



DACORUM

URBAN DESIGN ASSESSMENTS

UPDATE PAPER



July 2011

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Urban Design Assessment Amendments

Background

The Urban Design Assessments were published in 2006. The reports were commissioned to assess the design criteria which make up the character of each of the towns and large villages in Dacorum (Hemel Hempstead, Berkhamsted, Tring, Kings Langley, Bovingdon and Markyate). Their purpose was to inform the urban design policies for the Local Development Framework.

The Urban Design Assessments have been used as a basis for vision diagrams and urban design policy in the Core Strategy. In translating the Assessments into policy, it became apparent that they needed a systematic overview and some change in order to address inconsistencies. This update document makes some amendments to the Urban Design Assessments. It aims for a more coordinated, coherent and simplified approach to urban design zones, which are the basis of the policy in each of the towns and large villages in the Borough.

Introduction

The document explains the changes made to the Urban Design Assessments. It is set out into three sections.

Section 1 presents the original urban design maps with the settlement strategy plan and the original tables with the urban design guidelines for each of the zones in each of the settlements in order:

- (a) Hemel Hempstead;
- (b) Berkhamsted;
- (c) Tring;
- (d) Kings Langley;
- (e) Bovingdon; and
- (f) Markyate.

Section 2 identifies where the changes need to be made on the original maps and gives a description of the changes that need to be made to both the maps and the tables. The principle changes are:

1. Consolidation of the urban design zones into four main categories
 - The differences in the detailed descriptions between settlements and within part of settlements remain.

2. Amendments to the boundaries of urban design zones
3. The removal of specific density zones
4. The inclusion of a section on 'Legibility'¹ in the description of the characteristics of each urban design zone
5. An assessment of 'gateways' in or into the settlement

Section 3 presents the updated maps and tables in the same order as Section 1.

The updated maps show the revised information for:

- (a) Urban design zones;
- (b) Gateways; and
- (c) Open land

Information on routes is provided for reference: it does not replace the information in the original maps (in the published Urban Design Assessments 2006). The original maps contain view corridors: they have not changed and remain very important as a guide to planning policy.

¹ Definitions:

Legibility means that it is easy to read or understand where one is. It also means that it is easy to understand ones route through an area. Legibility refers to views, landmarks, edges of character areas and main paths which help to get one bearings.

Gateways are divided into two types in this document.

- (a) Movement Gateway – a key junction through which pedestrians, cyclists and drivers are directed.
- (b) Green Gateway – a green landscape area surrounding a main entrance to a settlement.

Section 1


Original Urban Design Maps and Tables

Section 1(a) Hemel Hempstead

Hemel Hempstead Urban Design Diagram : based on the Original Maps from the Urban Design Assessment 2006

- KEY**
- Town Centre
 - Inner Zone
 - New Town Neighbourhoods
 - Post-New Town and Peripheral Residential
 - Employment Zone
 - Designated Open Land
 - Primary vehicular route
 - District Distributor
 - High Street within town centre
 - Key Footpath
 - Proposed Gateways
 - Proposed view corridors to be protected
 - Potential increased density zone
 - Protected density zone




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 @ A4
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URBAN DESIGN GUIDELINES: TOWN CENTRE ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|---|----------------|-----------------|
| Making Places | Building Types | The town centre has a tremendous range of building types, including the listed buildings of the Old Town and the modernist buildings of the Marlowes. Building heights range tremendously from the Kodak building to two-storey buildings. Buildings types should be considered within the zones four areas (Old Town, Civic/Educational area, Market area, the Marlowes) as well as the emerging residential area at the south eastern end of the town centre. There is the potential for relatively high-rise mixed use area in the current civic, educational and market areas. The Old Town should retain its low-rise terrace character. | | |
| | Materials/architectural styles | The town centre has a range of building types, depending on the area. While the Old Town is made up of traditional materials and styles, the other areas feature modern materials and approaches. High quality modern building should be encouraged. | 30-32 | 42-43 |
| | Listed Buildings/Conservation Area | There are several listed buildings within the Old Town and in the Civic and Educational area. While the Conservation Area has protected the context of the Old Town's listed buildings, some within the Civic and Educational area suffer from the surrounding context and their adapted uses. Efforts should be made to protect these buildings. There also may be elements of the original New Town Centre along the Marlowes which are worthy of listing. | 33-35 | |
| | Building Heights | Building heights should be determined by areas within the zone. The Old | 36 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|----------------|--|----------------|-----------------|
| | | Town Centre should remain predominantly three-storey. The Marlowes would benefit from remaining generally at a human-scale, with heights from three to four storeys. The other areas could consider building heights greater than four storeys, particularly on the western side of the street. | | |
| | Density | The areas with residential uses generally have high densities. It is assumed that new developments could have high to very high densities and be of mixed uses. The market area and the civic and educational area would have potential for mixed use residential development. | 37-38 | 44-46 |
| | Topography | The town centre lies in the river valley, forming a focal point for views from the valley sides. The Kodak buildings and St Mary's Church are important orientation points. There are also important views along the Water Gardens and Old Town High Street. | 39 | |
| Community and enclosure | Morphology | The morphology reveals that there is little permeability along the Marlowes, particularly between the Marlowes and the area to the east. These large blocks, designed for modernist buildings in open space, have become littered with car parking that further reduce the east-west connectivity. New approaches should include improved block permeability. | 40-41 | |
| | Building Lines | The town centre shows a range of approaches to the building lines. The civic and educational area shows the buildings set far back from the west side of the Marlowes, whereas the east side has building line which shifts between medium and large setbacks. The pedestrianised area of the Marlowes and the Old Town both has consistent building lines. Waterhouse Street has many gaps and setbacks along its length. There would be value to improving | 42 | 47-49 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------------|---|----------------|-----------------|
| | | the pedestrian experience by introducing more continuous building lines on Waterhouse Street and the Marlowes. | | |
| | Building Orientation | The fronts of building should be facing the street , with entrances accessible from the pavement, particularly along Waterhouse Street. | 42 | |
| | Pavements | A new approach to the pedestrianised pavement of the Marlowes, such as introducing a more rationalised low-rise use to the middle of the pavement (such as the market) would potentially create a more organised use of the pavement. | | |
| | Pattern of open space | The Water Garden's should be much more integrated with the Marlowes, particularly through the facilitation of more east-west connectivity. | 44 | 28-29 |
| Making Connections | Circulation, demand and linkages | The Marlowes acts as the local distributor (High Street), with the lower half pedestrianised. Waterhouse Street has become a street for servicing the retail buildings and bust activity. The street has great potential as the 'recreational' complement to the Marlowes shopping street. The Marlowes also has primary and district distributors which run off feed into it. Leighton Buzzard Road is a primary distributor which currently acts as a barrier to the town centre. The 'magic roundabout' is a major barrier to the town centre. | 46-47 | 50-52 |
| | Parking | Opportunities to reduce surface car parking should be encouraged, particularly in relation to the civic and educational uses. | 48 | 53-54 |
| | Land Use | There is potential to create new mixed use developments in the heart of the town centre. There could be opportunities to develop new land uses on | 45 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------|---|----------------|-----------------|
| | | Waterhouse Street which add vitality to the area around the Water Gardens. | | |
| Quality of the public realm | Streetscape elements | Streetscape elements should fit the character of the Conservation Area in the Old Town. The New Town centre should limit street furniture clutter and strive to have modern design. | 50 | |
| | Quality of open space | Greenery should be integrated into the town centre where possible. | 44 | 58-59 |

