

DACORUM

URBAN DESIGN ASSESSMENT

KINGS LANGLEY



Final report
January 2006



urban
practitioners



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INTRODUCTION

The Kings Langley Urban Design Assessment final report is structured into nine sections.

'Kings Langley - Today' describes the village's basic characteristics, including location, transport connections, population and social composition. The policy context summarises policy issues pertinent only to Kings Langley that have not been covered in the borough-wide document. 'Kings Langley - History' provides the historical context to the assessment.

STRATEGY PLAN and SETTLEMENT PRINCIPLES

The Strategy Plan and Settlement Principles lays out broad principles in both planimetric and text form which characterises the four Urban Design zones and sets out principles for circulation, views and legibility.

URBAN DESIGN ZONES

The Urban Design zones section defines the areas associated with each Urban Design zone and identifies the 'ideal norm' for each zone. The Kings Langley Urban Design zones have been created on the basis of existing characteristics, reflecting the morphology, density and typologies of each area, and an understanding of how these areas should be viewed in light of any potential development or regeneration of the zone. The norm, shown as a cropped portion of the zone and as a section, demonstrate the ideals for that zone in terms of such issues as building heights, setbacks, typology, morphology and densities.

URBAN DESIGN ASSESSMENT

The Urban Design Assessment provides the baseline evidence and analysis which has shaped the strategy plan, settlement principles and urban design guidelines. The assessment follows the criteria described in the borough-wide report. It is important to note that all maps used within this report are not to scale.

OPPORTUNITIES, SENSITIVITIES and CAPACITIES

The Key Opportunities, Sensitivities and Capacities section summarises the issues that emerged from the baseline evidence and analysis.

CONSULTATION WORKSHOP

The Consultation Workshop summary encapsulates the results of the Kings Langley stakeholder workshop. Many of the stakeholder comments have been used as evidence in the urban design assessment.

URBAN DESIGN GUIDELINES and CASE STUDIES

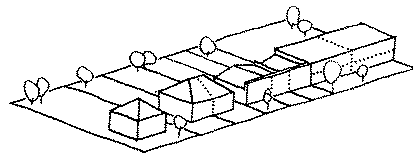
The Urban Design Guidelines have been created on the basis of each Urban Design zone. The guidelines have been developed following the Urban Design Assessment criteria described in the borough-wide report, although circulation, views and legibility have been addressed under the settlement-wide principles.

The guidelines rely on classifications for many of these criteria. These classifications are set out below:

Building types

Building types considered for Kings Langley include:

- Terraced housing
- Semi-detached housing
- Detached housing
- Two-storey block of flats



The drawing shows the range of typologies for Kings Langley

Architectural styles

Architectural styles within the Urban Design zones have been very broadly organised according to:

- Type of roof pitch



The facade applied to terrace buildings generally denotes a more urban character.

Building heights

Building types considered for Kings Langley includes:

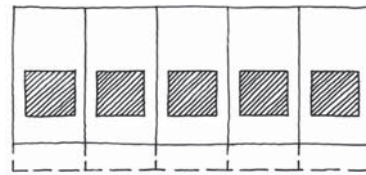
- One-storey
- Two-storey
- Three-storey (special consideration)

Density

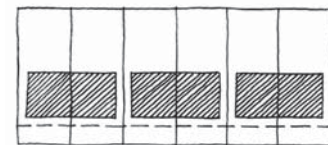
The classification for densities is based on Government guidance, reflecting advice in PPG3:

- Very low < 30 dph
- Low 30 - 40 dph
- Medium 40 - 50 dph
- High 50 - 60 dph
- Very high > 60 dph

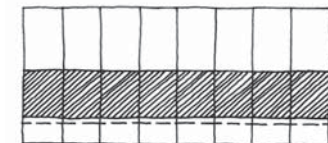
The following diagrams and drawings illustrate the generic typologies, plot sizes and setbacks that have been considered.



Detached housing, medium setback = 31 dph
(Assumes 5m setback, 11.5m rear garden, 13m x 25m plot)
Detached housing, large setback = 26 dph
(Assumes 10m setback, 11.5m rear garden, 13m x 30m plot)

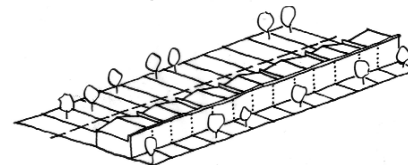
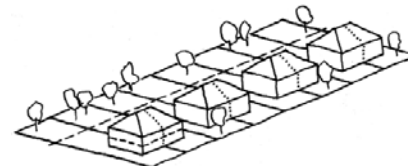
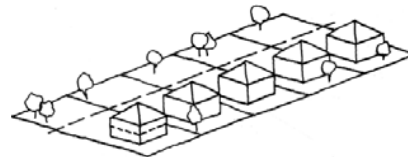


Semi-detached housing, medium setback = 42 dph
(Assumes 3.5m setback, 11.5m rear garden, 9.5m x 25m plot)
Semi-detached housing, no setback = 49 dph
(Assumes no setback, 11.5m rear garden, 9.5m x 21.5m plot)



Terrace housing, medium setback = 57 dph
(Assumes 4m setback, 11.5m rear garden, 7m x 25m plot)
Terrace housing, no setback = 68 dph
(Assumes no setback, 11.5m rear garden, 7m x 25m plot)

Drawings below illustrate the diagrams above.



Topography

Topography impacts on urban design in terms of:

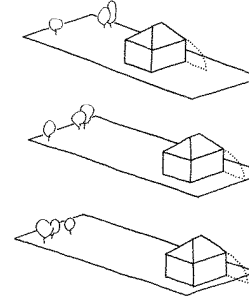
- Development on sloped streets
- Development on sloped sites
- Development on flat sites

Depending on the situation of the site, topography can impact the streetscape appearance and the privacy of adjacent dwellings.

Building lines

Building lines will be considered for each Urban Design zone in terms of:

- Large setback
- Medium setback
- No setback



The drawings above show large, medium and no setbacks

A medium setback assumes that the setback is approximately the same distance as the building height. A large setback assumes that the setback distance is greater than the building height.

Building orientation

Building orientation impacts on urban design in terms of:

- Building orientation toward street front
- No particular building orientation

Pattern of open spaces

Topography impacts on urban design in terms of:

- Divided front gardens
- Shared front gardens
- Divided rear gardens (back-to-back with rear gardens)

The type of garden reflects on such concerns as the appearance of the streetscape, the privacy of the dwellings, quality of the wildlife habitat, the type of development, and the size of the development site.

