streets and Secondary Streets	
Acer platanoides 'Crimson Sentry'	Norway Maple 'Crimson Sentry'
Liriodendron tulipifera 'Fastigiatum'	Tulip Tree 'Fastigiatum'
Pyrus Calleryana 'Chanticleer'	Ornamental Pear
Malus 'Rudolph'	Crab Apple
Crataegus laevigata 'Paul's Scarlet'	Hawthorn 'Paul's Scarlet'
Arbutus unedo	Strawberry Tree
Fagus sylvatica 'Dawyck'	Common Beech 'Dawyck'
Amelanchier arborea 'Robin Hill'	Juneberry 'Robin Hill'
Medium Pavements- typically Secondary Streets and Primary Streets	
Betula utilis subsq. *Jaquemontii*	West Himalayan Birch
Sorbus aria 'Magnifica'	Common Whitebeam
Sorbus torminalis	Wild Service Tree
Prunus avium	Wild Cherry
Sorbus aucuparia 'Streetwise'	Rowan
Acer platanoides 'Columnara'	Column Norway Maple
Wide Pavements, Soft Verges & Green Squares- typically Primary Streets & Green Squares	
Acer campestre 'Arends'	Arends Field Maple
Liquidambar styraciflua	Sweet Gum
Carpinus betulus 'Fastigiata'	Common Hornbeam
Quercus petrea	Sessile Oak
Ginkgo biloba 'Fastigiata'	Maidenhair Tree
Koelreuteria paniculata	Golden Rain Tree
Carpinus betulus 'Fastigiata'	Upright Whitebeam
Tilia cordata 'Winter Orange'	Small Leaved Lime Winter Orange
Tilia tomentosa 'Brabant'	Silver Lime



Frontages

Quality frontages will be provided to new dwellings. This will include:

- Preparing frontage planting for dwellings;
- Avoiding frontages comprised of just lawn;
- Preparing a planting selection that will provide seasonal variation and year-round structure through the use of evergreens and shrubs;
- Providing information on the management of front gardens to the occupier; and
- Where homes front onto green space, the treatment of frontages should be mindful of the character of the adjoining landscape through use of complementary tree and shrub species.



SOCIAL INTERACTION

Streets and other public spaces such as public squares have an important social function to bring people together and to act as a focus for community life. Parks and other green spaces described in section N1 also contribute towards social interaction. Special consideration needs to be given to safety, multifunctional and generational spaces and reducing the risk of crime.
(NMDC Part 2 2021)

Meeting Places

Integrated within the development parcels will be a handful of public squares which will form green nodes within the new neighbourhoods, reflective of Dickinson Square in Croxley Green. These will act as multifunctional places for gathering and activities. Their design will be flexible, with the potential for kitchen gardens or play space, dependent on community demand.

Durrants Square will form a new neighbourhood civic space which accommodates a spill out of community uses from the adjacent local centre. The Square will be largely comprised of hardstanding to allow for markets and other public events. Tree, shrub and ornamental planting will frame the Square and soften the built form. Use of moveable planters and street furniture will allow for a flexible space to be provided dependent on seasonal use and events.

The wider landscape will facilitate gathering and social interactions across the Site through the creation of play spaces, allotments, seating areas, exercise equipment, public art and a bandstand / pavilion.

Visualisation of a typical focal square



Focal Square Design

The focal squares act as nodal points at key locations around The Boulevard. This gives users a natural break in the circular street, which assists in wayfinding, and provides a natural pause to rest for all generations of users.

The squares are designed to be well enclosed by built form, with high levels of natural surveillance and defensible private space.

Focal Square

- Predominantly hard landscaped
- Any soft landscape is an extension of the boulevard verge
- To include high quality street furniture, including public art, lighting and benches as a rest point
- Squares may include parking, but should not dominate the space.

Focal square





NATURE

Enhanced and optimised



Each aspect of the development proposals must incorporate nature by creating an integrated network of natural habitats, sustainable drainage and tree planting.

GREEN INFRASTRUCTURE

Green infrastructure is a network of multi-functional urban and rural green and blue space which is capable of delivering a wide range of environmental and quality of life benefits. It covers everything from country parks to green roofs and street trees. In terms of new development, the design code may specify levels of green infrastructure provision and guidance on design. The National Framework of Green Infrastructure Standards will provide further detail on principles to guide design.
(NMDC Part 2 2021)

Network of Spaces

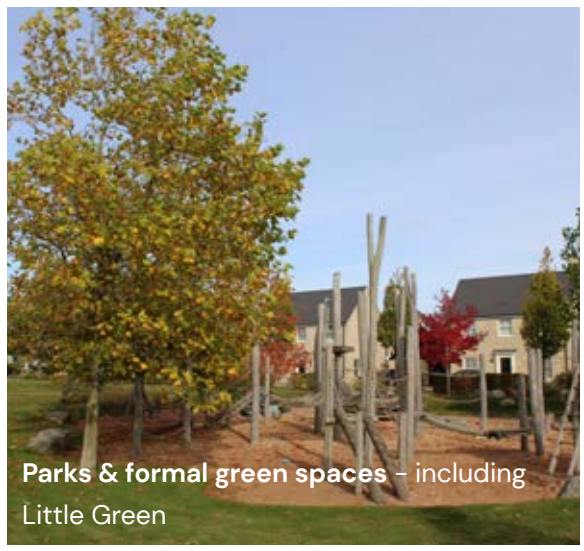
The development proposals will deliver a network of green (and blue) infrastructure across the Site. This will provide a variety of linked green spaces that contribute positively towards nature, leisure and the quality of life of new and existing residents.

The hierarchy of green and blue spaces will knit into the wider landscape, contributing towards a more connected network of ecological and recreational assets across the surrounding area.

The hierarchy of green spaces delivered across the Site will be driven by landscape character and will be designed to be multifunctional.

Detailed landscape design and management plans will adhere to the contents of this Design Code.


Natural spaces - including Rousebarn Country Park, Dell Wood & Rousebarn Wood


Parks & formal green spaces - including Little Green


Squares & pocket parks - including Durrants Square & other communal squares


Streets and linear green spaces - including Greenways, streets & swales


Allotments & food growing - including Dell Spring & communal squares


Urban greening - including rain gardens, street trees and other green features


Semi-public spaces - including the primary school


Private spaces - including gardens and balconies

Hierarchy of Green Spaces

Open Space Provision

A variety of public open space will be delivered within the Site to provide a range of recreation uses and multiple benefits. These will include:

- Two Neighbourhood Equipped Areas for Play (NEAP);
- Three Local Equipped Areas for Play (LEAP);
- Local Areas for Play (LAP), natural play and playful trim trails scattered throughout the Site;
- A 2.5km circular walking / jogging route that weaves through the public open space;
- A 2.0km all weather trim trail route that connects seven trim trail stations throughout the Site;
- Footways and cycleways that connect the residential parcels with amenities, recreation, public transport and the wider landscape;
- Allotments, community kitchen garden and community orchard;
- Informal kickabout space;
- Space for interactions with nature, including educational signage and areas to observe wildlife; and
- Space for social interactions.

Nearly all residents of the new development will be within 100m of an area for play and an area of green space.

Design

Public open space will be designed to be multifunctional, allowing the same space to contribute towards ecological, recreation and environmental benefits.

Design of public open space must be informed by landscape character and take design cues from the landscape character area profiles in Part 3.

Fencing should only be used where necessary for safety or for deterring access. Wooden post and rail fencing should be used where practicable.

Access points should make use of existing breaks in vegetation, where practicable.

The Site's public open space will provide space for active recreation, space for sensitive interactions with nature, and wildlife only areas where access is discouraged.

Lighting within public open space should be designed to ensure safety and legibility, while reducing light spill that could affect the surrounding landscape and wildlife.

Areas for food growing will be provided, including allotments and a community kitchen garden. The design of this space should be flexible to allow for it to be shaped by the community and changes in demand.

Play Space Provision

All new homes within the Site should be within 100m of an area for play. All new homes within the Site will be within 1,000m of a Neighbourhood Equipped Area for Play (NEAP) and within 400m of a Local Equipped Area for Play (LEAP).

A network of play spaces will be delivered across the Site which encourages 'play on the way' and natural play. This will be achieved through regular Local Areas for Play (LAP) and natural play.

A series of trim trails stations will be scattered throughout the Site, connected by an all weather trim trail route. This will provide recreation opportunities for all ages, whilst also encouraging exercise within the wider landscape.

Play Space Design

Play areas must be designed to encourage a variety of play experiences, including imaginative, social and physical play.

Play spaces must be designed to encourage natural surveillance from surrounding properties and active travel routes.

Play spaces must be accessible and provide seating for supervising adults

Play areas should be integrated with tree planting and make best use of natural sunlight and dappled shade.

Play areas must be designed to be engaging and interesting, and will be integrated with their landscape surroundings.

Consideration must be given to inclusive and accessible play for children of all ages, including those with disabilities.













WORKING WITH WATER

Managing water is an important element of a site's response to nature. It can reduce flood risk and improve water quality while providing habitats and recreational activities and dealing with flooding when it happens.

The fundamental principles of the Site's drainage strategy is to:

- Ensure water quality is not diminished when compared to current conditions;
- Enhance the biodiversity of the Site;
- Integrate drainage features within the landscape; and
- Encourage interactions with water and nature in a safe manner.

Sustainable Drainage

SuDS will be designed to be multifunctional by providing space for wildlife. Recreation value should also be prioritised, where practicable.