URBAN DESIGN GUIDELINES: INNER ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|--------------------------------|---|----------------|-----------------|
| Making Places | Building Types | The existing building types are primarily two-storey terrace buildings. The primary typologies should continue to be terrace buildings . There could be potential opportunities on large block sites for three-storey terrace buildings . | | |
| | Materials/architectural styles | The inner zone buildings are predominantly brick buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay tile or slate roofing material should be encouraged. Roofs could be pitched or emphasise the front facades. | 30-32 | 42-43 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|--|----------------|-----------------|
| | Listed Buildings/Conservation Area | There are a few listed buildings in this zone, and there is currently no conservation area that encompasses this broadly Victorian terraced zone. It may be worth considering certain parts of this zone as worthy of a Conservation Area. | 33-35 | |
| | Building Heights | Buildings should generally be two-storeys . New blocks that are potential sites of increased density could include three-storey buildings . | 36 | |
| | Density | The existing densities are high or very high. In general the area's density should be high, with potential opportunities in new block sites to have very high (60+) densities. | 37-38 | 44-46 |
| | Topography | There are several strong views from and across this zone given its general location in the river valley and along the Canal. The strong views include toward St Mary's Church from the southeast, into the town centre and toward the Canal. | 39 | |
| Community and enclosure | Morphology | The existing Victorian street grid- which has facilitated low-rise high density terrace housing should be continued where possible. | 40-41 | |
| | Building Lines | The existing buildings generally have minimal setbacks. Developments within the zone should continue to have minimal setbacks. | 42 | 47-49 |
| | Building Orientation | The fronts of building should be facing the street , with entrances accessible from the pavement. | 42 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|---|----------------|-----------------|
| | Pavements | All new developments should have pavements along the road. Efforts should be made to discourage cars from parking 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 individual. New developments adjacent to the recreation ground should encourage houses that front the open space, creating positive overlooking. | 44 | 28-29 |
| Making Connections | Circulation, demand and linkages | The streets within the inner zone are residential access roads, allowing the road to be relatively free of through traffic. Given the zone's generally narrow Victorian streets, it is important to minimise cut-throughs. | 46-47 | 50-52 |
| | Parking | Street widths are quite narrow in this zone along with many of the Victorian streets, often in the range of six meters. This narrowness can encourage cars parking along the pavement. Any new developments within this zone should have on-site parking. | 48 | 53-54 |
| | Land Use | N/A | 45 | |
| Quality of the public realm | Streetscape elements | Streetlighting on the roads should be improved. | 50 | 55-57 |
| | Quality of open space | There is little open land within these predominantly Victorian areas, but there is good access to open land outside of the zone. | 44 | 58-59 |

URBAN DESIGN GUIDELINES: NEW TOWN NEIGHBOURHOOD ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|--|----------------|-----------------|
| Making Places | Building Types | The neighbourhoods were intentionally planned with a range of building types, including detached and semi-detached houses, and two- three-storey terrace building. This range of building types should be encouraged, although detached buildings should be discouraged. | | |
| | Materials/architectural styles | The New Town neighbourhoods were built from around 1950 predominantly yellow London stock bricks and tar shingle pitched roofs. The residents have frequently complained of the bland nature of the design. Modern styles and materials would enliven the neighbourhoods. | 30-32 | 42-43 |
| | Listed Buildings/Conservation Area | N/A | 33-35 | |
| | Building Heights | Buildings should typically be two-three storeys . There may be opportunities to develop four-storey buildings on block sites of 'increased density'. | 36 | |
| | Density | As a result of the range of typologies the densities range from low to very high. While it is important that the neighbourhoods maintain a diversity of typologies, the zone could potentially become slightly more dense, ranging from medium to vey high densities. | 37-38 | 44-46 |
| | Topography | Many of the neighbourhoods have strong views from the open land contained within them, including Warners End, Shrub Hill Common and Highfield. Views from the open land should be protected. | 39 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|----------------------------------|---|----------------|-----------------|
| Community and enclosure | Morphology | The existing street morphology is predominantly curvilinear with large residential blocks. Many of these blocks have permeable pedestrian paths, some of which lead into residential courtyards. These large, curvilinear blocks should be protected, with new back land developments built along the lines of the earlier courtyard models connected by footpaths. | 40-41 | |
| | Building Lines | The existing buildings generally have medium setbacks, providing either private front gardens (typically in conjunction with detached or semi-detached houses) or communal front gardens (generally in conjunction with the terrace housing). These patterns should continue. | 42 | 47-49 |
| | Building Orientation | The fronts of building should be facing the street in a uniform manner, with entrances accessible from the pavement. | 42 | |
| | Pavements | All new developments should have pavements along the roads. | | |
| | 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 could be communal or individual. Given the curvilinear nature of the streets there are also various pieces of open space along the roads. These areas should be preserved. | 44 | 28-29 |
| Making Connections | Circulation, demand and linkages | The new neighbourhoods have a relatively clear hierarchy of roads, with a series of district distributor roads- such as Adeyfield Road and Longlands – running along the perimeter of the neighbourhoods. These perimeter roads minimise the amount of traffic running through the neighbourhood access roads. There are concerns for the traffic impacts of the primary distributors | 46-47 | 50-52 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------|--|----------------|-----------------|
| | | (St Albans and Queensway) on these district distributors. Attempts should be made to limit district distributor's traffic to neighbourhood connections, and further efforts should prevent neighbourhood cut-through activity. | | |
| | Parking | On-site communal and individual parking is generally allotted, depending on typology. On-site parking is encouraged. | 48 | 53-54 |
| | Land Use | The neighbourhoods have local centres, which range in size from 2-3 shops with services and 10 or so shops with services. While the centres are frequently cited as bland design, they provide an important function. The local centres should be protected and improved. There are schools within each neighbourhood, facilitating easier walks to schools. Sizeable new developments (of over 500 dwellings) should consider the development of a school and a local centre. | 45 | |
| Quality of the public realm | Streetscape elements | Streetlighting on the streets should be improved. There are opportunities for 'amenity clusters' of lighting, benches, plantings and garbage bins in some of the small open spaces along the streets. | 50 | 55-57 |
| | Quality of open space | There should be strong connections to the open land within the neighbourhoods. Long footpaths that interconnect neighbourhoods (such as the disused rail track that runs through Highfield) and connect to the Green Belt should be encouraged. | 44 | 58-59 |

URBAN DESIGN GUIDELINES: PERIPHERAL ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|---|----------------|-----------------|
| Making Places | Building Types | The existing buildings types are primarily two-storey detached houses. The primary typologies should be semi-detached or detached buildings. | | |
| | Materials/architectural styles | The peripheral zone buildings are generally brick buildings, and brick buildings that utilise traditional brickwork would be recommended. Pitched roofs would be preferred over flat roofs in new developments. | 30-32 | 42-43 |
| | Listed Buildings/Conservation Area | N/A | 33-35 | |
| | Building Heights | Buildings should be two-storeys . | 36 | |
| | Density | The existing densities are generally very low. In general the area's density should be low to medium. | 37-38 | 44-46 |
| | Topography | Views into the Green Belt should be protected. | 39 | |
| Community and enclosure | Morphology | The exiting street morphology is predominantly cul-de-sacs. The creation of through streets should be encouraged where possible. Close block developments should be encouraged over cul-de-sac developments. | 40-41 | |
| | Building Lines | The existing buildings generally have large, irregular setbacks. New developments do not need to establish a consistent building line, but the plot sizes could be significantly reduced. | 42 | 47-49 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|--|----------------|-----------------|
| | Building Orientation | The fronts of buildings need not face the street. | 42 | |
| | Pavements | All new developments should have pavements along the roads. | | |
| | 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 are typically private in this zone and any new development should maintain this characteristic. | 44 | 28-29 |
| Making Connections | Circulation, demand and linkages | The peripheral zone sites are typically located at a distance from primary and district distributor, allowing them to avoid cut-through traffic. While this characteristic is useful, more local through street would reduce the perception of these areas being private enclaves. | 46-47 | 50-52 |
| | Parking | Due to the peripheral and semi-rural nature of this zone, on-street parking should be discouraged in favour of on-site car parking in front of individual houses. | 48 | 53-54 |
| | Land Use | N/A | 45 | |
| Quality of the public realm | Streetscape elements | Streetlighting on the roads should be improved. | 50 | 55-57 |
| | Quality of open space | Connections to open land, particularly the Green Belt should be facilitated. | 44 | 58-59 |