Parking

Parking options can be classified as:

- On-street parking
- On-site communal parking
- On-site individual parking

Decisions on the parking type relates to type of streets within the Urban Design zone (primary or secondary through streets, cul-de-sacs, or dead-end streets)

Case Studies

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone. Depending on the zone, case studies may suggest applying 'typical' conditions, 'enhanced density' conditions, 'increased density' conditions or 'special case considerations'.

Physical location

Kings Langley lies in the Metropolitan Green Belt between Watford and Hemel Hempstead, towards the southern end of the Borough of Dacorum. It occupies the western slope of the River Gade and Grand Union Canal Valley.

Transport connections

The village is located to the north of the M25 and the east of the A41. Kings Langley is approximately four miles southeast of Hemel Hempstead Town Centre. The village is a local stop on the Silverlink Train between the towns of Watford and Hemel Hempstead. The railway line, built in 1837, was constructed on the embankment above the canal as a conduit for transporting freight, and as a result, the station is a ten-minute walk from the village centre.

Population and population density

The ward of Kings Langley was listed as a population of 5,072 in April 2001 (The settlement population was 4,942). The total area of the Kings Langley ward is 832 hectares, allowing for an overall population density of 6.09 people/hectare, which includes all open space and public rights-of-way.

Social Composition

The Kings Langley community is a largely white population (96.6%). The mean age is 40 years of age. The population aged between 16 and 74 was approximately 3,500 in 2001. There were 512 retired people in Kings Langley at this time. The number of unemployed people was 66. The village has three schools attracting a significant number of students from outside of Kings Langley.

Planning Policy Context

Kings Langley is designated as a large village in the Dacorum Borough Local Plan (1991-2011) (Policy 3). As such development will be permitted if it is compatible with the maintenance and enhancement of the character of the village and the Green Belt boundary. The East of England Draft Regional Strategy designates Kings Langley as a village.

Kings Langley Secondary School is identified as a major developed site in the Green Belt in Policy 5 of the Local Plan. Limited infill development and partial or complete redevelopment of this site will be permitted, provided that it complies with the criteria set out within Policy 5 of the Local Plan.

The High Street at Kings Langley is designated as a Local Centre (Policy 39) with a neighbourhood shopping function. Town centres will be given preference over local centres as locations for new retail development in accordance with Policy 38.



KINGS LANGLEY - TODAY

Planning policy context cont.....

Kings Langley is deficient in open space. Currently provision within the village is below the minimum standard as set out in the Local Plan (Policy 73). All of Kings Langley falls into accessibility zone 4, where normal maximum car parking standards apply.

Kings Langley has three designated Conservation Areas where new developments or alterations to existing buildings must be carried out in a manner which preserves or enhances the established character or appearance of the area.

Ancient Monuments

- Royal Palace (site of)
- Dominican Priory (site of and including inhabited parts)
- Little London moated site and surrounding earthwork enclosure

Areas of Archeological Significance

- The Priory
- High Street
- Little London moated site and surrounding earthwork enclosure

Major Developed sites in the Green Belt:

- Kings Langley Secondary School

Landscape Characteristics of the Areas Surrounding Kings Langley (taken from Supplementary Planning Guidance: Landscape Character Assessment for Dacorum May 2004)

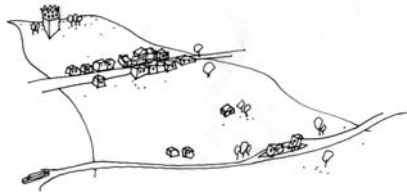
Surrounded by two landscape areas: Sarratt Plateau and Upper Gade Valley

- Land cover and land use
Mix of wooded farmland and pasture to the west and 20th Century development in the valley and on the slopes. Larger arable units are located to the east of the area. The canal is located in the valley alongside other recreational uses such as allotments.
- Transport patterns
The M25 and A41 serve the area as does the Euston railway. There is also an extensive network of minor and secondary routes through the area.
- Key characteristics
Level valley and plateau. High proportion of 20th Century development in the valley and on the slopes, large arable planned estate to the East.

KINGS LANGLEY - HISTORY

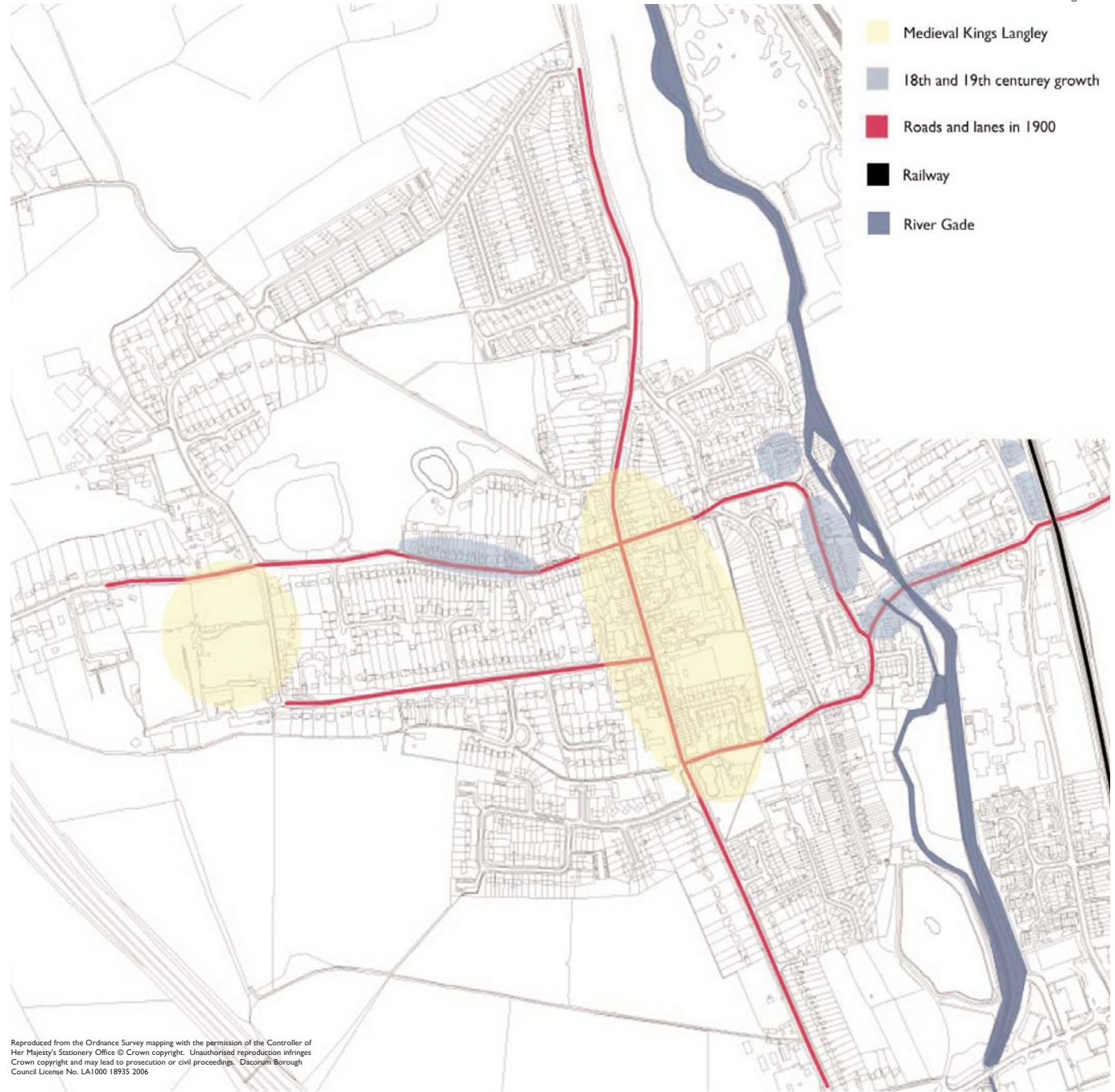
Kings Langley derives its name from 'Langele', meaning long meadow, or clearing. Its name also alludes to the presence of the former Royal Palace, built in the first half of the 13th century in the reign of Edward I under the supervision of his wife, Eleanor of Castile. To the south of the village there are the remains of the Royal Hunting Lodge, dating from the time of Edward I's enclosed deer park. The palace was in royal use for two centuries up to the time of Henry V and was briefly the seat of government during the Black Death (1349). The Palace subsequently became part of a Dominican priory until the dissolution of the monasteries in the 16th century.