The aesthetic value of SUDS features, alongside their biodiversity and amenity potential, must be considered during both wet and dry conditions.

SuDS will be designed for minimal maintenance burden.

The Three Stages

There are three stages of rainfall management:

- **Stage 1** - On-plot drainage;
- **Stage 2** - Linear conveyance; and
- **Stage 3** - Site-wide control.

Stage 1 - On-Plot Drainage

Rainwater management must be evident in the design and setting out of dwellings and other land uses, helping to manage rain where it falls.

Source control should be included in the form of rain gardens, swales and permeable paving, where practicable.

Stage 2 - Linear Conveyance Features

Swales and rain gardens will be incorporated into street layout and open space.

Swales and rain gardens should be designed to enhance placemaking and biodiversity value.

Stage 3 - Site-Wide Control

Infiltration basins must be designed to balance ecological, amenity and placemaking benefits, where practicable.

Infiltration basins must be designed to minimise the maintenance burden.

Infiltration basins should avoid overly-engineered designs, including large expanses of concrete and long fencelines. Where access to basins needs to be managed, explore the use of planting to deter access, as well as bunds and wooden post and rail fencing to create a more natural solution.

Where observation areas are provided at basins, they must be designed to include guarding, non-slip surfacing and solar stud lighting.

The detailed design of infiltration basins should explore the potential of creating permanently wet areas to provide a diversity of habitats and opportunities for interactions with water.









BIODIVERSITY

All new development needs to use, retain and improve existing habitats or create new habitats to achieve measurable gains for biodiversity. This includes landscaping and tree planting.

The delivery of new habitats must be guided by the overarching landscape character areas, as set out in Section 6 of the Design and Access Statement and Part 3 of this Design Code.

Biodiversity Net Gain

A minimum 10% Biodiversity Net Gain (BNG) will be achieved on-site, in line with the submitted BNG Assessment.

Planning for Biodiversity

All existing ancient woodland on Site will be retained and a 30m 'no development' buffer retained.

Public open space will be designed to encourage different levels of access by people, therefore allowing for less disturbed areas for wildlife. Access to ancient woodland will be managed through landscape design interventions, including planting of thicket, hedgerows and scrub along its edges

The proposed public open space will include a 2.5km circular walk and a 2km all weather trim trail, alongside other opportunities for formal and informal recreation. This will encourage recreational use within the Site boundaries and away from more sensitive sites, such as nearby SSSIs and ancient woodland.













Street Trees

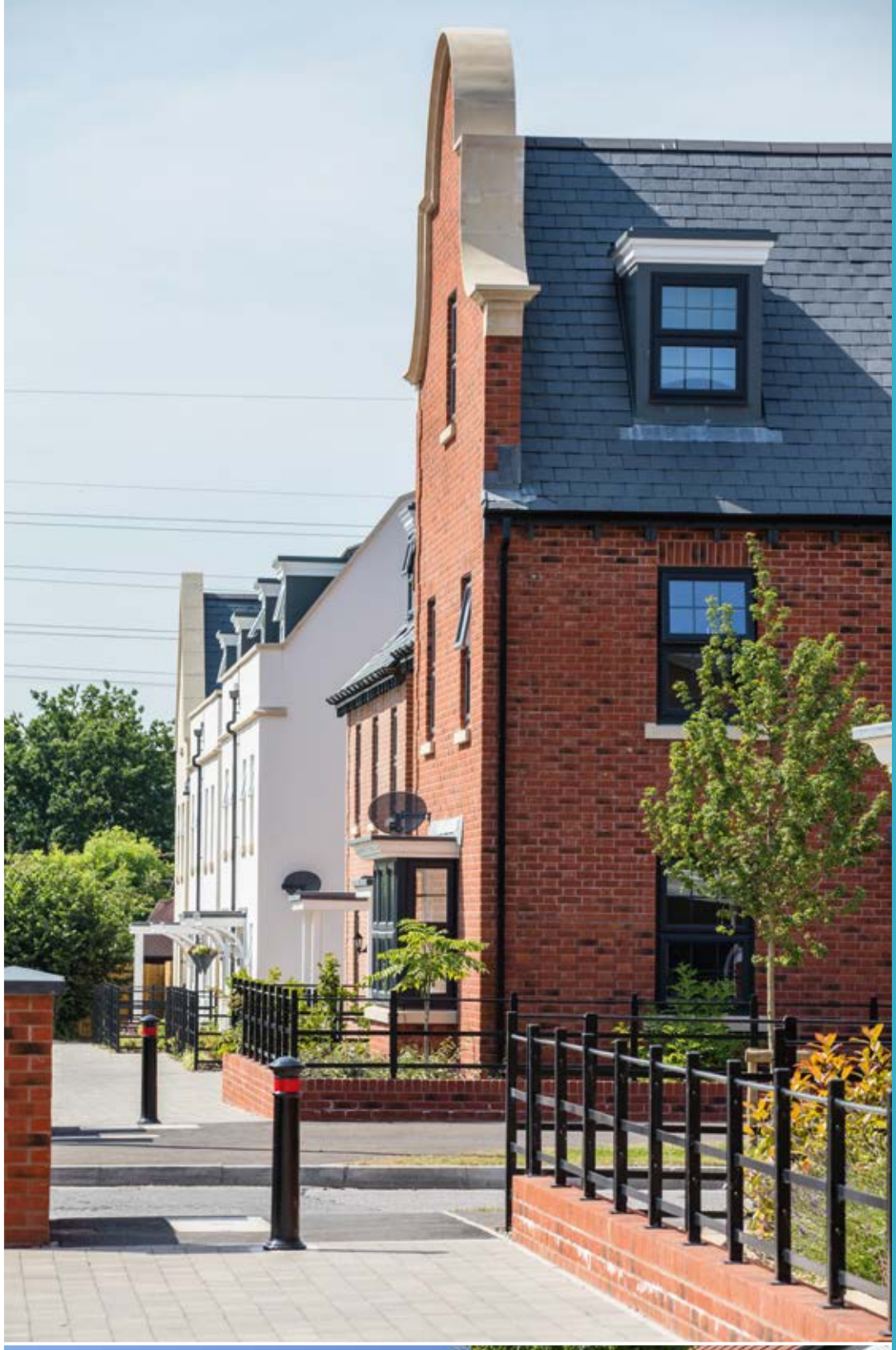
New tree planting will be located across the Site. All streets and greenways will be lined with trees.

Tree and shrub specification must be responsive to the pressures of climate change, including the possibility of prolonged wet and dry periods. Species mixes should be guided by those within the landscape character areas within Part 3 of this Design Code.

Preference should be given to native species when planting within the landscape, however, some well-suited cultivars and non-native species should be integrated into the tree stock where appropriate to the intended landscape character and where they are more tolerant to changing conditions. Non-native species may be more appropriate within constrained locations, such as within the streetscape.

Choice of tree species will follow the principle of Right Tree, Right Place and will take account of the mature canopy size of the tree and the space it is located in.

Trees will be planted following best practice guidance and will be appropriately maintained during the first three years to ensure successful establishment, in line with future Landscape and Ecological Management Plans produced at Reserved Matters.





RESOURCES

Efficient and resilient



The development must be energy efficient and minimise carbon emissions. The design of buildings and green spaces must be resilient to climate change with avoiding overheating and conserving energy resources and water.

R.1 ENERGY

Energy Efficiency

The development proposals aim to create a sustainable, energy-efficient community in alignment with local and national policies. Key elements include the incorporation of renewable energy sources, energy-efficient building designs and sustainable transport solutions.

The energy strategy aligns with net zero carbon design principles and any future reserved matters application must include the following:

- High performance building fabric to prioritise energy demand reduction, with proposed U-values and air permeability rates that exceed current Building Regulations requirements;
- Low carbon heat provisions through the use of air source heat pumps (ASHPs) for all buildings within the development, resulting in zero onsite emissions for heating and hot water;
- An all-electric strategy, eliminating the use of fossil fuel systems; and
- Maximised onsite renewable energy generation through the installation of roof-mounted photovoltaic (PV) panels.

The design of the development must incorporate passive and active environmental strategies, to enhance energy efficiency and occupant comfort.

This comprehensive approach ensures that the development not only meets but exceeds the current local and national policy requirements, including those set by the Three Rivers District Council Local Plan and Building Regulations Part L (2021). The strategy aims to contribute significantly to the council's goal of achieving net zero carbon emissions by 2045, as outlined in their Climate Change and Sustainability Strategy.

By implementing these measures, the development must become a model for sustainable, energy-efficient community design, setting a new standard for future developments in the area.

R.2 SUSTAINABLE CONSTRUCTION

Sustainable construction is the practice of creating buildings using processes that are environmentally responsible and resource efficient. Design codes can include guidance on sustainable construction including embodied energy, approach to construction and use of water.
(NMDC Part 2 2021)

Water Saving

The following must be incorporated into the proposed development:

Water specification

Integration of water-efficient fixtures and fittings, ensuring compliance with water consumption targets set by local policies. All residential units will aim to achieve a water consumption rate of no more than 105 litres per person per day.

Rainwater harvesting

Collection and reuse of water for non-potable purposes, such as landscape irrigation and toilet flushing, further reducing the reliance on mains water.

Flow control devices

Devices to control flow must be installed to regulate water pressure and ensure efficient water usage across the site, minimising waste and optimising consumption.

Leak detection

Smart leak detection systems must be implemented to monitor and identify any leaks early, ensuring prompt repairs and reducing unnecessary water loss.