URBAN DESIGN GUIDELINES: EMPLOYMENT ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|--|----------------|-----------------|
| Making Places | Building Types | The existing building types are either industrial buildings, or in the case of Apsley Victorian residential terrace buildings mixed with old warehouse. New buildings could be 3-4 four storey terrace flat buildings of one unit's width. | | |
| | Materials/architectural styles | There is a wide range of styles and materials. The residential buildings tend to be predominantly brick. | 30-32 | 42-43 |
| | Listed Buildings/Conservation Area | There are a few select listed buildings in the Apsley area. | 33-35 | |
| | Building Heights | Building conversions occurring within the Employment zone have the potential to be three-four storeys. | 36 | |
| | Density | The existing densities vary depending on the amount of employment activity. Densities could increase considerably in Apsley. | 37-38 | 44-46 |
| | Topography | There are significant views across the Apsley area from the north into the Green Belt. Any new buildings should be reviewed with these viewpoints in mind. | 39 | |
| Community and enclosure | Morphology | The nature of the Employment areas has demanded large blocks to accommodate the industrial building footprints. This morphology would allow for conversion to residential areas that are built along through streets. The | 40-41 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|---|----------------|-----------------|
| | | use of through streets is encouraged over the development of cul-de-sacs. | | |
| | Building Lines | The large industrial buildings have created uneven building lines designed to accommodate servicing and parking. Any new residential development should strive to create continuous active street frontages. | 42 | 47-49 |
| | Building Orientation | The fronts of building should be facing the street in a uniform manner, with entrances accessible from the pavement. | 42 | |
| | Pavements | All new developments should have pavements along the roads. | | |
| | Pattern of open space | The large blocks would allow for new open land and wildlife corridors-particularly in connection to the Grand Union Canal and the Green Belt. | 44 | 28-29 |
| Making Connections | Circulation, demand and linkages | Both major employment areas are well connected to primary distributor roads. Any residential development would require a carefully managed hierarchy to prevent cut-through traffic. | 46-47 | 50-52 |
| | Parking | Given the potential for new high density development, parking should be created on-site. | 48 | 53-54 |
| | Land Use | There is a tremendous potential for new mixed use high density development in Apsley which promotes walkable neighbourhoods with ground floor retail, live/work units, and local employment sites. | 45 | |
| Quality of the public realm | Streetscape elements | With the potential for new high density development, streetscape improvements would be of tremendous importance. These improvements would focus on lighting, signage, and basic amenities such as benches and | 50 | 55-57 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|-----------------------|--|----------------|-----------------|
| | | rubbish bins. | | |
| | Quality of open space | New developments in Apsley should consider the Grand Union Canal as a major recreational amenity for the area, and footpath connections to the canal towpath should be made. | 44 | 58-59 |

Section 1(b) Berkhamsted

Berkhamsted Urban Design Diagram : based on the Original Maps from the Urban Design Assessment 2006

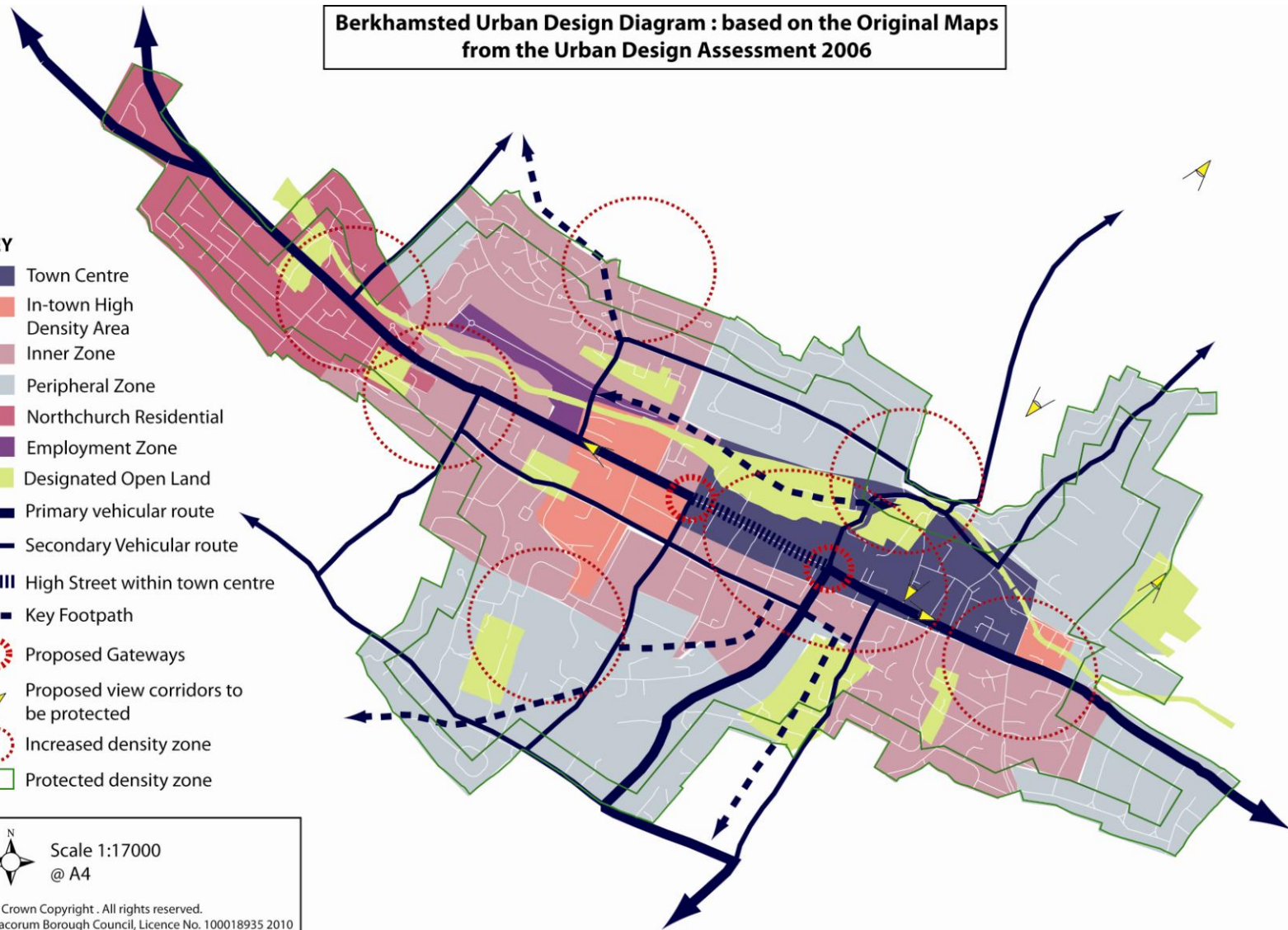
KEY

-  Town Centre
-  In-town High Density Area
-  Inner Zone
-  Peripheral Zone
-  Northchurch Residential
-  Employment Zone
-  Designated Open Land
-  Primary vehicular route
-  Secondary Vehicular route
-  High Street within town centre
-  Key Footpath
-  Proposed Gateways
-  Proposed view corridors to be protected
-  Increased density zone
-  Protected density zone