The old village was established by the 11th century and is half a mile to the east and downhill of the palace. It has a simple linear form along the Gade Valley, rising gently from south to north. The 14th century church of All Saints is built on the site of an earlier church; its tower and short spire is readily visible in westward views across the Gade Valley. Coach traffic through the village street sustained a number of inns, including the Saracen's Head (one of the few remaining timber-framed buildings) and the Rose and Crown Inn. In the 19th century Kings Langley had its own brewery, as well as a school and at least three chapels.



The Grand Union canal reached Kings Langley in 1797 and provided an immediate spur to commercial activity, especially in the printing and paper trades, only to be overshadowed forty years later by competition from the railway, which was constructed above the canal on the east side of the Gade Valley. A knot of buildings grew up by the canal lock and a large factory for Ovaltine opened in 1913. There was also a corn mill straddling the River Gade in the north-east of the village, at the junction of Mill Lane and Waterside.

Kings Langley has grown steadily over the past hundred years, with housing climbing above the old village on both sides of the valley, two schools have been built near the Common and an industrial estate laid out in the valley floor. At the centre, however, the historic character of the High Street is still much in evidence and it remains the heart of the village.



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STRATEGY PLAN AND SETTLEMENT PRINCIPLES

Urban Design zones

- A The Village centre zone (1) should protect its historic character and maintain a land use mix that encourages activity accessible by pedestrians and vehicles.
- B The Inner zone (2) should provide quality low-rise, medium to high density housing with strong links to the village centre and the train station.
- C The Semi-rural zone (3) should provide quality low-rise, low to medium density housing which accentuates the existing street morphology and topography.
- D The Peripheral zone (4) should provide quality low-rise, low to medium density housing that acts as a transition between the countryside and the village.

Circulation

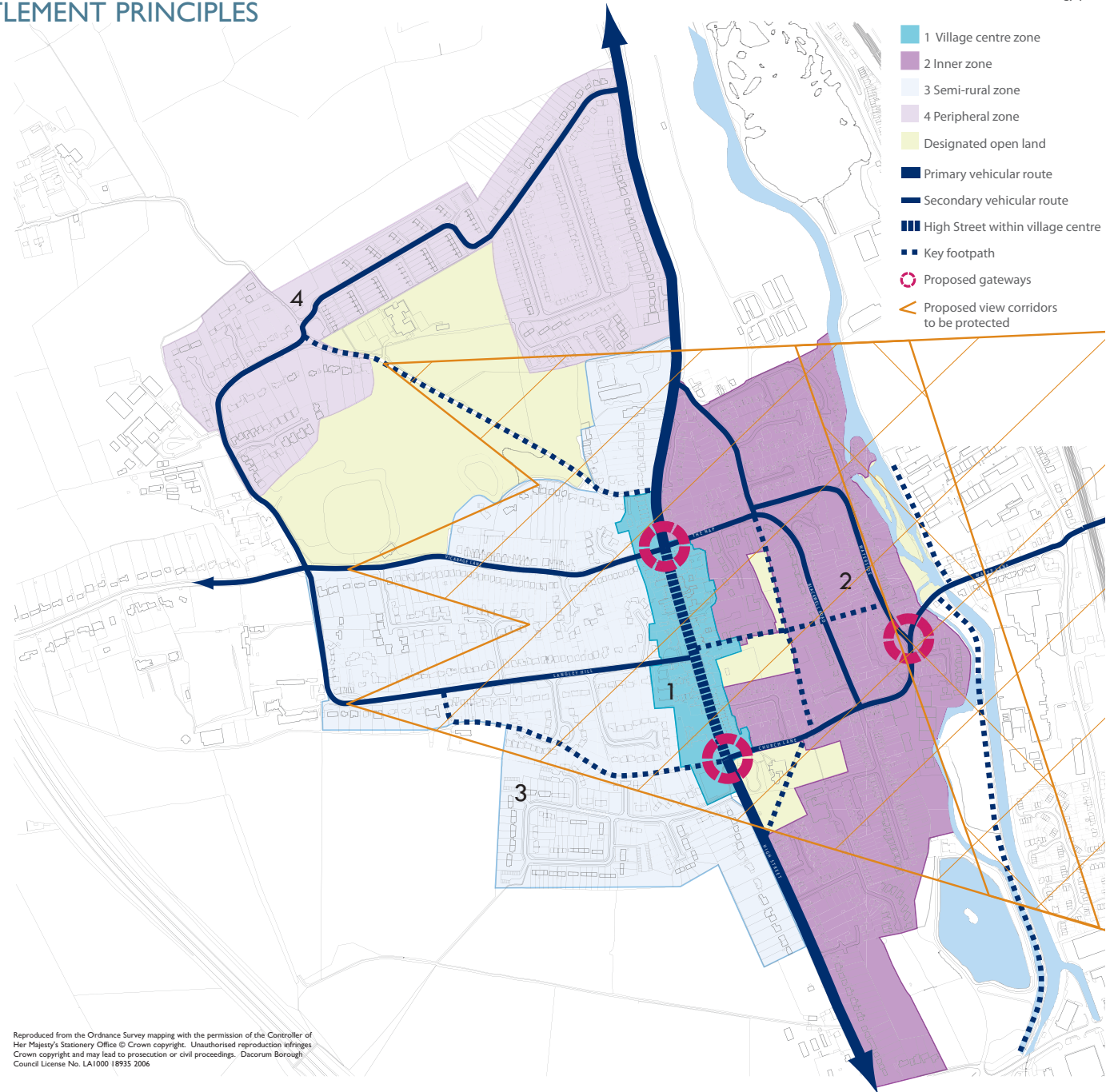
- E The primary road should facilitate through traffic, ensuring that two-way traffic is prioritised over on-street parking, with efforts to be made to include cycling routes.
- F The secondary roads should facilitate through traffic, ensuring that two-way traffic is prioritised over on-street parking, with street design to ensure calmed traffic.
- G The village centre High Street should be considered as an activity zone which prioritises High Street uses, such as pedestrian crossings, over through traffic. Through traffic should be discouraged and calmed through the use of streetscape elements such as traditional village streetlamps.
- H Footpaths should be considered as significant pedestrian routes which receive significant design attention to enhance the village's rural character and improve their appearance and the sense of security.