Irrigation

Irrigation systems must be utilised in landscape areas, incorporating drip irrigation technology and the use of harvested rainwater to minimise potable water usage.



PART 3

Character Area Codes

BUILT CHARACTER AREAS

The character areas identified work with the existing character areas of Croxley Green as identified within the character area assessment, section 3 of the DAS which draws upon the existing design cues. The existing natural landscape features, characteristics and history of Croxley Green will drive the development to respond to and reinforce locally distinctive patterns of development.

The character areas will reinforce the sense of place within the development and aid legibility and wayfinding. The identification of the areas is based on the location within the plan.

There are six built character areas that will form the structure of the development proposals. These are:

- The Avenue
- Little Green Lane
- The Villas
- Durrants View
- The Village
- Local Centre

LANDSCAPE CHARACTER AREAS

When designing green and blue infrastructure, the potential for multiple benefits will be realised, whilst reinforcing the intrinsic landscape character identified through the Design and Access Statement and on the following pages.

There are six landscape character areas that will form the structure of the development proposals. These are:

- Little Green
- Rousebarn Country Park
- Rousebarn Wood
- Dell Spring
- Greenways
- Durrants Square

The following section must be used to inform detailed design proposals and species specifications.


NHS surgery
STORE + DELI
healthy eating cafe
coffees + bagels
HUB

CA1

The Boulevard

CHARACTER SUMMARY

The character area provides a pedestrian priority movement route looping through the development and connecting to the community's heart with the main community facilities and primary school. This mixed use neighbourhood centre will be focused around a public square (Durrants Square) which will accommodate community events and markets and be enclosed by community buildings. Community and retail buildings will provide provision for apartments above. Refer to Local Centre Design Code in Section 7.

The Boulevard will accommodate public transport provision with a bus service. Suggested locations for bus stops are shown in Part 2. The bus stop locations are evenly distributed throughout the area to facilitate accessibility within a 400m walking distance (approx. 5 minutes' walk) around each of the proposed bus stops.

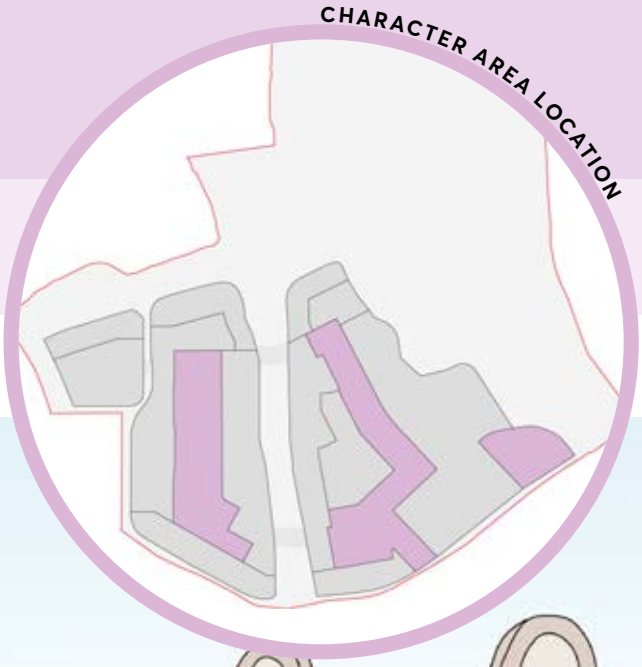
This area will include some taller buildings (up to 3 storey) particularly around key spaces, junctions and to terminate vistas. The primary route will feature attractive mature planting, swale corridors and feature focal squares along the route aiding way finding and legibility.

Key focal junctions/squares will offer permeability away from the Avenue out to the 'The Village' where streets will offer a smaller scale and intimate experience for users taking the form of squares and smaller intimate mews streets similar in character to Dickinson Square, where residents can enjoy kitchen gardens and communal green spaces creating a sense of peace and seclusion. Architectural features for the Boulevard and The Village will take reference from the existing late Victorian architecture in around the conservation area of Croxley Green Dickinson square.

The Boulevard will be enclosed by a predominantly continuous frontage set to a common building line. The frontage will form a strong enclosure to spaces and help define the route of The Boulevard.

ILLUSTRATIVE VISUALISATION




CHARACTER AREA LOCATION

KEY CHARACTERISTICS

- Wide tree lined street.
- Primary street connects community services with residential dwellings.
- Key frontages around Durrants Square, set around high-quality public space.
- Dwellings to be up to 3 storeys particularly around key spaces, vistas and junctions.
- Boulevard incorporates squares and focal junctions at street intersections.
- Architecture influenced by Dickinson Square.
- Traditionally designed buildings aligned to form a continuous frontage and formal build line.
- Minimal visibility from the street of private space to the rear to avoid significant gaps in the elevation.
- Building alignment to be maximum setback distance of 2.5M and minimum 1.5M from the back of kerb. Transition from the setback from 2.5M to 1.5M to be staggered to avoid a sharp contrast.
- Where a different category road adjoins the Boulevard both sides of the junction must have a dual aspect building comprising an active frontage e.g bay window or large window to the side of the building to corner plots.
- All buildings to provide active frontages facing the Boulevard.
- Predominantly semi-detached housing with some detached, terraced properties and apartments.
- Continuous pavement crossings (Copenhagen crossings) should form the pedestrian priority crossing across the carriageway to secondary streets.
- The use of chimneys forms an important part of the aesthetic of the building and street to which they belong.

DESIGN CHARACTERISTICS

CA1	Category	Definition	Coding
1	Urban form	Wide tree lined street with continuous frontages. Strong sense of enclosure on both sides of the street.	M
2	Building typology	Predominantly semi-detached, some detached and terraced, apartment buildings.	M
3	Building lines	Broadest façades face onto principal street. Buildings stand to the street edges following the streetline, to realise a sense of enclosure and anticipation in the changed but contained views as you travel along the street. Buildovers and car ports to achieve building line continuity.	M
4	Height/enclosure	Up to 3 storeys. Similar building heights to achieve a formal character.	M
5	Roofscape	Varied roofscape created through building heights with taller dwellings placed at focal spaces & vista stops. Steeper pitches, front gables, gablets and parapets. Use of dormers and chimneys to create interest in the street scene. Canopied entrance designs; some recessed.	M
6	Building detail	Traditional elevation styles with use of Victorian influences, particularly Dickenson Square. Decorative string courses using contrasting materials, quions, brick & stone window cills & heads. Use of dentil details, corbelling, decorative bargeboards and oversailing eaves also acceptable.	G
7	Building materials	Walls: Predominantly dark red/orange/brown brick with contrasting dark red/orange/brown brick for architectural details. Flint can be used for landmark/corner turning buildings. Roof: Grey/terracotta red roof tiles with brick chimneys.	G
8	Doors and Fenestration	Doors: Publicly visible doors with 4-6 panels and fan lights or view panes where possible. Windows: Bay windows to ground and/or first floor, and a mix of sash and casement windows. Some larger windows and doors to celebrate ground floor communal entrances, terraces and balconies.	G
9	Landscape	Tree lined swale corridor to Boulevard. Shallow front gardens with laid grass and low-level ornamental planting.	M
10	Parking	To side or rear of property. No use of frontage parking on the Boulevard.	M
11	Street types	Principally boulevard street type leading into the edges of Village Street, Residential Street and Shared Surface.	M
12	Boundary treatments	Combination of low brick wall and metal railings.	M

Design Opportunities



G BUILDING MATERIALS

- Dwellings should feature symmetrical facades.
- Grey roof tiles with contrasting brick chimneys.
- Dark red/red brick/ brown facing brickwork with contrasting red/dark red/brown brick (details) plinths, string course, coining, arched bonded/segmental headers.
- Window surrounds in contrasting brick with stretcher/header plinths and quoining detail to window reveals.
- Key buildings and/or corner plots to introduce flint stone in combination with brick details.

Indicative Materials Palette

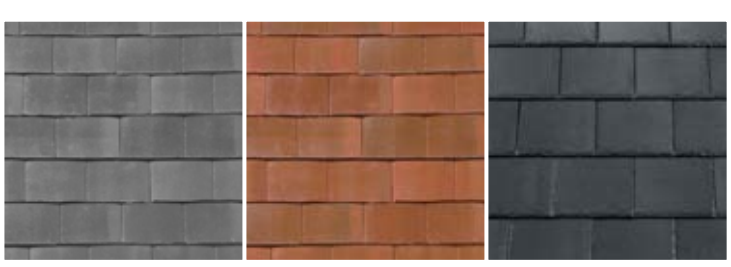
Boundary Treatments



Ground



Roof



Facade



M PLANTING DESIGN PRINCIPLES

- Street trees to be planted at regular intervals, no less than 14m apart (excluding junctions and lighting).
- Tree planting to comprise a mixture of semi-mature and young planting to provide early impact.
- Specification to include species which have an appropriate mature canopy size and shape to their location.
- Where trees are to be located in swales, species must be tolerant to occasional waterlogging (see species below in blue).