Scale 1:17000
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URBAN DESIGN GUIDELINES: TOWN CENTRE ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|--|----------------|-----------------|
| Making Places | Building Types | The town centre has a range of building types, including early 19 th century one-storey almshouses, listed public houses, inns and a courthouse. There are several terraces within the town centre and both new and old four-storey buildings. Given the width of the High Street, up to four storeys is appropriate, with ground floor retail and residential above along the High Street with high density residential buildings located off the High Street. | | |
| | Materials/architectural styles | The town centre is made of predominantly high quality stucco or brick- many of them painted- buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay tile or slate roofing material should be encouraged. A broad stylistic approach has favoured pitched roofs with many local concerns for the ‘modern’ flat roofs of the newer buildings (such as the Costa Coffee and Fitness First buildings to the west of Water Lane. | 23-25 | 20-21 |
| | Listed Buildings/Conservation Area | The town centre retains many listed buildings and public houses ranging from the medieval period to the end of the 19 th century within a large Conservation Area. Streetscape elements and furniture often conflict with the listed buildings and have conflicting motifs. The streetscape elements and furniture should reflect the town centre’s historic nature. | 26-28 | |
| | Building Heights | Buildings on the High Street should generally range from three to four storeys, with buildings on the side streets generally envisioned as two-storeys for infill sites and three or four storeys for block sites. | 29 | |
| | Density | The non-residential land uses should be protected, and the replacement of | 30 | 22-21 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|----------------------|--|----------------|-----------------|
| | | non-residential uses with residential uses should be discouraged. Flats above ground floor retail uses should be encouraged. The side streets within the town centre are generally Victorian terrace buildings. These side streets should have high densities with the potential for very high densities in block sites. | | |
| | Topography | The town centre, located in the river valley, is the focal point for views from the valley sides, and views of the Castle and the Church should not be impeded. | 32 | |
| Community and enclosure | Morphology | The existing street morphology should accentuate the primacy of the High Street and the district distributors and residential access roads that extend off from it. There should be no cul-de-sac roads extending from the High Street. The footpaths running between the High Street and the Canal should be improved. | 33-34 | |
| | Building Lines | Buildings should have no setbacks from the street and pavement, and they should create an even street frontage along the pavement. | 35 | |
| | Building Orientation | The fronts of building should be facing the street , with entrances accessible from the pavement. Currently the Waitrose building presents an inactive frontage along the footpath between the High Street and the canal. | 36 | |
| | Pavements | Berkhamsted has a generous pavement width which allows for temporary uses such as a flower market. The existing pavement width should be maintained with street furniture restrictions applied so that 'clutter' is limited. | | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------------|---|----------------|-----------------|
| | Pattern of open space | The pedestrian connections between the High Street and the open land along the canal should be strengthened, particularly on the footpaths that run through the Waitrose and Tesco's car parks. In addition, public space along the High Street could add significant vitality. | 37 | 31 |
| 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'. Kings Road should be seen as a primary distributor with its direct connection on the A41. The district distributors- Chesham Road and Cross Oak Road- should prioritise connections to residential access road and to the A41. Pedestrian linkages to the Canal should be improved. | 39 | 24-25 |
| | Parking | Due to the narrowness of the residential access roads extending off of the High Street and the area's busy traffic, on-street parking causes major traffic congestion. On-street parking must be considered on a street-by-street basis along the side streets within the town centre zone to determine its viability. In addition, the supermarket car parks should be designed to improve the experience if travelling from the High Street to the canal. | 40 | 26-27 |
| | 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 town centre and should be protected and enhanced. Residential uses should be added to the High Street only as flats above ground floor retail. The presence of Waitrose and Tesco's, while adding traffic to the streets, | 38 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------|--|----------------|-----------------|
| | | adds considerable viability to the town centre. | | |
| Quality of the public realm | Streetscape elements | Streetscape elements should fit the character of the Conservation Area. These should include 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. | 42 | 28-30 |
| | Quality of open space | Due to its wide pavement width, Berkhamsted's High Street has many strong street trees. There are no significant public squares within the town centre, and the addition of such a space could add considerable vitality. | 37 | 31 |

URBAN DESIGN GUIDELINES: IN-TOWN HIGH DENSITY ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|--------------------------------|---|----------------|-----------------|
| Making Places | Building Types | The in-town high density zone contains a range of building types, from two-storey terraces to larger purpose built flat buildings. Infill sites should be terraces or three-storey garden flats, and block sites could be three/four-storey buildings, including terraces to blocks of flats. | | |
| | Materials/architectural styles | The town centre is made of predominantly high quality brick buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay tile, slate roofing material should be encouraged. A broad stylistic approach | 23-25 | 20-21 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|--|----------------|-----------------|
| | | should favour pitched roofs with gables. | | |
| | Listed Buildings/Conservation Area | There are three listed buildings within this zone, including Sacred Heart Church. They should be protected, particularly with the potential for higher densities within their vicinity. | 26-28 | |
| | Building Heights | Buildings on the High Street should generally be three-storeys. Infill sites should generally be two-three storeys, whereas block sites could be three-four storeys. | 29 | |
| | Density | Densities for this zone should range from high to very high. It is assumed that any land in the Employment Area to the south of the canal-side open land that would be transferred to residential uses would be considered as part of the In-town high Density Zone. | 30 | 22-23 |
| | Topography | Building should accentuate the topography and views. Particular consideration should be given to the views into this zone and the town centre from the valley sides. | 32 | |
| Community and enclosure | Morphology | The existing street morphology includes through streets and dead-end streets. New development is encouraged to continue using through streets, or alternatively, create close developments. | 33-34 | |
| | Building Lines | the current building line is inconsistent with no setbacks, medium setbacks, large setbacks and several gaps. Building lines formed by new development should have medium setbacks to accommodate the potential for three-storey buildings and to signify the shift from the town centre area to the in-town residential area. Space should also be kept between any buildings created | 35 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------------|---|----------------|-----------------|
| | | neat the Canal towpath, promoting access to the open land. | | |
| | Building Orientation | The fronts of buildings should be facing the street - particularly with regard to the High Street- with entrances accessible from the pavement. | 36 | |
| | Pavements | The existing pavement width on the High Street should be maintained. Street furniture, aside from streetlamps, are not essential and their absence should signify a shift from the town centre. | | |
| | Pattern of open space | Connections to the Canal towpath are currently blocked by residential and employment uses. Any new development should endeavour to strengthen these connections. Houses should have rear gardens that back onto other rear gardens as a means of maximising wildlife habitat, privacy and sunlight. Rear gardens should also back onto the Canal so as to maximise wildlife habitat. Front gardens should be individual or communal (as there are examples of both individual and communal front gardens in this zone). | 37 | 31 |
| Making Connections | Circulation, demand and linkages | The High Street and London Road should be considered as primary distributors, facilitating connection out of town and to residential access roads. Billet Lane us considered to be a district distributor road. Access to the Canal-side open land should be facilitated through or along any new block developments, either by footpath or road. | 39 | 24-25 |
| | Parking | The primary and district distributor roads should be kept clear of on-street parking- with new block developments providing on-site parking. Residential access roads may have on-street parking. | 40 | 26-27 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------|--|----------------|-----------------|
| Quality of the public realm | Land Use | The land uses in this zone should represent a transition from the town centre mix of uses to primary residential uses. | 38 | |
| | Streetscape elements | Streetscape elements should be minimal, signifying the shift away from the town centre toward a primarily residential area. | 42 | 28-30 |
| | Quality of open space | Significant street trees and greenery along the High Street outside of the town centre would signify a shift in the zones. Connections to the Canal towpath should also be green and well-lit. | 37 | 31 |

URBAN DESIGN GUIDELINES: INNER ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|--------------------------------|--|----------------|-----------------|
| Making Places | Building Types | The existing building types include purpose-built flats, terraces, semi-detached and detached buildings . The primary typologies should be terraces and semi-detached buildings. Blocks within the appropriate distance of land uses justifying increased densities could include three-storey terraced buildings with flats . | | |
| | Materials/architectural styles | The inner zone buildings are predominantly brick buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay tile or slate | 23-25 | 20-21 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|--|----------------|-----------------|
| | | roofing material should be encouraged. A broad stylistic approach should favour pitched roofs in this zone, and flat roofs should be avoided. | | |
| | Listed Buildings/Conservation Area | The town's main Conservation Area extends into the inner zone, particularly along Kings Road and Cross Oak Road to the south of the High Street. This area addresses the Victorian streets and the Berkhamsted Collegiate School buildings. Efforts should be made to preserve the Victorian street grid and terraces. | 26-28 | |
| | Building Heights | Building should generally be two-storeys . New blocks that are potential sites of increased density could include three-storey buildings . | 29 | |
| | Density | The existing densities range from very low to high. In general the area's density should be medium to high, with particularly opportunities in new block sites to have very high (60+) densities. | 30 | 22-23 |
| | Topography | There are strong views northward across the valley from the inner zone area south of the High Street. | 32 | |
| Community and enclosure | Morphology | The existing gridded Victorian street should be protected and expanded wherever possible. Through streets would be preferred to cul-de-sac and dead end streets, and close developments would be possible within tight block developments. | 33-34 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------------|---|----------------|-----------------|
| | Building Lines | The existing buildings range from no setback to large setbacks. The historic Victorian gridded streets should have no setbacks, and the zone as a whole should have medium setbacks. Blocks sites with potential for increased densities could potentially have no setbacks. | 35 | |
| | Building Orientation | The fronts of buildings should be facing the street , with entrances accessible from the pavement. | 36 | |
| | Pavements | All new developments should have pavements along the roads. Effort should be made to discourage cars from parking along the pavements. | | |
| | 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 individual or communal (as there are examples of both individual and communal front gardens in the inner zone). | 37 | 31 |
| Making Connections | Circulation, demand and linkages | Kings Road is a primary distributor which connects the High Street to the A41. The road should prioritise through traffic and avoid on-street parking that would obstruct traffic. Chesham Road and Bridgewater Road should be considered district distributors facilitating traffic movements unto residential access roads. | 39 | 24-25 |
| | Parking | Efforts should be made to discourage cars from parking along the pavements. On-street parking should be encouraged for residential access roads; on-site parking should be encouraged for district distributor roads. | 40 | 26-27 |
| | Land Use | N/A | 38 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------|---|----------------|-----------------|
| Quality of the public realm | Streetscape elements | Benches may be appropriate at particular viewing points. | 42 | 28-30 |
| | Quality of open space | There are important footpaths that connect to the green Belt. These footpaths should be protected and enhanced. | 37 | 31 |