Views

- I The key views across the Gade river valley, looking down Vicarage Lane, Langley Hill and Common Lane, should be protected. The impact of the massing, building height and architectural quality of any new development within the view corridor should be considered as part of the planning application.
- J The view along the Grand Union Canal should be protected, and the impact of the massing, height and architectural quality of any new development within the view corridor should be considered part of the planning application.

Legibility

- K The gateways at the two ends of the High Street should mark the entry into the village centre through streetscape elements, signage, and building quality.
- L The gateway at Waterside Lane marks an entry into the village and to the Canal Path through treatment of the buildings, the road, signage and streetscape elements.



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URBAN DESIGN ZONES



Village centre zone
 The village centre evolved as a line of timber-framed cottage and farms along the High Street and was developed subsequently to incorporate inns, houses and shops. The 19th century form has remained relatively consistent - the High Street is primarily two-storey with densely built structures occupying deep footprints. There are few setbacks along the street.



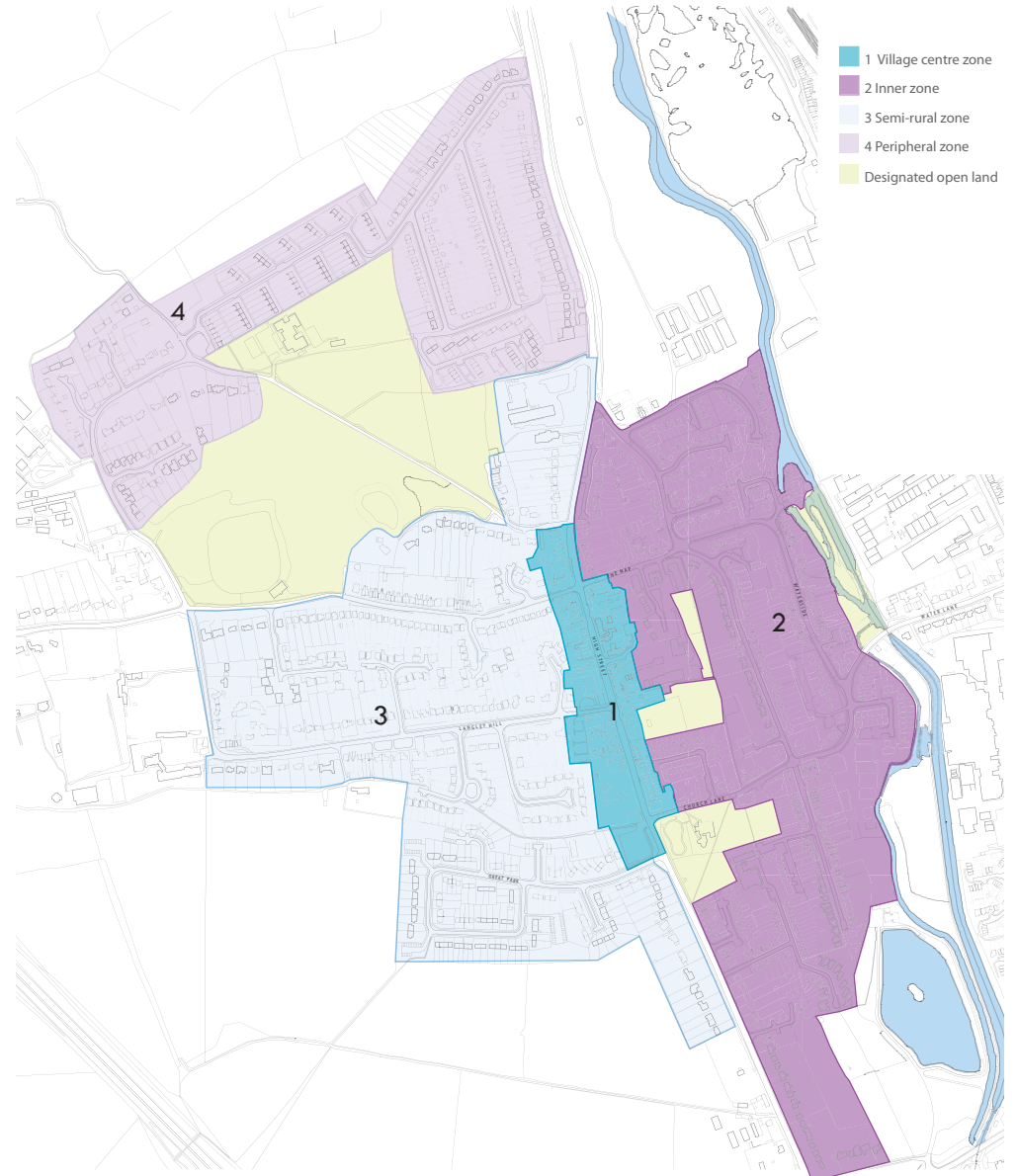
Inner zone
 The inner zone is the residential area between the High Street and the Grand Union Canal. The streets in this area generally run parallel to the canal and High Street, with a number of dead-end streets and cul-de-sacs. The typologies are primarily semi-detached with small front gardens and large rear gardens. There are also areas of detached and terraced housing. The density is generally medium.