Suggested Tree Species

- *Acer platanoides* 'Columnara'
- *Tilia cordata* 'Winter Orange'
- *Carpinus betulus* 'Fastigiata'
- *Ginkgo biloba* 'Fastiagata'
- *Acer campestre* 'Arends'
- *Gleditsia triacanthos* 'Inermis'
- *Acer rubrum* 'Bowhall'
- *Liquidambar styraciflua* ' Slender Silhouette'
- *Alnus x spaethii*

Landscape Precedents









CA2

Little Green Lane

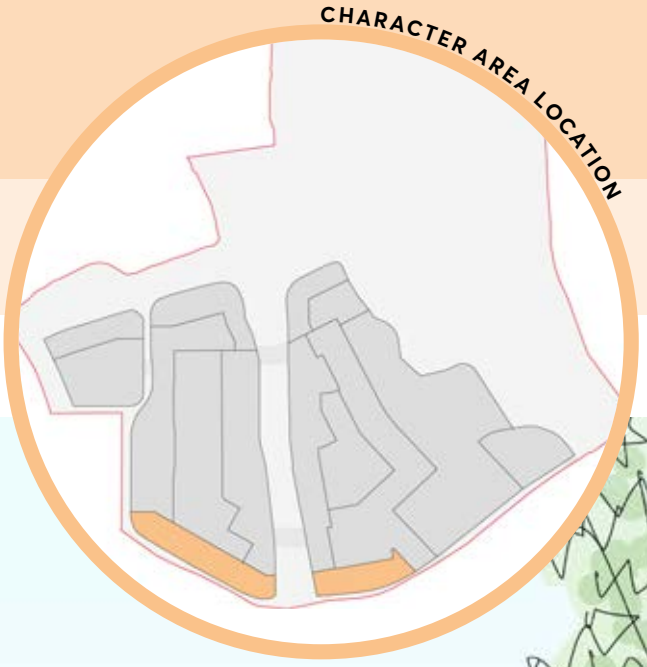
CHARACTER SUMMARY

The southern edge of the development forms the interface with existing residential development of Little Green Lane, the linear pattern of development will extend into the development creating a continuation of the build form and demonstrates how it responds to and integrates with existing streetscape and landscape. Little Green Lane adjacent to Durrants Drive and Links Way will provide the main access points into the site for all forms of movement. The style and appearance will be sympathetic to the existing traditional character and transition into the new development with high quality distinctive architecture.

Unlike the more centrally located character areas, this character edge will be limited to 2.5 storey with the majority being 2 storey respecting the immediate scale of buildings on Little Green Lane. The development will provide a linear green edge and active travel routes within a landscaped setting. A softer development edge will contribute to a more informal character and promote an active life with highly valued amenity and public space for both new and existing communities.

ILLUSTRATIVE VISUALISATION




CHARACTER AREA LOCATION

KEY CHARACTERISTICS

- Varied, single sided building line, set back from the retained hedgerow.
- Less formal, outward facing edge which fronts onto Little Green Lane.
- Green infrastructure which focuses on active, sustainable, biodiversity rich landscape with recreational routes, fitness trials, play, allotments and informal open spaces.
- Building alignment to be maximum setback distance of 4.5M and minimum 2.5M from edge of private lanes.
- Dwellings to be up to 2.5 storeys.
- Buildings aligned to form a consistent, outward facing frontage with vehicle parking to the side with a maximum gap of 7M between dwellings.
- Use of gables and hipped ends demonstrating a variety in roof lines.
- Chimneys form an important part of the aesthetic.

DESIGN CHARACTERISTICS

CA2	Category	Definition	Coding
1	Urban form	A consistent building line of varied, harmonious housing designs that provide a positive, single-sided and outward facing edge that overlooks Little Green Lane..	M
2	Building typology	Mostly detached, semi-detached.	M
3	Building lines	Semi-continuous frontages with breaks between dwellings to accommodate parking/garages. Some buildovers across driveways.	M
4	Height/enclosure	Up to 2.5 storey but, predominantly 2 storey.	M
5	Roofscape	Varied roofscape created through building heights with taller buildings placed at key locations. Use of dormers, gables and chimneys to create interest in the streetscene. Canopied entrances of varying designs that face onto private drives.	M
6	Building detail	Traditional design. String and dentil courses incorporating some corbelled eaves details. Arched window heads and brick cills. Subtle architectural detailing that creates a mix of symmetrical and asymmetrical elevational designs.	G
7	Building materials	Combination of red, orange and buff facing brickwork with architectural detailing generally in matching or slightly contrasting brick type. Occasional use of render.	G
8	Fenestration	Sash and casement windows with 'two over two panel'. Ground floor bay windows. Heritage colour cottage style front doors with viewing pane.	G
9	Landscape	Landscaped buffer to Little Green Lane set behind the existing hedgerow.	M
10	Parking	Generally to the side of dwellings, with parked cars set well-behind the building line.	M
11	Street types	Village Street; Private Lane.	M
12	Boundary treatments	Hedgerow, Grass and planting to front gardens.	M

Design Opportunities






G BUILDING MATERIALS

- A harmonious mix of asymmetrical and symmetrical building designs creating a varied streetscene with a consistent theme.
- Pitched roofs, red and grey roof tiles and brick chimneys.
- Combination of red, orange and buff facing brickwork.
- Architectural detailing generally in matching or slightly contrasting brick type.
- Occasional use of render. Where render is be used it should be applied to entire public facing elevation.

M PLANTING DESIGN PRINCIPLES

- Utilise native species to act as the interface with existing development along Little Green Lane.
- Plant trees along adjacent greenways in a pattern of scattered individuals and groups to create an informal but softened edge to the development.
- Utilise semi-mature planting at key gateways and access points.

Suggested Tree Species

- *Sorbus aucuparia* 'Streetwise'
- *Tilia cordata* 'Greenspire'
- *Quercus petrea*
- *Carpinus betulus* 'Fastigiata'
- *Malus* 'Rudolph'
- *Prunus avium*
- *Sorbus torminalis*

Suggested Shrub Species

- *Euonymus europaeus*
- *Cornus sanguinea*
- *Corylus avellana*

Indicative Materials Palette

Boundary Treatments



Ground



Roof



Facade



Landscape Precedents









CA3

The Villas

CHARACTER SUMMARY

The character of Parkland View and the Woodlands is defined by its relationship with the ancient woodlands and country park along the periphery of the development. Generous sized buildings up to 3 storey's will provide a strong built form accessed via quieter lanes and tertiary routes. The scale of the buildings reference larger properties framing the existing Greens found within in Croxley Green and the village of Sarrat.

The appearance of the 'villas' will take ques from Victorian architecture, spacious in comparison to the Boulevard dwellings. The villas will be setback from private lanes with front gardens. Symmetry is key in the façade composition. Vertical emphasis will be reinforced by pitched rooflines broken up by parapet walls and chimneys, with occasional projecting square bays.

ILLUSTRATIVE VISUALISATION




CHARACTER AREA LOCATION

KEY CHARACTERISTICS

- Landscape-led character responding to the parkland edge.
- Building designs maximise views.
- Green infrastructure which focuses on active, sustainable, biodiversity rich landscape with recreational routes, fitness trials, play, allotments and informal open spaces.
- Existing trees and mature hedgerows incorporated within green infrastructure.
- Building alignment to be maximum setback distance of 5M and minimum 2.5M from edge of private lanes. Setback transition from 2.5M to 5M to be gentle and sinuous to avoid sharp contrast/ awkward building juxtapositions.
- Dwellings to be up to 3 storeys and all be outward facing.
- Buildings to take design cues from large Victorian homes. Dwellings may be paired to achieve this.
- Buildings aligned to form a strong continuous frontage with vehicle parking to the side with a maximum gap of 7M between dwellings.
- Use of parapets, gables and hipped ends demonstrating variety in roof lines.
- The use of chimneys form an important part of the aesthetic.

DESIGN CHARACTERISTICS

CA3	Category	Definition	Coding
1	Urban form	Landscaped/woodland edge with outward facing frontages.	M
2	Building typology	Detached and semi-detached dwellings.	M
3	Building lines	Formal build line with breaks for parking spaces and garages.	M
4	Height/enclosure	Up to 3 storeys	M
5	Roofscape	Subtle variation in roofscape created through building types and taller dwellings. Parapets, gables and dormer windows of varying designs. Chimneys will complement elevational design, emphasise symmetry and regularly punctuate the roofscape.	M
6	Building detail	Traditional design, inspired by local Victorian precedents. Use of plinths and varying window cills, heads and surround designs that achieve elevational symmetry and order. String courses to emphasise ground floor proportions on taller buildings.	G
7	Building materials	Brick (varied but similar, complementary colours) with the occasional use of ashlar, render and flint. Brick and stone for detailing.	G
8	Fenestration	Sash and casement typically 'two over two panel' grid design and/or bay windows. Centrally placed, formal, and canopied entrance designs with fenestration to complement.	G
9	Landscape	Development overlooking landscaped edge with hedgerow, planting and grass to frontages.	M
10	Parking	To the side of dwellings or within garages. Parked cars set well behind the building line.	M
11	Street types	Village Street; Private Lane.	M
12	Boundary treatments	Hedges and occasional low level brick walling.	M

Design Opportunities








G BUILDING MATERIALS

- Dwellings should feature symmetrical facades.
- Pitched roofs with grey roof tiles and brick chimneys.
- Orange/red brick with brick arches with stone or brick window cills.
- Red brick details should form part of the façade treatment where render does not form the dominant material
- Where render is used it should be applied to the ground floor only on 2.5 & 3 storey buildings with facing brickwork to upper storeys.
- Where render is used on two & 2 storey dwellings it must cover all storeys to street facing facades.
- Key buildings to introduce flint stone to street facing façade in combination with stone cills and flat arched brick headers.

Indicative Materials Palette

Boundary Treatments



Ground



Roof



Facade



M PLANTING DESIGN PRINCIPLES

- Ensure new tree and shrub planting complements the adjacent Rousebarn Country Park.
- Locate tree planting to permit views across the Country Park and natural surveillance of play areas.
- Plant semi-mature trees at key gateways and a mixture of semi-mature and young trees along the edge with Rousebarn Country Park.
- Ensure hedging and frontage planting is complementary to the native character of the adjacent Country Park.