URBAN DESIGN GUIDELINES: NORTHCHURCH RESIDENTIAL ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|---|----------------|-----------------|
| Making Places | Building Types | The Northchurch residential zone is primarily semi-detached buildings with both historical and newer terraced buildings on streets throughout Northchurch. Semi-detached buildings should be the predominant building types, although there could be opportunities for terraced buildings within the block sites. | | |
| | Materials/architectural styles | Northchurch consists of predominantly brick or stucco buildings. Traditional brickwork should be favoured over modern wirecut bricks. A broad stylistic approach should favour front facades pitched roofs. | 23-25 | 20-21 |
| | Listed Buildings/Conservation Area | Historic Northchurch has two Conservation Areas and a number of listed buildings which should be protected. Efforts should be made to utilise appropriate paving and signage in their vicinity. | 26-28 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|----------------------|--|----------------|-----------------|
| | Building Heights | Buildings should generally be two-storeys (up to 2.5 storeys). | 29 | |
| | Density | The current densities are very low to low. New developments should be low to medium (30-50 dph). | 30 | 22-23 |
| | Topography | Buildings should accentuate the topography and views. There are particularly strong views Darr's Lane looking northward and from the allotment gardens looking out toward the Green Belt. | 32 | |
| Community and enclosure | Morphology | Northchurch is a mix of through streets and dead-end streets. New developments should endeavour to build off of through streets and to avoid creating cul-de-sacs. | 33-34 | |
| | Building Lines | The existing buildings generally have medium to large setbacks. New developments are encouraged to have medium setbacks . | 35 | |
| | Building Orientation | The fronts of buildings should be facing the street , with entrances accessible from the pavement. In particular, new developments along the High Street should face the road (in contrast to some developments which have buildings sides or rear gardens facing the High Street). | 36 | |
| | Pavements | All new developments should have pavements along the roads. | | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|--|----------------|-----------------|
| | Pattern of open space | Houses should have rear gardens that back onto other rear gardens as a means on maximising wildlife habitat, privacy and sunlight. Front gardens should be individual or communal. (Current conditions show some streets, such as Loxley Road, with communal front gardens). | 37 | 31 |
| Making Connections | Circulation, demand and linkages | The High Street, as it travels through Northchurch, should be considered as a primary distributor road along with Darr's Lane and Granville Road. All other roads within the zone would be considered as residential access roads. | 39 | 24-25 |
| | Parking | On-street parking should be encouraged for residential access roads where on-site parking is not already provided and street widths permitting. | 40 | 26-27 |
| | Land Use | Small-scale A1 and A3 land uses should be protected and encouraged to maintain the character of the historic village of Northchurch. | 38 | |
| Quality of the public realm | Streetscape elements | Streetscape elements should fit the character of each of the Conservation Area. Roads should be well-lit with streetlamps. | 42 | 28-30 |
| | Quality of open space | There is very good access into the Green Belt from Northchurch. | 37 | 31 |

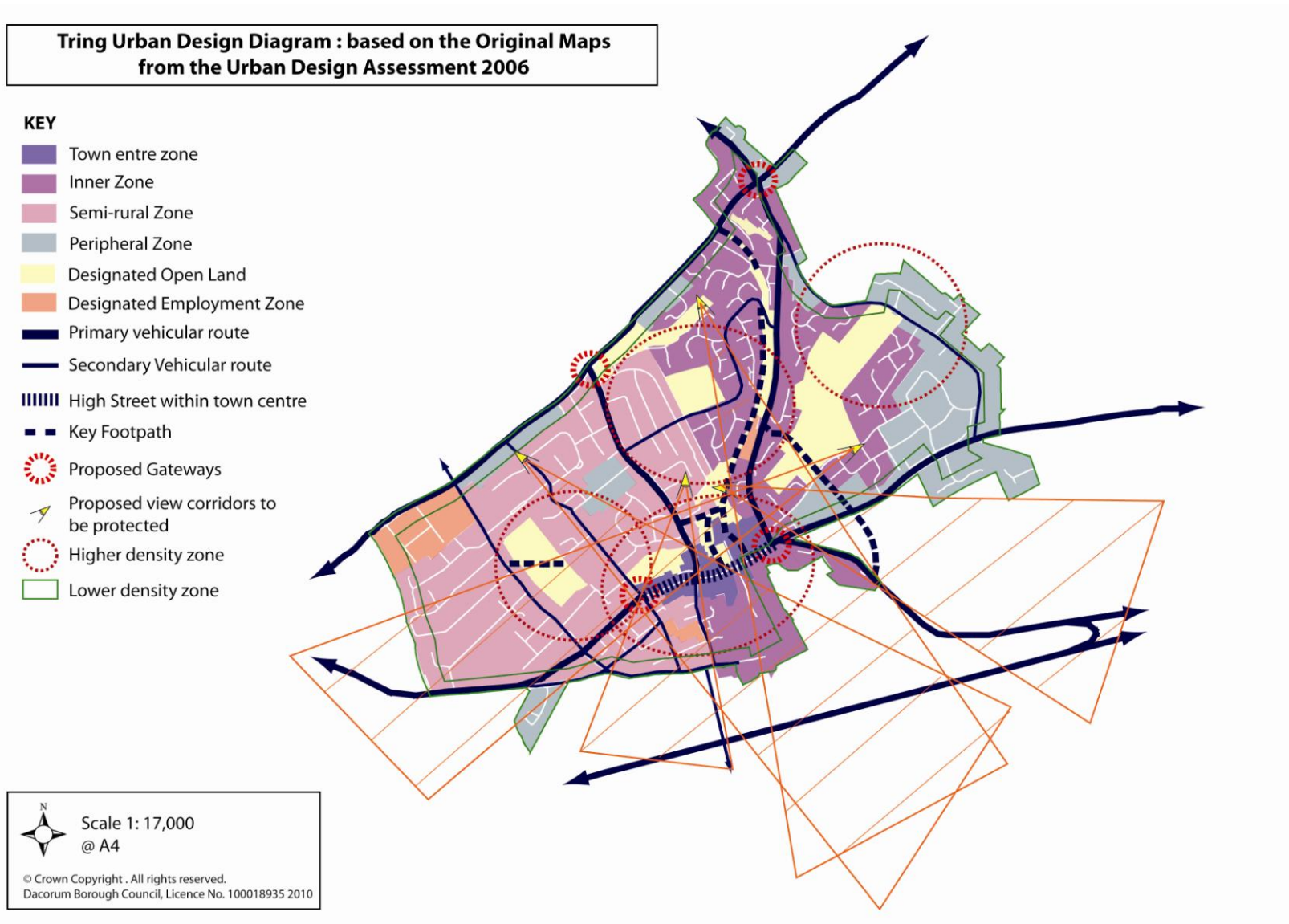
URBAN DESIGN GUIDELINES: PERIPHERAL ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|--|----------------|-----------------|
| Making Places | Building Types | The existing building types are primarily two-storey detached houses. The primary typologies should be detached buildings , with potential opportunities for semi-detached buildings within block sites. | | |
| | Materials/architectural styles | The peripheral zone buildings are generally brick buildings, and brick buildings that utilise traditional brickwork would be recommended. Pitched roofs would be preferred over flat roofs in new developments. | 23-25 | 20-21 |
| | Listed Buildings/Conservation Area | There are no listed buildings or Conservation Areas in this zone. | 26-28 | |
| | Building Heights | Building should be two-storeys . | 29 | |
| | Density | The existing densities are generally very low. In general the area's density should be low to medium, assuming smaller plot sizes, a shift to medium setbacks, and the potential for semi-detached buildings in block sites. | 30 | 22-23 |
| | Topography | Views into the Green Belt should be protected, and views across the valley should also be protected. | 32 | |
| Community and enclosure | Morphology | The existing street morphology is predominantly cul-de-sacs and dead ends streets. The creation of through streets should be encouraged where possible. Close block developments should be encouraged over dead-end and cul-de-sac developments. | 33-34 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|--|----------------|-----------------|
| | Building Lines | The existing buildings generally have large setbacks. New developments should generally have medium to large setbacks which front the street in a uniform manner. | 35 | |
| | Building Orientation | The fronts of building should be facing the street in a uniform manner, with entrances accessible from the pavement. | 36 | |
| | Pavements | All new developments should have pavements along the roads. | | |
| | 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 are typically communal in this zone and could be communal or individual. | 37 | 31 |
| Making Connections | Circulation, demand and linkages | Kings Road is a primary distributor which connects the High Street to the A41. The road should prioritise through traffic and avoid on-street parking that would obstruct traffic. Chesham Road, Bridgewater Road and Gravel Path should be considered district distributors facilitate traffic movements into residential access roads. | 39 | 24-25 |
| | Parking | Due to the peripheral and semi-rural nature of this zone, on-street parking should be discouraged in favour on on-site car parking. | 40 | 26-27 |
| | Land Use | N/A | 38 | |
| Quality of the public realm | Streetscape elements | Streetlighting on the roads should be improved. | 42 | 28-30 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|-----------------------|--|----------------|-----------------|
| | Quality of open space | The allotment gardens in northeast Berkhamsted are significant and offer important views across the town. There are important footpaths through school grounds that connect to the Green Belt. | 37 | 31 |