Semi-rural zone
 The semi-rural zone extends up the valley to the west of the High Street along such roads as Langley Hill and Vicarage Lane. The roads climb directly up the hill, providing views across the valley. The area is predominantly two-storey detached houses set back from the streets with large back gardens and additional detached housing on dead-end streets turning off of the main streets. The density is generally low with areas of medium density.



Peripheral zone
 The typology in this zone varies widely, including detached housing with both large front and back gardens, modern terraces angled away from the street, and detached housing with negligible front gardens. There is no consistency to the street pattern, with a series of dead-ends, through streets running up the hill, and streets parallel to the High Street. The relationship of the houses to the street is inconsistent.



- 1 Village centre zone
- 2 Inner zone
- 3 Semi-rural zone
- 4 Peripheral zone
- Designated open land

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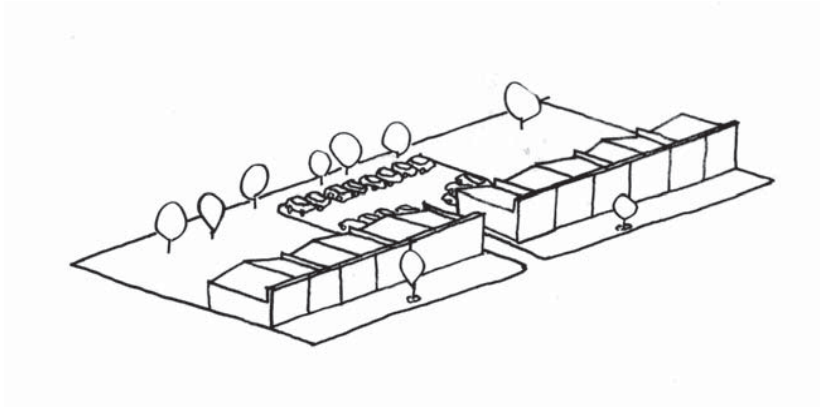
URBAN DESIGN GUIDELINES: VILLAGE CENTRE ZONE

Assessment Category	Criteria	Guidelines	Page Reference	*Photo Reference
Making places	Building types	The village centre retains many of the 19th century shop buildings and public house and inn buildings which are primarily terraced and front directly onto the street. The primary typology should be terraced buildings .	26	
	Materials / architectural styles	The village centre is made of predominantly high quality brick buildings. Traditional brickwork should be favoured over modern wirecut bricks. Ceramic tile or slate roofing material should be encouraged. A broad stylistic approach should favour front facades , generally parapeted terrace buildings, over the visibility of pitched roofs.	16-18	19-20
	Listed buildings/ Conservation Area	The village centre is a designated Conservation Area with a number of listed buildings. Conservation Area guidelines should extend to the streetscape elements and shop signage to ensure the consistency of character.	19-21	
	Building Heights	Buildings on the eastern side of the High Street should be two-storeys, and buildings on the western side should be two or three storeys.	22	
	Density	The non-residential land uses should be protected.	23-24	21-22
	Topography	Buildings should accentuate the topography and views, with buildings on the western side of the High Street providing views over the eastern side of the street across the valley.	25	
Continuity and enclosure	Morphology	The existing street morphology should accentuate the primacy of the High Street and the secondary routes that extend off from it. There should be no tertiary or cul-de-sac roads extending from the High Street.	26-27	
	Building Lines	Buildings should have no setback from the street and should create an even street frontage along the pavement.	28	
	Building Orientation	The fronts of building should be facing the street , with entrances accessible from the pavement.	29	
	Pavements	The existing pavement width (> 3 meters) should be maintained.		
	Pattern of open space	Where possible shops should be serviced from the rear . Open space behind the High Street should be reserved for the servicing activities.	30-31	23-24
Making connections	Circulation, demand and linkages	The High Street within the village centre should be considered as an urban 'room' as opposed to a through 'corridor'. Priority should be given to the High Street uses, and improvements made to the environment to make it more conducive to pedestrians. Pedestrian crossings should be protected and enhanced, and the existing on-street car parking should be retained. Through traffic should be discouraged.	33	25-28
	Parking	The existing on-street parking should be protected and the two off-street parking areas retained.	34	29-30
	Land Use	The High Street has a strong presence of A1, A3 and A4 land uses along with a number of business uses. These uses are essential to the character of the village centre and should be protected and enhanced. Any residential uses added to the village centre High Street should be coupled where possible with new retail shop uses.	35	
Quality of the public realm	Streetscape elements	Streetscape elements should fit the character of the Conservation Area. These should include such elements as street lamps, planters, fencing along the High Street, benches, bus shelters, signage and paving materials. Streetscape elements should not impede pedestrian movement on the pavement.	36	31-34
	Quality of open space	Access to the open land between the High Street and Blackwell Road should be improved and signposted.	30-31	23-24

* Photo references correspond to page numbers within the associated photo log.

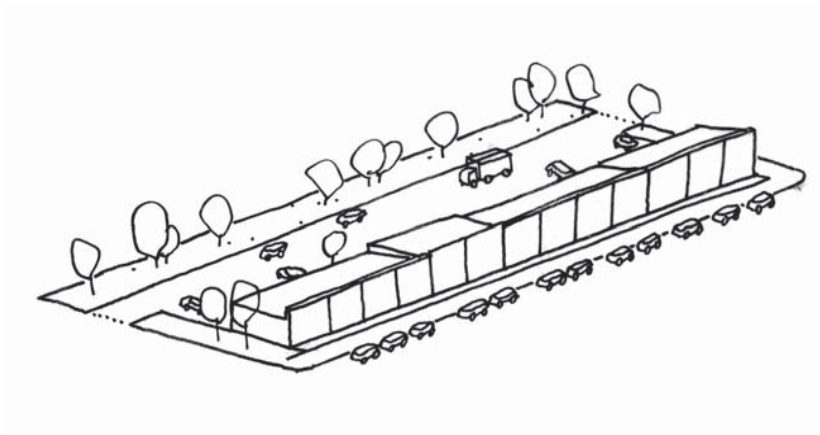
CASE STUDIES: VILLAGE CENTRE ZONE

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



CASE STUDY VC1: Typical density and character

The case study drawing shows on-street parking with rear servicing accessed from the side streets.