Suggested Tree Species

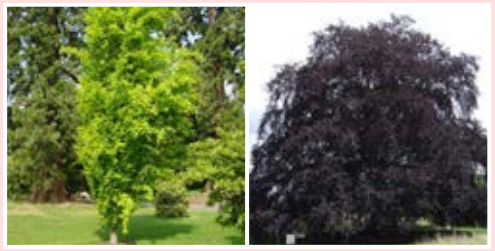
- *Quercus petrea*
- *Tilia cordata* 'Greenspire'
- *Fagus sylvatica* 'Purpurea'
- *Fagus sylvatica* 'Dawyck Gold'
- *Acer campestre* 'Elsrijk'
- *Tilia tomentosa* 'Brabant'

Suggested Shrub Species

- Native hedgerow with predominant species of hawthorn (*Crataegus monogyna)* and blackthorn (*Prunus spinosa*)
- *Carpinus betulus* hedging

Landscape Precedents









CA4

Durrants View

CHARACTER SUMMARY

Durrants View forms a green movement route through the centre of development facilitating views from the existing public right of way towards Durrants House. The green will run from the interface with Little Green Lane through development and out to the newly proposed Rousebarn country park to the north.

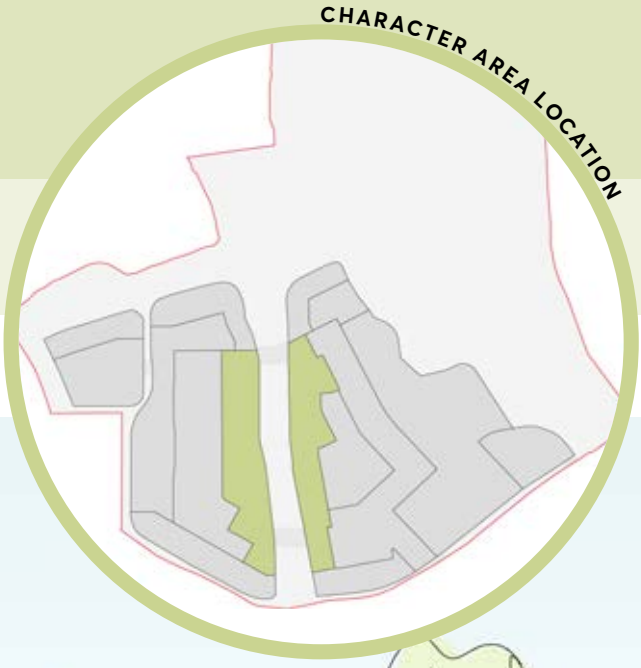
Durrants View will provide recreational space on residents' doorsteps, with areas of amenity grass for informal recreation, as well as seating areas with public art or space for activities. A trail of natural play equipment will be scattered along the corridor, providing informal play on people's doorsteps and playful journeys through the landscape. A Local Equipped Area for Play (LEAP) will be located within the south of the corridor, creating a focal feature opposite Durrants House.

A cycleway and separate footpath will weave through the green corridor from north to south, linking the various paths and streets to the east and west, alongside an existing retained hedgerow.

Buildings framing this space will provide a strong sense of enclosure with high quality architecture inspired by Victorian mansion blocks with building heights up to 4 stories.

ILLUSTRATIVE VISUALISATION




CHARACTER AREA LOCATION

KEY CHARACTERISTICS

- Visual connections between Rousebarn Country Park and Durrants House.
- Multi-functional and linear open space that runs through the centre of the development.
- Entirely car-free frontage.
- Semi-formal character, entirely residential.
- Cycleway and footpaths will weave through the green corridor.
- Seating areas with public art and play.
- LEAP will be located within the south of the corridor, creating a focal feature opposite Durrants House.
- Outward facing buildings maximising views, with landmark corner buildings.
- Building alignment to achieve a maximum setback distance of 2M. Buildings should be placed to avoid a staggered/ sharp setbacks, with increments no greater than 1m.
- Majority 4 storey buildings located centrally with 3 storeys to the north and 2.5 storeys south of Durrants View.
- Buildings aligned to form a continuous frontage with breaks formed by the Boulevard crossing the green corridor.

DESIGN CHARACTERISTICS

CA4	Category	Definition	Coding
1	Urban form	Generally lineally arranged buildings to frame the view and provide a positive, active edge to Durrants Green. Spatial definition of urban form through the wide greenway creating a strong linear and continuous form of enclosure.	M
2	Building typology	Predominant typology will be flats with some semi-detached, terraces and maisonette style buildings.	M
3	Building lines	Strong continuous frontages with breaks in built form by streets and routes crossing the Green.	M
4	Height/enclosure	Up to 4 storeys.	M
5	Roofscape	Consistent building heights in front of public green space. Traditional duo-pitched roof designs with occaisional hips, gablets, dormers and parapets. Canopied entrances to define communal spaces. Chimneys will regularly punctuate the roofscape.	M
6	Building detail	Traditional Victorian mansion buildings. Features can include ground floor plinths, horizontal string courses, quoins, feature window surrounds and eaves details.	G
7	Building materials	The dominant material will be facing brickwork complimented with the use of render, stone and brick detailing.	G
8	Fenestration	Sash or casement typically 'two over two panel' grid design with stacked bay window designs. Oversailing balcony designs. Larger/ feature windows and doors that celebrate communal building entrances.	G
9	Landscape	Ground floor private amenity space positively incorporated. Public and private realm should be clearly defined.	M
10	Parking	No private parking in front of public green space. Visitor bays may be feasible. Elsewhere, private parking should be set to the side of lower storey housing.	M
11	Street types	The Boulevard; Residential Street; Village Street; Private Lane.	M
12	Boundary treatments	Hedgerows and metal estate fencing.	M

Design Opportunities



G BUILDING MATERIALS

- Dwellings should achieve symmetry.
- Pitched roofs with red and grey roof tiles and brick chimneys.
- Exterior in stone, red brick.
- Facing brickwork (varying, complementary shades of red and orange) with brick and stone detailing.
- Occasional use of render to accent key buildings and signify ends of streets/ corner locations.

Indicative Materials Palette

Boundary Treatments



Ground



Roof



Facade



M PLANTING DESIGN PRINCIPLES

- Where space permits, larger species should be selected that complement the adjacent Little Green open space.
- Trees should be located to permit informal surveillance of adjacent open space, particularly play spaces.
- Trees should be planted into groups

Suggested Tree Species

- *Prunus avium*
- *Carpinus betulus* 'Columnaris'
- *Tilia cordata* 'Winter Orange'
- *Acer platanoides* 'Crimson Sentry'
- *Betula utilis subsq. Jaquemontii* 'Silver Shadow'
- *Sorbus aucuparia* 'Streetwise'

Suggested Shrub Species

- *Fagus sylvatica* hedging
- Native hedgerow with predominant species of hawthorn *(Crataegus monogyna)* and blackthorn *(Prunus spinosa)*
- *Euonymus europaeus*
- *Cornus alba*

Landscape Precedents









CA5

The Village

CHARACTER SUMMARY

A semi-formal secondary street which to the west, gives way to the village area with dedicated provision for pedestrians and cyclists and connects new housing to green space, play and communal food growing. To the east,The Village comprises a collection of shared surfaces that provide access to housing and apartments and engender a more informal, mews-style environment.

The Village will be a higher density area comprising lower-scale apartments, maisonettes and housing. It will have a greater sense of seclusion and tranquility. The focus will be smaller dwellings of varying tenures.

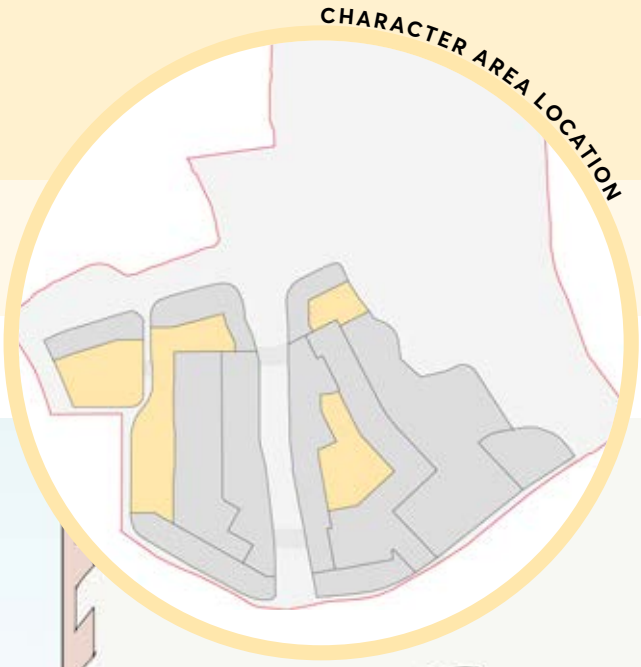
Shared surface streets will afford equal priority to cars, pedestrians and cyclists. Buildings will be spaced more closely across the street to encourage users to be more cautious when moving through and around the area. Groups of housing will make up characterful, active frontages which front onto streets and turn corners in a positive way. Heights will differ more greatly and the public and private realm will be clearly defined in creative ways.

Occaisonally, a focal square will celebrate the meeting of two street types, or a strategic intersection. Here, a key building or building group will signify this space, alongside creative and distinctive landscape design. This space will accommodate a variety of uses, for example to play, meet, relax, or grow food.