Section 1(c) Tring



URBAN DESIGN GUIDELINES: TOWN CENTRE ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|--|----------------|-----------------|
| Making Places | Building Types | The town centre retains many of the 19 th 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 with flats above shops. | | |
| | Materials/architectural styles | The town centre is made of predominantly high quality brick buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay 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. | 21-23 | 1-2 |
| | Listed Buildings/Conservation Area | The town 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. | 24-26 | |
| | Building Heights | Buildings on the High Street should generally be three-storeys . | 27 | |
| | Density | The non-residential land uses should be protected, and the replacement of non-residential uses with residential uses should be discouraged. Flats above ground floor retail uses should be encouraged. | 28-29 | 3-5 |
| | Topography | Buildings should accentuate the topography and views. Particular consideration should be given to the views into the town centre from the east, particularly as this pertains to potential development around the Cattle Market. | 30 | |

| | | | | |
|-------------------------|----------------------------------|---|-------|------|
| | | | | |
| Community and enclosure | Morphology | The existing street morphology should accentuate the primacy of the High Street and the distributor routes that extend off from it. There should be no tertiary or cul-de-sac roads extending from the High Street. There is currently an opportunity to develop courtyards off of the High Street. | 31-33 | |
| | Building Lines | Buildings should have minimal setbacks from the street and should create an even street frontage along the pavement. Efforts could be made to create continuous street frontage in front of the car parks. | 33 | |
| | Building Orientation | The fronts of buildings should be facing the street , with entrances accessible from the pavement. The active frontages along Church Square could be made more visible. | 34 | |
| | Pavements | The existing pavement width should be maintained and widened where possible. All street furniture should be removed from general pavement areas due to their narrow widths. | | |
| | Pattern of open space | Courtyards off of the High Street could be used as new active spaces (for A1/A3 uses). The open space adjacent to the High Street should be protected, and the transitional area between the car park and the cemetery should be improved. | 35 | 17 |
| 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' used instead of the A41. 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. Dolphin Court draws significant | 37 | 9-10 |

| | | | | |
|-----------------------------|-----------------------|---|----|-------|
| | | pedestrian traffic and should receive improvements. | | |
| | Parking | The existing off-street parking areas should be retained, as parking issues significantly affect the High Street shops. | 38 | 11-12 |
| | 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 town centre and should be protected and enhanced. Residential uses should be added to the High Street only as flats above ground floor retails. | 36 | |
| 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. | 40 | 13-16 |
| | Quality of open space | Greenery should be integrated into the town centre where possible. | 35 | 17 |

URBAN DESIGN GUIDELINES: INNER ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------|---|----------------|-----------------|
| Making Places | Building Types | The existing building types are two-storey terraces and semi-detached buildings. The primary typologies should be terraces and semi-detached buildings , with only terraced buildings considered within the Tring Triangle. Blocks within the appropriate distance of land uses justifying increased | | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|---|----------------|-----------------|
| | | densities could include three-storey terraced buildings with flats. | | |
| | Materials/architectural styles | The inner zone buildings are predominantly brick buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay tile or slate roofing material should be encouraged. A broad stylistic approach should favour pitched roofs in this zone, and flat roofs should be avoided. | 21-23 | 1-2 |
| | Listed Buildings/Conservation Area | The 'Tring Triangle' is a Conservation Area with a number of listed buildings and should be given special consideration with regard to a number of criteria, including building typologies, setbacks and car parking (see below). | 24-26 | |
| | Building Heights | Buildings should generally be two-storeys . New blocks that are potential sites of increased density could include three-storey buildings. | 27 | |
| | Density | The existing densities range from low to high (within the Triangle). In general the area's density should be medium to high, with particularly opportunities in new block sites to have very high (60+) densities. | 28-29 | 3-5 |
| | Topography | There are strong views westward from Miswell Lane to the Green Belt, as well as a strong view corridor up Miswell Lane from the south. These views should be protected. | 30 | |
| Community and enclosure | Morphology | The existing curvilinear street morphology should be continued wherever possible. Close developments would be possible within tight block developments. | 31-33 | |
| | Building Lines | The existing buildings generally have medium setbacks, or no setbacks (within the Tring Triangle). Developments within the Tring Triangle should | 34 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------------|--|----------------|-----------------|
| | | continue to have minimal setbacks, whereas the rest of the zone should generally have medium setbacks. | | |
| | Building Orientation | The fronts of building should be facing the street , with entrances accessible from the pavement. ³⁵ | | |
| | Pavements | All new developments should have pavements along the roads, Efforts should be made to discourage cars from parking along the pavements in the Tring Triangle. | | |
| | 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 individual. New developments adjacent to the recreation ground should encourage houses that front the open space, creating positive overlooking. | 35 | 17 |
| Making Connections | Circulation, demand and linkages | Ickniel Way has significant traffic congestion and should support pedestrian crossings to the surrounding Green Belt. Pedestrian paths to the school and its adjacent open space should be protected and ameliorated. | 37 | 9-10 |
| | Parking | Efforts should be made to discourage cars from parking along the pavements in the Tring Triangle. No additional on-street parking should be permitted in the Tring Triangle. On-street parking should be encouraged for residential access roads; on-site parking should be encouraged for district distributor roads. | 38 | 11-12 |
| | Land Use | The potential for small shops within the zone should be explored, particularly | 26 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------|---|----------------|-----------------|
| | | as densities are increased. | | |
| Quality of the public realm | Streetscape elements | Street lighting on the roads should be improved, and additional playground space should be added where possible. | 40 | 13-16 |
| | Quality of open space | The recreational ground between Miswell Road and Christchurch Road represents the only significant open space within this zone. New developments adjacent to the recreation ground should encourage houses that front the open space. | 35 | 17 |