CASE STUDY VC2: Typical density and character

The case study drawing shows on-street parking with rear servicing accessed from the side streets.

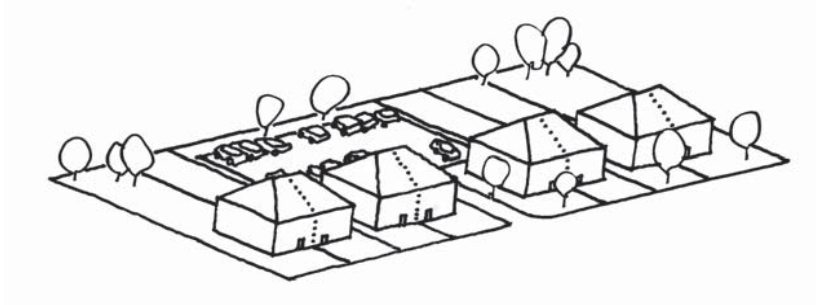
URBAN DESIGN GUIDELINES: INNER ZONE

Assessment Category	Criteria	Guidelines	Page Reference	*Photo Reference
Making places	Building types	There are primarily three building types within this character area, including single detached houses, semi-detached houses and terrace houses. New developments should emphasise semi-detached and terrace housing types. Two-storey blocks of flats would be considered acceptable within this zone, given its generally higher density and proximity to the station.	26	
	Materials / architectural styles	Traditional brickwork should be favoured over modern wirecut bricks. Clay, tile or slate roofing material should be encouraged. The existing broad stylistic approach emphasises the visibility of the roof pitch except in the case of terrace housing, and flat roofs should be discouraged.	16-18	19-20
	Listed buildings/ Conservation Area	The listed buildings at Church Lane and Waterside Lane should be considered as significant gateways and refurbishment should be encouraged.	19-21	
	Building Heights	Buildings should be two storeys .	22	
	Density	Building densities currently range widely from low to high, and new developments should be medium to high densities.	23-24	21-22
	Topography	Due to the morphology of this zone, many of the buildings are on sloped sites . Houses built on streets running up the valley slope should be lower than the buildings below them on the hill to protect the privacy of houses below them and the views of housing above them.	25	
Continuity and enclosure	Morphology	The existing street morphology shows a consistency with the original residential streets running parallel to the High Street and the canal. More recent development have not conformed to a regular street morphology, with a number of dead-end and cul-de-sac developments branching off of these roads. Future developments should attempt to create through streets running parallel to the High Street.	25-27	
	Building Lines	Buildings should generally have a medium setback from the street.	28	
	Building Orientation	The fronts of building should be facing the street .	29	
	Pavements	All new developments must have pavements, contrary to some of the recent developments. Parking should be on-street or in communal courtyard areas to minimise the interruptions along the pavement.		
	Pattern of open space	Houses should have rear gardens that back onto other rear gardens as a means of maximising wildlife habitat, privacy and sunlight. Front gardens should be shared or individual.	30-31	23-24
Making connections	Circulation, demand and linkages	Linkages to the towpath and the open land between the High Street and Blackwell Road should be improved and signposted.	33	25-28
	Parking	On-street parking should be an option along roads that are not secondary routes. Off-street, communal parking should be encouraged on secondary routes and other roads instead of individual on-site parking to minimise the interruptions to the pavement.	34	29-30
	Land Use	The non-residential land uses along Waterside should be improved and the parking areas should be carefully managed.	35	
Quality of the public realm	Streetscape elements	Streetlighting on the roads and the footpaths should be improved.	36	31-34
	Quality of open space	The existing buildings on Blackwell Road and the High Street are poorly orientated in relation to the open land between the two streets. Surrounding land should be developed to front onto this open land if sufficient depth and access opportunity allows.	30-31	23-24

* Photo references correspond to page numbers within the associated photo log.

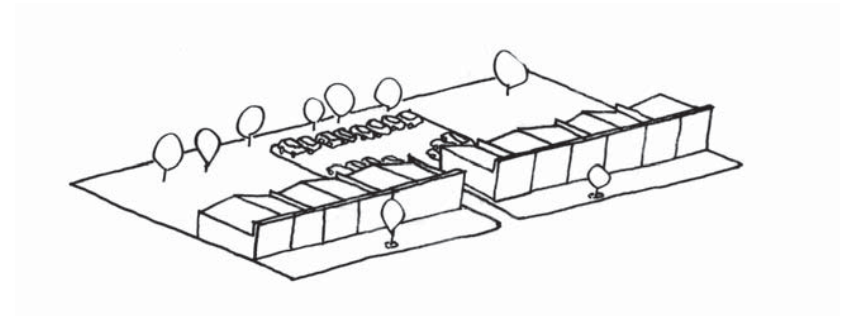
CASE STUDIES: INNER ZONE

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



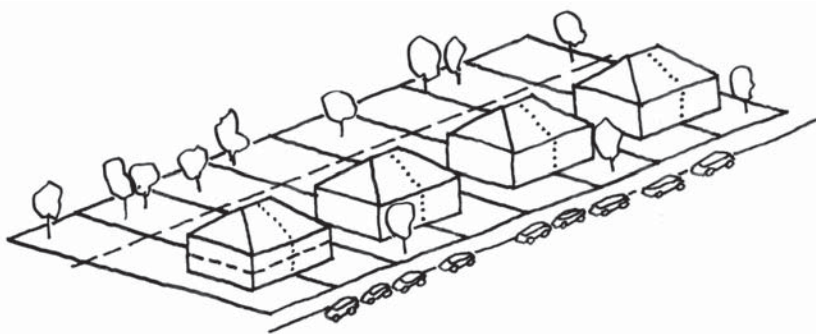
CASE STUDY 11: Typical character and density, secondary routes

This case study shows semi-detached housing with medium setbacks and communal parking.