The Village will also help define the western edge of the development, and overlook a new circular pedestrian cycle route and trim trail. Quiet private drives will provide access to these areas, with onward links to allotments and children's play.

ILLUSTRATIVE VISUALISATION




CHARACTER AREA LOCATION

KEY CHARACTERISTICS

- Secondary and Tertiary routes with decreased traffic flow.
- Architectural character references Dickensons Square.
- Tree-lined street to the one side and shared surfaces to mews style streets to the other.
- Footpaths connect development to Durrants View.
- Building alignment to be maximum setback distance of 7 from back of kerb. The transition from min to max setback distances, as per the prescribed frontage type, can include larger staggers as this may help to screen groups of frontage parking.
- Along the western edge, in front of open space, the building line setback transition will be less and more gradual to achieve a more sinuous frontage.
- Majority of streets having a visual connection to green spaces and nature.
- Active frontages provide natural surveillance over parking courts, amenity and squares.
- Buildings aligned to form a continuous frontage with breaks allowing access to rear parking courts
- Where buildings occupy a corner, both sides facing the public realm must be treated as active frontages.
- Majority of the parking to be provided at the rear within parking courts to the side or frontages.
- Frontage parking spaces limited to a maximum 6 perpendicular spaces without a street tree.
- Mews streets designed to give equal priority for vehicles, cyclists and pedestrians.
- Terraced/semi-detached buildings with uniformly designed houses.
- Houses should not compete with each other and be subordinate to the overall composition.

DESIGN CHARACTERISTICS

CA5	Category	Definition	Coding
1	Urban form	Tree lined Street with continuous frontages. Strong sense of enclosure.	M
2	Building typology	Varied building typology comprising mostly semi-detached, terrace, maisonette units and lower-scale flatted development.	M
3	Building lines	Continuous frontages with use of carports and accommodation over breaks in buildline. Greater range of buliding orientations to address internal street vistas.	M
4	Height/enclosure	Up to 3 storeys	M
5	Roofscape	Variety in height and roofscape design. Use of parapets, gables, gablets and dormer windows of varying, complementary designs. Chimneys to punctuate the roofscape. Limited range of entrance canopies - with emphasis on flat designs.	M
6	Building detail	Traditional design. String and dentil courses incorporating some corbelled eaves details. Arched window heads and brick cills. Traditional architectural detailing and building composition that creates varied, harmonious streetscenes.	G
7	Building materials	Orange, light brown/beige brickwork with contrasting brick/stone details. Grey roof tiles finish, occasional use of stone and/or ashlar for detailing. Sharper contrast in the use of materials to achieve increased variation - with emphasis at the ground floor level.	G
8	Fenestration	Sash and/or casement windows. Ground floor bay windows. Panelled and cottage style doors. Both with view panes.	G
9	Landscape	Tree lined swale corridor to secondary streets with verge tree planting. Well-defined frontages to have hedgerow and low level shrub planting.	M
10	Parking	To front, side or rear of property. No frontage parking on the Primary Street.	M
11	Street types	The Boulevard; Residential Street; Village Street; Shared Surface; Private Lane	M
12	Boundary treatments	Hedgerow and low level planting and metal railings. Some occasional low-level walling.	M

Design Opportunities



G BUILDING MATERIALS

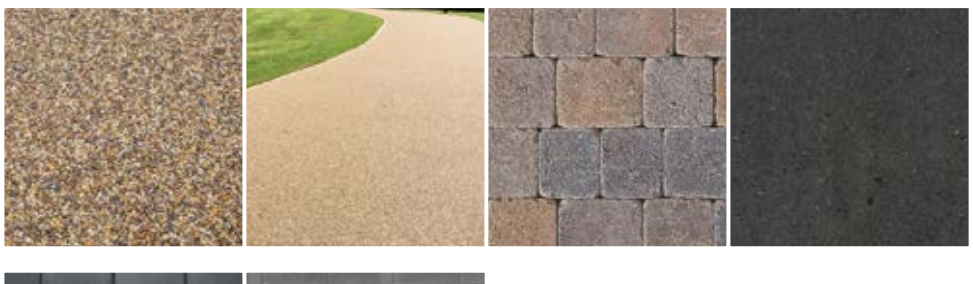
- Dwellings should feature a variety of complementary symmetrical and asymmetrical designs.
- Pitched roofs with grey roof tiles and brick chimneys.
- Light brown & orange/buff brickwork with brick details.
- Use of ashlar, stone or contrasting brick to create detail around window and door apertures and occasionally, at eaves level.

Indicative Materials Palette

Boundary Treatments



Ground



Roof



Facade



M PLANTING DESIGN PRINCIPLES

- Plant larger species within squares and at key junctions.
- Utilise evergreen and deciduous species that hold onto their leaves in frontages to provide year-round structure.
- Utilise a mix of native and non-native species to create a gradient between the surrounding landscape and built neighbourhoods.

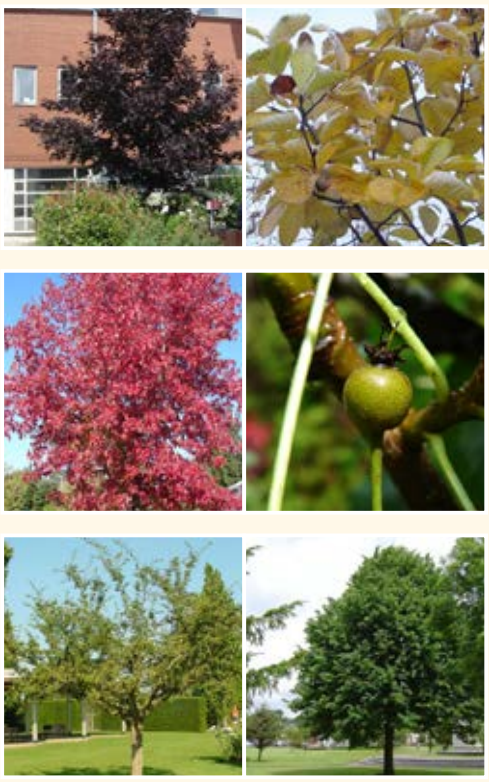
Suggested Tree Species

- *Sorbus aria* 'Magnifica'
- *Liquidambar styraciflua* 'Slender Silhouette
- *Acer platanoides* 'Crimson Sentry'
- *Crataegus laevigata* 'Paul's Scarlet'
- *Fagus sylvatica* 'Dawyck'
- *Pyrus calleryana* 'Chanticleer'
- *Tilia tomentosa* 'Brabant'
- *Tilia cordata* 'Green Spire'

Suggested Shrub Species

- Native hedgerow with predominant species of hawthorn (*Crataegus monogyna)* and blackthorn (*Prunus spinosa*)
- *Fagus sylvatica* hedging

Landscape Precedents





CA6

Local Centre

CHARACTER SUMMARY

The layout illustrates how a NHS health and social care service, retail units, a school and community building could be integrated with housing to create an exemplar local centre to serve the needs of new and existing residents.

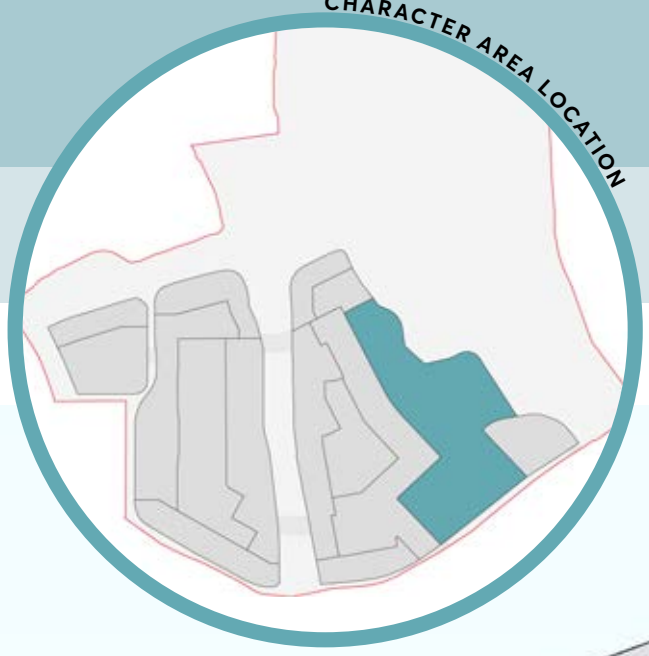
The local centre, or Durrants Square, will be conveniently placed near to both development gateways and will form a new civic space with provision for car parking. New streets and routes within the development offer a choice of sustainable travel routes for users to access the local centre, including footways, dedicated pedestrian/ cycleways and a bus route. Additionally a cycle hire scheme is also intended.

High quality, well designed buildings, including the proposed school, will form a strong edge fronting onto and enclosing Durrants Square, above which residential dwellings will be located. The local centre will have activity at both night and day and be a place for everyone.

The mix of community services are centred upon a distinctive public square, which has been designed to be used flexibly for community events and markets.