URBAN DESIGN GUIDELINES: CLOSED ROUTE ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|--------------------------------|--|----------------|-----------------|
| Making Places | Building Types | The existing building types are primarily two-storey terraces. The primary typologies should be terraced buildings . | | |
| | Materials/architectural styles | The closed route zone buildings are a mix of brick buildings and buildings with a range of different sidings, including wood, clay and slate. Brick buildings were generally preferred by the local residents consulted. Pitched roofs would be generally preferred over flat roofs in new developments. | 21-23 | 1-2 |
| | Listed Buildings/Conservation | There are only two listed buildings in this zone and the area surrounding the | 24-26 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|----------------------|---|----------------|-----------------|
| | Area | museum is within a designated Conservation Area. | | |
| | Building Heights | Buildings should typically be two-storeys . There may be opportunities to develop three-storey buildings on block sites, and potentially 3/4-storey buildings on block sites of 'increased density'. | 27 | |
| | Density | The existing densities are generally low due to large front gardens. In general the area's density should be medium to high, with particularly opportunities in new block sites to have very high (60+) densities. | 28-29 | 3-5 |
| | Topography | There are strong views along the Streamside Walk. These views should be protected. | 30 | |
| Community and enclosure | Morphology | The existing street morphology is predominantly cul-de-sacs. The creation of through streets should be encouraged where possible. Close block developments should be encouraged over cul-de-sac developments. | 31-33 | |
| | Building Lines | The existing buildings generally have large, graduated setbacks. New developments should generally have medium setbacks which front the street in a uniform manner. | 33 | 6-8 |
| | Building Orientation | The fronts of building should be facing the street in a uniform manner, with entrances accessible from the pavement. | 34 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|---|----------------|-----------------|
| | Pavements | All new developments should have pavements along the roads. | | |
| | 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 are typically communal in the zone and could be communal or individual. | 35 | 17 |
| Making Connections | Circulation, demand and linkages | Brook Street, as a district distributor road, was seen as dangerous for pedestrians and cyclists. Efforts should be made to improve conditions for them, particularly at the curve near the Silk Mill. The footpath along the water was seen as an important path, and efforts should be made to improve the connections across this path. The creation of through streets in this zone could relieve some of the pressure on Brook Street, particularly during school hours. | 37 | 9-10 |
| | Parking | On-street parking should be encouraged for residential access road; on-site parking should be encouraged for district distributor roads. | 38 | 11-12 |
| | Land Use | The potential for small shops within the zone should be explored, particularly as densities are increased. | 36 | |
| Quality of the public realm | Streetscape elements | Street lighting on the roads should be improved. | 40 | 13-16 |
| | Quality of open space | The Streamside Walk is an important footpath and link into the Green Belt which should be protected. There are important view corridors along it as well. The open land adjacent to Dundale Lake and Icknield way is used less frequently due to the sound of traffic. | 35 | 17 |

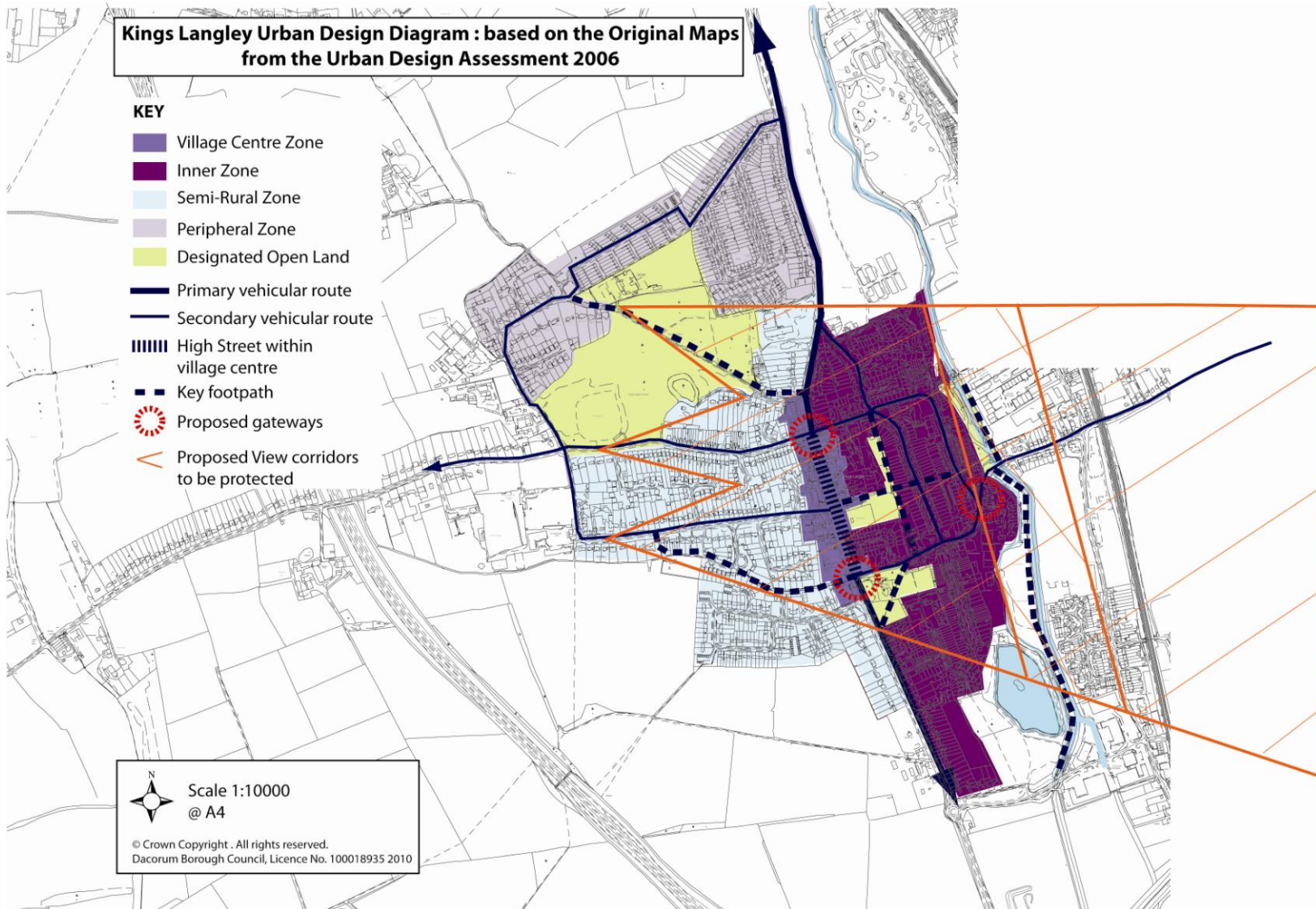
URBAN DESIGN GUIDELINES: PERIPHERAL ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|---|----------------|-----------------|
| Making Places | Building Types | The existing building types are primarily two-storey detached houses. The primary typologies should semi-detached or detached buildings . | | |
| | Materials/architectural styles | The peripheral zone buildings are generally brick buildings, and brick buildings that utilise traditional brickwork would be recommended. Pitched roofs would be preferred over flat roofs in new developments. | 21-23 | 1-2 |
| | Listed Buildings/Conservation Area | There is only one listed building in this zone and no Conservation Area. | 24-26 | |
| | Building Heights | Buildings should be two-storeys . | 27 | |
| | Density | The existing densities are generally very low. In general the area's density should low to medium. | 28-29 | 3-5 |
| | Topography | Views into the Green Belt should protected. | 30 | |
| Community and enclosure | Morphology | The existing street morphology is predominantly cul-de-sacs. The creation of through streets should be encouraged where possible. Close block | 31-33 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|--|----------------|-----------------|
| | | developments should be encouraged over cul-de-sac developments. | | |
| | Building Lines | The existing buildings generally have large, graduated setbacks. New developments should generally have medium setbacks which front the street in a uniform manner. | 33 | 6-8 |
| | Building Orientation | The fronts of buildings should be facing the street in a uniform manner, with entrances accessible from the pavement. | 34 | |
| | Pavements | All new developments should have pavements along the roads. | | |
| | 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 are typically communal in this zone and could be communal or individual. | 35 | 17 |
| Making Connections | Circulation, demand and linkages | Efforts should be made to complete the cycle path along Station Road to the train station. Icknield Way has become a heavily trafficked primary distributor, and efforts should be made to create safe pedestrian crossings into the surrounding Green Belt. | 37 | 9-10 |
| | Parking | Due to the peripheral and semi-rural nature of this zone, on-street parking should be discouraged in favour of on-site car parking. | 38 | 11-12 |
| | Land Use | N/A | 36 | |
| Quality of the public realm | Streetscape elements | Street lighting on the roads should be improved. | 40 | 13-16 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|-----------------------|---|----------------|-----------------|
| | Quality of open space | The Streamside Walk is an important footpath and link into the Green Belt which should be protected. There are important view corridors along is as well. The open land adjacent to Dundale Lake and Icknield Way is used less frequently due to the sounds of traffic. | 35 | 17 |