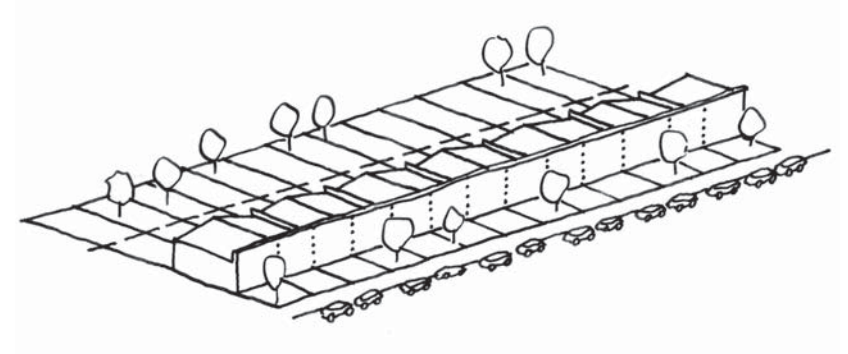
CASE STUDY 13: Enhanced density, secondary routes

This case study shows terrace housing with medium setbacks and communal parking.



CASE STUDY 13: Typical character and density, tertiary roads

This case study shows semi-detached housing with medium setbacks and on-street parking.

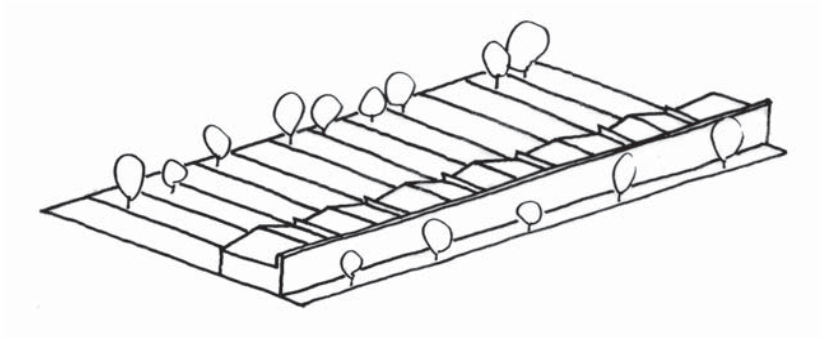


CASE STUDY 14: Enhanced density, tertiary routes

This case study shows terrace housing with medium setbacks and on-street parking.

CASE STUDIES: INNER ZONE

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



CASE STUDY 15: Increased density

This case study shows terrace housing with no setbacks. A two-storey flat typology could also work within this zone.

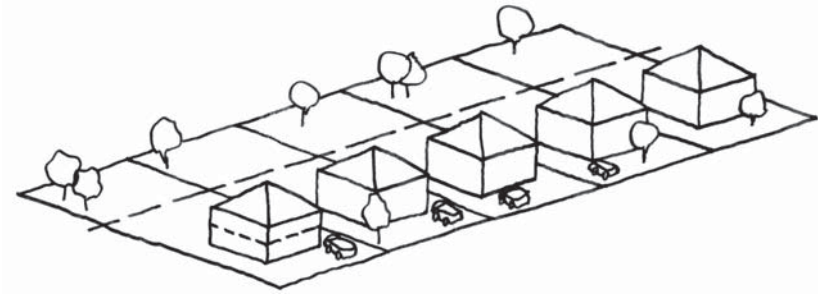
URBAN DESIGN GUIDELINES: SEMI-RURAL ZONE

Assessment Category	Criteria	Guidelines	Page Reference	*Photo Reference
Making places	Building types	There are three building types within this character area, including single detached houses, semi-detached houses and terraced houses, with single detached being the predominant form. Semi-detached housing is recommended as the preferred typology as a way of generating higher densities while preserving the semi-rural character.	26	
	Materials / architectural styles	Traditional brickwork should be favoured over modern wirecut bricks. Clay tile or slate material should be encouraged. The existing broad stylistic approach emphasises the visibility of the roof pitch except in the case of terraced housing, and flat roofs should be discouraged.	16-18	19-20
	Listed buildings/ Conservation Area	N/A		
	Building Heights	Buildings should be two storeys .	22	
	Density	The existing density is generally very low and low density. The recommended densities should generally be low to medium density (30 - 50 dph).	23-24	21-22
	Topography	Due to the morphology of this zone, many of the buildings are on sloped streets . Houses built on streets running up the valley slope should be lower than the buildings below them on the hill. Blocks of flats should be avoided on all streets running up hills.	25	
Continuity and enclosure	Morphology	The existing street morphology shows a relative consistency of through streets running perpendicular to the High Street up the valley side with cul-de-sac streets located at a right angle off of them. This morphology should be continued in any new development within the character area. Housing built on the residential ends of the High Street faces the street, and new developments should continue this practice.	26-27	
	Building Lines	Buildings should generally have a medium setback from the street.	28	
	Building Orientation	The fronts of building should be facing the street .	29	
	Pavements	All new developments must have pavements, contrary to some of the recent developments. Parking should be on-street or in communal courtyards to minimise the interruptions along the pavement caused by driveways.		
	Pattern of open space	Houses should have rear gardens that back onto other rear gardens as a means of maximising wildlife habitat, privacy and sunlight. Individual front and rear gardens should be provided.	30-31	23-24
Making Connections	Circulation, demand and linkages	Existing pavements should be maintained and any new development should include pavements that run adjacent to the street. Pedestrian linkages to Kings Langley Common and the High Street should be encouraged.	33	25-28
	Parking	The existing street pattern and dwelling types have on-site parking on the uphill through streets and on-street or on-site parking on the cul-de-sac side streets. Secondary roads should avoid on-street parking and residential side streets should have on-street or on-site parking.	34	29-30
	Land Use	The residential land use should be maintained.	35	
Quality of the public realm	Streetscape elements	Streetscape furniture should be minimised in the semi-rural character area.	36	31-34
	Quality of open space	Pedestrian access to Kings Langley Common should be promoted.	30-31	23-24

* Photo references correspond to page numbers within the associated photo log.