ILLUSTRATIVE VISUALISATION




CHARACTER AREA LOCATION


SCHOOL
HUB
Coffees + bagels

KEY CHARACTERISTICS

- Centered around a new public square (Durrants Square)
- Larger, scale buildings up to 3 storey.
- Contributes to both development gateways.
- Central 'turrets' form a central focus.
- Symmetrical, rhythmic design.
- 1 FE School building and upper-floor residential apartments to front onto and contribute positively to the square.
- Exemplar civic space with high-quality landscape design.
- Network of footpaths and cycle lanes connects the development and wider context to Durrants Square.
- Ground floor active frontages will provide visual surveillance over the square.
- Ground floor retail shopfronts and copied walkways.
- Buildings aligned to form a continuous frontage with breaks in building form allowing vehicular and pedestrian access to rear parking court.
- Where buildings occupy a corner, both sides facing the public realm must be treated as active frontages and contribute positively to the development gateway.
- Surface car-parking to be provided as part of the square and a shared internal courtyard.

DESIGN CHARACTERISTICS

CA6	Category	Definition	Control
1	Urban form	Built form overlooking Durrants Square providing multi-functional and exemplar civic space. Formal outward facing buildings frame the square with active frontages.	M
2	Building typology	Key building groups will frame the square and rear courtyard parking space.	M
3	Building lines	Continuous frontages with formal building line.	M
4	Height/enclosure	Up to 3 storeys	M
5	Roofscape	Consistent eaves and ridge lines with feature turrets to define the square centre and entry point into rear courtyard.	M
6	Building detail	Traditional and/ or contemporary design permitted but must be complementary to overall development character.	G
7	Building materials	Light brown/orange/beige brickwork with contrasting brick/stone details. Combination of red and grey roof tiles. Feature materials may include use of contrasting brick, stone and flint.	G
8	Fenestration	Larger entrances and window designs at ground floor level for non-residential buildings fronting the square should be optimised. Upper floors to comprise balconies and traditional sash/casement windows to complement residential character areas. Designs should also be optimised opportunities for feature windows and corner turning buildings.	G
9	Landscape	High quality hardstanding materials and street furniture. Mixture of semi-mature and young tree planting. Evergreen shrubs and perennials. Raingardens.	M
10	Parking	Grouped surface parking provided in rear parking court and within Durrants Square.	M
11	Street types	The Boulevard; Village Street	M
12	Boundary treatments	Tree planted verge delineating between private frontages and civic space	M

Design Opportunities





G BUILDING MATERIALS

- Pitched roofs with red or grey roof tiles and brick chimneys (contemporary versions acceptable).
- Facing materials to be render, brickwork to be buff, orange, browns.
- Feature materials of stone and flint.
- Decorative materials to reflect the traditional character of the residential character areas (well-designed contemporary interpretations welcomed).

Indicative Materials Palette

Boundary Treatments



Ground



Roof



Facade



M PLANTING DESIGN PRINCIPLES

- Tree planting to comprise a mixture of semi-mature and young planting to provide early impact.
- Tree choice should be aware of potential uses beneath the canopy and the dropping of fruit and other debris.
- Avoid planting species with toxic fruits within the primary school grounds.
- Select a mixture of evergreen shrubs and perennials to provide year-round structure, as well as sensory grasses.

Suggested Tree Species

- *Sorbus aria* 'Magnifica'
- *Acer platanoides* 'Crimson Sentry'
- *Liriodendron tulipifera* 'Fastigiatum'
- *Ginkgo biloba* 'Fastiagata'
- *Malus* 'Rudolph'
- *Amelanchier arborea* 'Robin Hill'
- *Arbutus unedo*
- *Koelreuteria paniculata* 'Fastiagiata'

Suggested Shrub & Perennial Species

- *Ligustrum japonicum*
- *Hebe rakaiensis*
- *Artemesia* 'Powis Castle'
- *Baptisia australis*
- Verbena bonariensis

Landscape Precedents









LANDSCAPE CHARACTER AREAS

The design of the Site's green spaces will be driven by landscape character and will reflect the six landscape character areas identified within Section 6 of the Design and Access Statement. Design coding for each landscape character area, along with suggested species lists are provided in Part 3 of this Design Code.

The six landscape character areas include:

Little Green

A linear open space running through the heart of the development, providing physical and visual connections between Rousebarn Country Park in the north and Durrants House and Little Green Lane in the south. It will be designed as a park with play and recreation opportunities on people's doorstep.

Rousebarn Country Park

The new Country Park will wrap around the north-east of the Site and provide a natural transition between the development and the wider countryside. It will include areas of long and meadow grass with specimen and groups of trees, reflective of the former parkland found within the wider landscape.

Rousebarn Wood

Rousebarn Wood encompasses the area of ancient woodland located within the Site. Scrub, thicket and long grassland will be planted along the woodland edge to create an ecotone which also helps to discourage informal access. A new community orchard will form the gateway into the development.

Dell Spring

Dell Spring comprises the woodland edge area adjacent to Dell Wood. New woodland edge planting, including scrub, thicket and long grassland will create a more diverse woodland edge, whilst also acting as a deterrent to informal access. Opportunities for play, exercise and community food growing will be provided adjacent to the woodland edge.

Greenways

Greenways will traverse through the Site, providing direct access to the open space and active travel network, including play and exercise opportunities, whilst also providing green and attractive frontages to development parcels.

Durrant Square

A focal civic space adjacent to the new Local Centre, allowing for a spill out of community uses. Its design will be formal yet flexible, with hardstanding and moveable street furniture and planters to cater for different community uses and events.

CHARACTER AREAS | Not to scale

LEGEND

Site boundary

CHARACTER AREAS

- **LCA 1** Little Green
- **LCA2** Rousebarn Country Park
- **LCA3** Rousebarn Wood
- **LCA4** Dell Spring
- **LCA5** Greenways
- **LCA6** Durrants Square

LCA1

Little Green



CHARACTER SUMMARY

Little Green will be designed as a public park. It will be a focus of recreation and movement by connecting Rousebarn Country Park in the north with Durrants House in the south.

The design of Little Green must retain and enhance the existing hedgerow and hedgerow trees which pass north to south through the green corridor. Some hedgerow removal will accommodate proposed roads, as well as connecting walking and cycling routes.

Activities and features within Little Green will include:

- A Local Equipped Area for Play (LEAP);
- Local Areas for Play (LAP);
- A trim trail station;
- Bandstand / pavilion;
- Focal points, including public art and sociable seating; and
- A footway and cycleway.

Proposed vegetation will utilise the following species list as a guide:

Name	Common Name
Trees	
Prunus avium	Wild Cherry
Carpinus betulus	Hornbeam
Koelreuteria paniculata	Golden Rain Tree
Acer campestre	Field Maple
Acer platanoides 'Crimson Sentry'	Norway Maple 'Crimson Sentry'
Betula utilis subsq. *Jaquemontii*	West Himalayan Birch
Sorbus aucuparia	Rowan
Sorbus torminalis	Wild Service Tree
Shrubs	
Cornus alba	White dogwood
Corylus avellana	Hazel
Fagus sylvatica	Beech
Cornus sanguinea	Dogwood
Euonymus europaeus	Spindle







LCA2

Rousebarn Country Park



CHARACTER SUMMARY

Rousebarn Country Park will be designed as a natural and semi-natural greenspace.

The design of Rousebarn Country Park must retain and enhance existing hedgerows along its boundary, as well as in-field trees. It must also retain the route of PRoW Sarratt 017.

Rousebarn Country Park will include an infiltration area for surface water management. Water management features must make space for wildlife and include opportunities for interactions with nature.

Activities and features within Rousebarn Country Park will include:

- Two Neighbourhood Equipped Areas for Play (LEAP);
- Local Areas for Play (LAP);
- Trim trail stations;
- Seating areas and areas of mown grass for picnics;
- Interpretation and signage;
- Informal kickabout area;
- Infiltration basins and an observation deck; and
- Footways, cycleways and informal mown paths.

Proposed vegetation will utilise the following species list as a guide:

Name	Common Name
Trees	
Quercus robur	English Oak
Pinus sylvestris	Scots Pine
Fagus sylvatica	Beech
Carpinus betulus	Hornbeam
Castanea sativa	Sweet Chestnut
Cedrus libani	Cedar
Tilia x eurpaea	Common lime
Acer campestre	Field Maple
Shrubs	
Crataegus monogyna	Hawthorn
Prunus spinosa	Blackthorn
Ilex aquifolium	Holly
Rosa Canina	Dog Rose
Rubus fruticosus	Bramble
Corylus avellana	Hazel







LCA3

Rousebarn Wood



CHARACTER SUMMARY

Rousebarn Wood will be designed and managed as a natural and semi-natural greenspace.

It will retain all areas of ancient woodland.

Rousebarn Wood will include new scrub planting along its edge to create a more gradual woodland edge and ecotone between the ancient woodland and the development parcels or Country Park.

Dense scrub and thorny thicket should be used to deter access to the ancient woodland, where necessary.

Rousebarn Wood will include new orchard planting to the south of the ancient woodland and adjacent to the eastern site access. New orchard trees should be planted at least 15m from the edge of the ancient woodland.

Activities and features within Rousebarn Wood will include:

- Informal mown paths along the woodland edge to allow for interactions with nature;
- Community orchard;
- Local Areas for Play (LAP);
- Public art and seating; and
- Signage and fencing deterring informal access to the ancient woodland, where necessary.

Proposed vegetation will utilise the following species list as a guide:

Name	Common Name
Trees	
Acer campestre	Field Maple
Prunus avium	Wild Cherry
Shrubs	
Crataegus monogyna	Hawthorn
Prunus spinosa	Blackthorn
Ilex aquifolium	Holly
Rosa Canina	Dog Rose
Rubus fruticosus	Bramble
Orchard Trees	
Prunus cerasifera	Cherry Plum
Malus domestica 'Egremont Russet'	Apple, Brownlees Russet Apple
Malus domestica 'Rivers Early Peach'	Apple, Rivers Early Peach
Malus domestica 'Gavin'	Apple, Gavin
Malus domestica 'Lane's Prince Albert'	Apple, Lane's Prince Albert
Prunus avium 'Alba Heart'	Cherry, Alba Heart
Malus domestica 'Rivers Non-such'	Apple, Rivers Nonsuch
Prunus avium 'Strawberry Heart'	Cherry, Strawberry Heart
Prunus avium 'Monarch'	Plum, Monarch
Prunus avium 'Alba Heart'	Cherry, Early Rivers







LCA4

Dell Spring



CHARACTER SUMMARY

Dell Spring will be designed as a natural and semi-natural greenspace and amenity greenspace that adjoins existing ancient woodland at Dell Wood and Long Newland's Spring.

Thicket and long grass / meadow planting will be planted along the edge of the ancient woodland to create a scalloped edge. This will also help to discourage informal access.

An allotment / community kitchen garden area will be provided between Long Newland's Spring and the residential parcel. This will be flexible in design to allow for future community demand.

Pedestrian access will be provided to the existing PRoW Sarratt 063 which follows Long Newland's Spring.

Activities and features within Dell Spring will include:

- Informal mown paths along the woodland edge to allow for interactions with nature;
- Allotment area / community kitchen garden;
- Two Local Equipped Areas for Play (LEAP)
- Local Areas for Play (LAP);
- Trim trail station;
- Footways and cycleways;
- Public art and seating; and
- Signage and fencing deterring informal access to the ancient woodland, where necessary.

Proposed vegetation will utilise the following species list as a guide:

Name	Common Name
Trees	
Tilia x eurpaea	Common Lime
Quercus robur	Oak
Prunus avium	Wild Cherry
Sorbus torminalis	Wild Service Tree
Shrubs	
Crataegus monogyna	Hawthorn
Prunus spinosa	Blackthorn
Ilex aquifolium	Holly
Rosa Canina	Dog Rose
Rubus fruticosus	Bramble
Euonymus europaeus	Spindle







LCA5

Greenways



CHARACTER SUMMARY

Greenways will form amenity greenspaces that wrap around the development parcels, providing doorstep greenspace.

Greenways will include footways and cycleways, allowing for off-road active travel around the development.

Greenways will be lined with trees.

Tree planting within greenways must complement adjacent street tree planting.

Greenways should include signage with directions, as well as walking and cycling distances to encourage use of the active travel network.

Activities and features within the Greenways will include:

- Local Areas for Play (LAP);
- Public art and seating; and
- Trim trail stations.

Proposed vegetation will utilise the following species list as a guide:

Name	Common Name
Trees	
Betula pendula	Silver Birch
Acer campestre 'Arends'	Arends Field Maple
Carpinus betulus	Hornbeam
Arbutus unedo	Strawberry Tree
Sorbus aucuparia	Rowan
Sorbus torminalis	Wild Service Tree
Prunus avium	Wild Cherry
Malus Rudolph	Crab Apple
Betula utilis subsp. *jacquemontii*	West Himalyan Birch
Quercus robur	Oak
Tilia cordata 'Winter Orange'	Small Leaved Lime 'Winter Orange'
Shrubs	
Cornus alba	White Dogwood
Corylus avellana	Hazel
Cornus sanguinea	Dogwood
Euonymus europaeus	Spindle
Fagus sylvatica	Beech

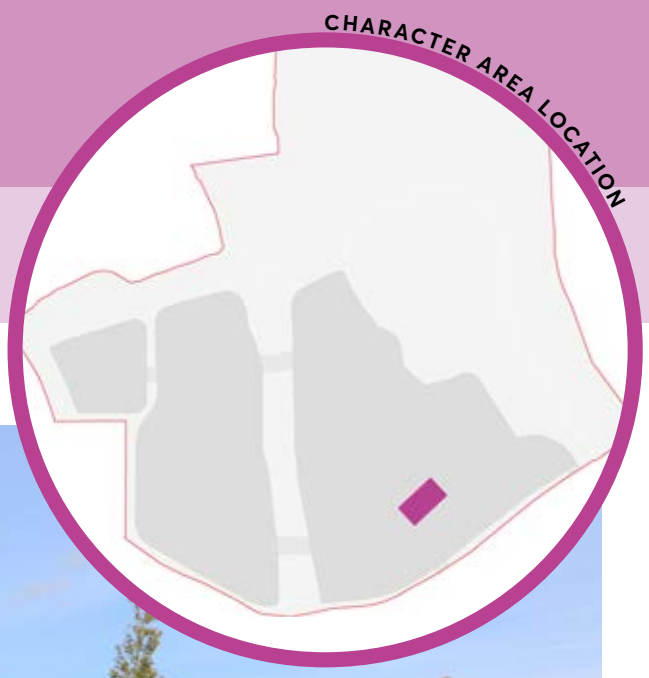






LCA6

Durrants Square



CHARACTER SUMMARY

Durrants Square will be designed as a civic space.

It will include areas of hardstanding to be used flexibly for things such as community events and markets.

Design of surfacing, tree planting and hard landscaping must demarcate the bus movement corridor.

Designs should explore the use of moveable street furniture and planters to create a space which is flexible in form and use.

Ornamental planting must provide year-round interest and should minimise maintenance burden.

Design and management of the space should encourage stewardship from adjoining businesses.

Activities and features within Durrants Square will include:

- High quality street furniture, including seating, planters and tables;
- A Local Area for Play (LAP), ideally combined with public art;
- Space for cycle parking;
- Street trees; and
- Ornamental planting or rain gardens.

Proposed vegetation will utilise the following species list as a guide:

Name	Common Name
Trees	
Sorbus aria 'Magnifica'	Common Whitebeam 'Magnifica'
Acer platanoides 'Crimson Sentry'	Norway Maple 'Crimson Sentry'
Liriodendron tulipifera 'Fastigiatum'	Tulip Tree 'Fastigiatum'
Ginkgo biloba 'Fastiagata'	Maidenhair Tree 'Fastiagata'
Malus 'Rudolph'	Crab Apple
Amelanchier arborea 'Robin Hill'	Juneberry 'Robin Hill'
Arbutus unedo	Strawberry Tree
Shrubs, Perennials & Grasses	
Artemesia 'Powis Castle'	Artemesia 'Powis Castle'
Baptisia australis	Blue False Indigo
Agapanthus africanus 'Albus'	Agapanthus 'Albus'
Stipa tenuissima	Pony Tails
Panicum virgatum	Switchgrass
Hebe rakaiensis	Rakai Hebe
Verbena bonariensis	Purpletop Vervain
Cornus sanguinea 'Midwinter Fire'	Dogwood 'Midwinter Fire'
Deschampsia cespitosa 'Goldtau'	Tufted Hair Grass ' Goldtau'
Ligustrum japonicum	Japanese Privet







8 CONCLUSION

"Well-designed places and buildings come about when there is a clearly expressed 'story' for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context. This 'story' will inform and address all ten characteristics. It is set out in a Design and Access Statement that accompanies a planning application."

(Para. 16, NDG 2021)

8.1 This Design and Access Statement has set out a clear explanation of the design process, community engagement and consultation process undertaken with the local community and other key stakeholders. The design process has also included a comprehensive and thorough assessment of the site and its immediate context, the development of a clear set of principles to guide the design of the site.

8.2 The plans and design approach together with the supporting illustrative strategies demonstrate how the vision for Land at Station Road can be delivered to meet the three key NPPF objectives of sustainable design

- A **social** objective;
- An **economic** objective
- An **environmental** objective.

8.3 The site provides a opportunity to create a new neighbourhood for Croxley Green, with a choice of homes and provision of areas of truly accessible public open space, whilst improving public access across the site and the wider pedestrian and cycle network.

8.4 The Illustrative Masterplan is founded on best practice urban design principles, community integration and sustainable development, with strong links to the wider area. Although layout is a reserved matter, the Illustrative Masterplan included in the application is a response to the site opportunities and influences, presenting socio-economic benefits for the local and regional area.

8.5 Land off Little Green Lane, Croxley Green will be a highly desirable place to live for the 21st Century and beyond, reflecting the desirable elements of the local vernacular. The proposals respect the local character but also move the community towards a more sustainable future, through a significant increase in housing choice. Development will accord with the principles of high-quality design and best practice to create a townscape that is both varied, and yet sympathetic to its environment. The aim is to achieve a development with a strong identity and distinct sense of place, whilst at the same time integrating with the existing community.

8.6 The development proposals will offer the following benefits:

- The delivery of up to 600 new homes in a range of dwelling types, sizes and tenures;
- High quality design and lasting legacy;
- The creation of an integrated and sustainable residential community with a sensitive relationship to the existing settlement;
- The retention of existing landscape structure and creation of a strong new green infrastructure framework, focused around boundary vegetation and creation of new public open spaces;
- Delivery of new open spaces for the benefit of both new and existing residents in the area;
- Community spaces including an orchard and allotments;
- Providing a development that is well connected, readily understood and easily navigated, with the delivery of new access points / highways upgrades along Little Green Lane;
- The creation of legible routes through the development, complementing existing routes and providing sustainable transport choices, including enhanced walking and cycling connections;
- Variety of play areas;
- Provision of 1FE primary school;
- Promoting the objectives of sustainable development through layout and design;
- Well surpasses POS and Boidiversity Net Gain requirements; and
- Adheres with the 'National Design Guide' and local design guidance principles

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Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE

All paper sourced from sustainably managed forests.

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