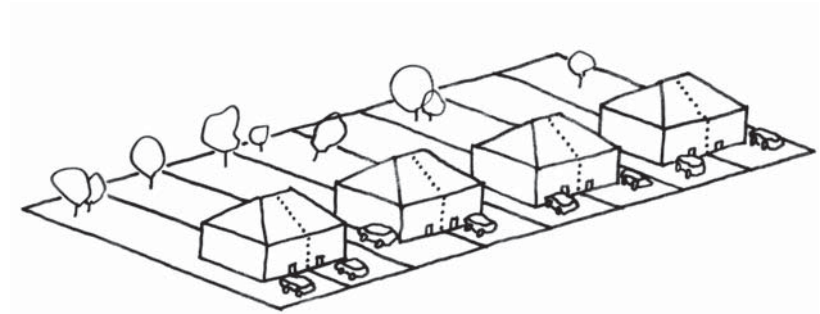
CASE STUDIES: SEMI-RURAL ZONE

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



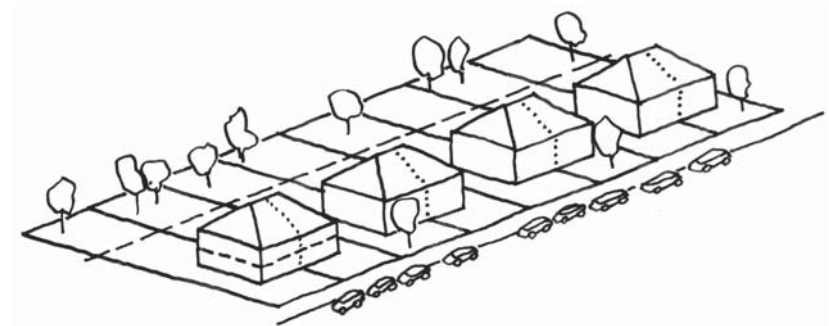
CASE STUDY SR1: Typical density, on-site parking

This case study shows detached housing with medium setbacks and on-site individual parking. On-site parking should be used on through streets.



CASE STUDY SR2: Enhanced density, on-site parking

This case study shows semi-detached housing with medium setbacks and on-site individual parking. On-site parking should be used on through streets.



CASE STUDY SR3: Enhanced density, on-street parking

This case study shows semi-detached housing with medium setbacks and on-street parking.

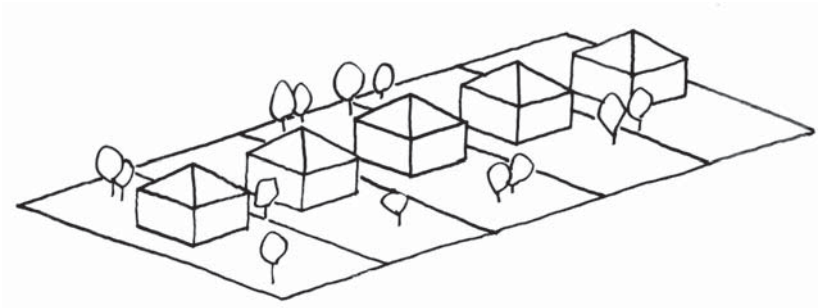
URBAN DESIGN GUIDELINES: PERIPHERAL ZONE

Assessment Category	Criteria	Guidelines	Page Reference	*Photo Reference
Making places	Building types	There are primarily three building types within this character area, including single detached houses, semi-detached houses and terraced houses. New developments should focus on detached and semi-detached housing .	26	
	Materials / architectural styles	Traditional brickwork should be favoured over modern wirecut bricks. Clay tile or slate roofing material should be encouraged. The existing broad stylistic approach emphasises the visibility of the roof pitch , and flat roofs should be discouraged.	116-18	19-20
	Listed buildings/ Conservation Area	N/A		
	Building Heights	Buildings should be two storeys .	22	
	Density	The existing density is generally very low to medium. The recommended densities should generally be low to medium density .	23-24	21-22
	Topography	Due to the morphology of this zone, many of the buildings are on sloped streets . Houses built on streets running up the valley slope should be lower than the buildings below them on the hill. Blocks of flats should be avoided on all streets running up hills.	25	
Continuity and enclosure	Morphology	There is little consistency to the street morphology. Through streets should be emphasised to create the sensibility of rural roads.	26-27	
	Building Lines	Buildings should generally have a medium or large setback from the street. There is no need for a consistent street line at low densities.	28	
	Building Orientation	The fronts of building do not need to be facing the street.	29	
	Pavements	Pavements do not need to be directly against the street edge, and a verge between the road edge and the pavement should be encouraged.		
	Pattern of open space	There does not need to be a regular pattern to the open spaces created by front and rear gardens.	30-31	23-24
Making connections	Circulation, demand and linkages	Linkages to Kings Langley Common and into the Green Belt should be encouraged.	33	25-28
	Parking	Parking should be individual and on-site .	34	29-30
	Land Use	The residential land use should be maintained.	35	
Quality of the public realm	Streetscape elements	Streetscape furniture should be negligible in the peripheral zone character area.	36	31-34
	Quality of open space	N/A	30-31	23-24

* Photo references correspond to page numbers within the associated photo log.

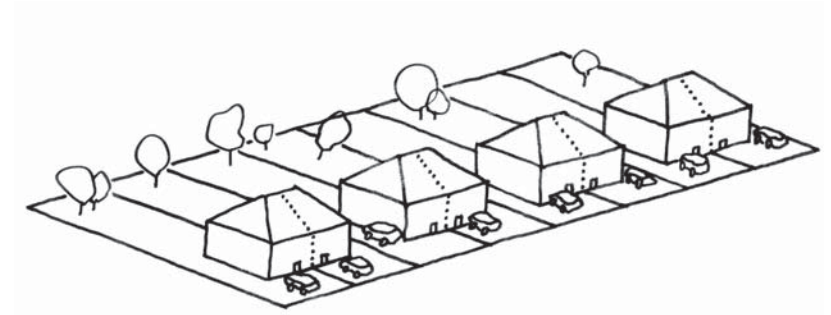
CASE STUDIES: PERIPHERAL ZONE

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone.



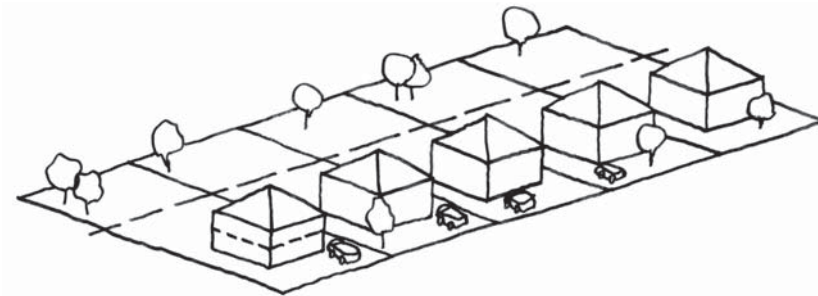
CASE STUDY P1: Enhanced density

This case study shows detached housing with a large setbacks with on-site individual parking. The drawing suggests more regular plot sizes that are smaller than the current conditions.



CASE STUDY P3: Increased density, on-site parking

This case study shows semi-detached housing with medium setbacks and on-site individual parking. On-site parking should be used on through streets.



CASE STUDY P2: Increased density, on-site parking

This case study shows detached housing with medium setbacks and on-site individual parking. On-site parking should be used on through streets.