Section 1(d) Kings Langley



URBAN DESIGN GUIDELINES: VILLAGE CENTRE ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|---|----------------|-----------------|
| Making Places | Building Types | The village retains many of the 19 th 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 roof. | 16-18 | |
| | Listed Buildings/Conservation Area | The village centre is a designated Conservation Area with a number of listed buildings. Conservation guidelines should extend to the streetscape elements and shop signage to ensure the consistency of character. | 19-21 | |
| | Building Heights | Building on the eastern side of the High Street should be two-storey, and buildings on the western side should be two or three storeys. | 22 | |
| | Density | The non-residential land uses should be protected. | 23-24 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|----------------------------------|--|----------------|-----------------|
| Community and enclosure | 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 | |
| | 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 buildings should be facing the street , which 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 | |
| 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. | 33 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------|---|----------------|-----------------|
| | | Through traffic should be discouraged. | | |
| | Parking | The existing on-street should be protected and the two off-street parking areas retained. | 34 | |
| | 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 | |
| | Quality of open space | Access to the open plan land between the High Street and Blackwell Road should be signed and signposted. | 30-31 | |

URBAN DESIGN GUIDELINES: INNER ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------|------------|----------------|-----------------|
|---------------------|----------|------------|----------------|-----------------|

| 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 emphasise semi-detached and terraced 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 | |
| | 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 | |
| | 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 the houses below and the view of the housing above them. | 25 | |
| Community and enclosure | Morphology | The existing street morphology shows a consistency with the original resident streets running parallel to the High Street and the canal. More recent developments have not conformed to a regular street morphology, | 25-27 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------------|--|----------------|-----------------|
| | | 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. | | |
| | Building Lines | Buildings should generally have a medium setback from the street. | 28 | |
| | Building Orientation | The fronts of the 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 | |
| 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 | |
| | Parking | On-street parking should be an option along road 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 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------|---|----------------|-----------------|
| Quality of the public realm | Land Use | The non-residential land uses along Waterside should be improved and the parking areas should be carefully managed. | 35 | |
| | Streetscape elements | Street lighting on the roads and footpaths should be improved. | 36 | |
| | 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 the front onto this open land if sufficient depth and access opportunity allows. | 30-31 | |

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 | 16-18 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|--|----------------|-----------------|
| | | terraced housing, and flat roofs should be discouraged. | | |
| | Listed Buildings/Conservation Area | N/A | | |
| | Building Heights | Building should be two storeys . | 22 | |
| | Density | The existing density is very low and low density. The recommended densities should generally be low to medium density (30-50 dph). | 23-24 | |
| | Topography | Due to the morphology of this zone, many of the buildings are on sloped streets. Houses built on the 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 | |
| Community and enclosure | Morphology | The existing street morphology shows a relative consistency of through street 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 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|--|----------------|-----------------|
| | 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 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 | |
| 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 | |
| | 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 | |
| | 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 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|-----------------------|---|----------------|-----------------|
| | Quality of open space | Pedestrian access to Kings Langley Common should be promoted. | 30-31 | |

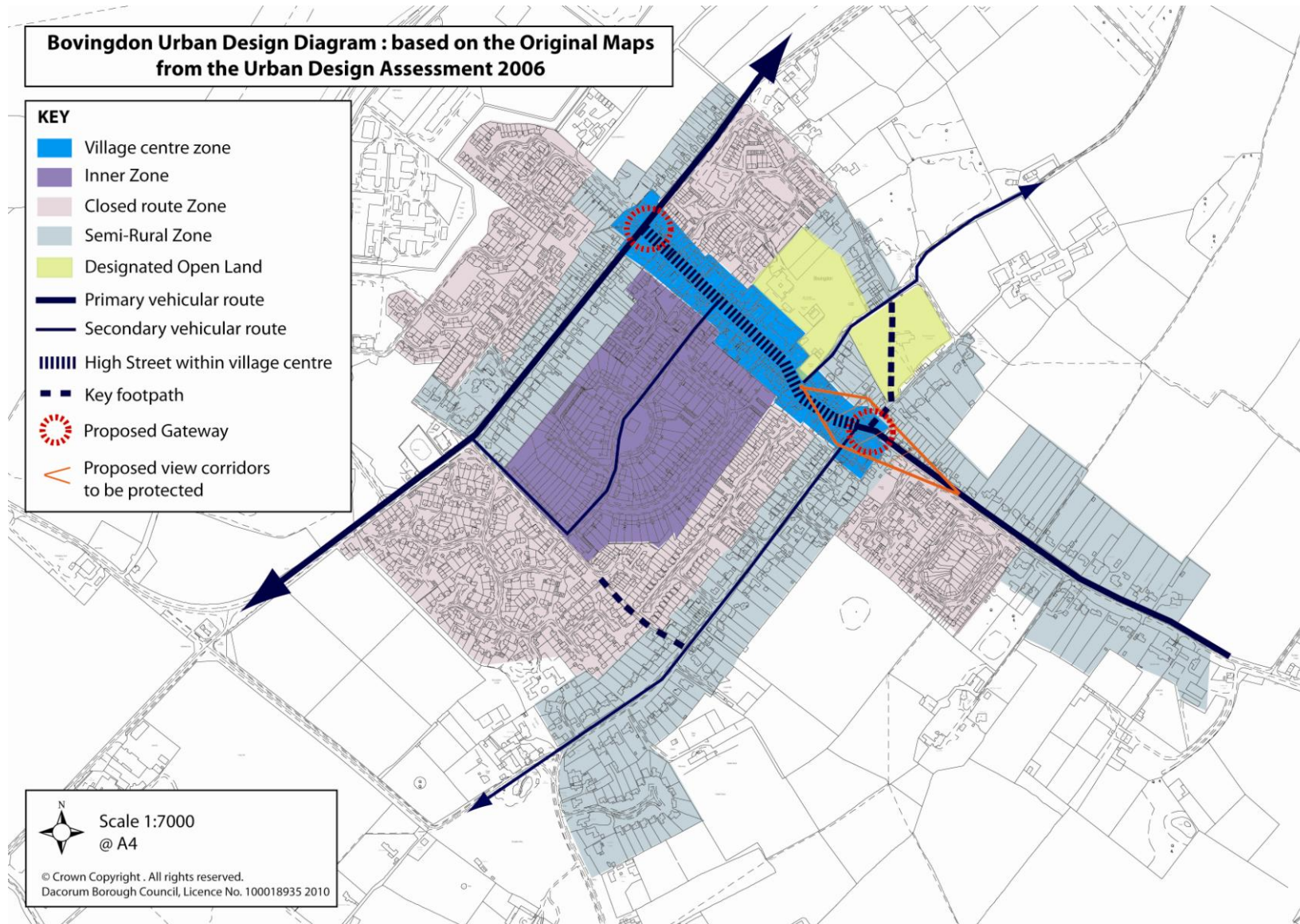
URBAN DESIGN GUIDELINES: PERIPHERAL ZONE

| 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 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|----------------------------------|--|----------------|-----------------|
| | 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 the flats should be avoided on all streets running up hills. | 25 | |
| Community and enclosure | Morphology | There is little consistency on 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 as 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 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 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------|---|----------------|-----------------|
| 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 |

Section 1(e) Bovingdon



URBAN DESIGN GUIDELINES: VILLAGE CENTRE ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|--|----------------|-----------------|
| Making Places | Building Types | The mix of civic, retail and residential uses and building types in the village centre suggests that terrace buildings, semi-detached and detached buildings would appropriate, with only terrace buildings appropriate within the Conservation Area. | 21-22, 24, 27 | |
| | Materials/architectural styles | Within the Conservation Area, traditional brickwork should be favoured over modern wirecut bricks or other modern materials. Clay tile and slate roofing should be encouraged within the Conservation Area. Elsewhere in the village centre, emphasis should be on quality and high quality modern materials would work along the High Street. | 18-20 | 1-2 |
| | Listed Buildings/Conservation Area | Guidelines should extend to the streetscape elements and shop signage to ensure the consistency of character. Efforts should be made to reduce the asphalt paving around The Docks and the Well, and high quality paving should be encouraged along the pavements within the Conservation Area. | 21-22 | |
| | Building Heights | Buildings within the Conservation Area should remain two-storey . Two or three-storey buildings elsewhere in the village centre are appropriate. The gateway site at the corner of Hempstead Road and the High Street could contain a three-storey building if it were of high architectural quality. | 23 | |
| | Density | The non-residential land uses should be protected and residential development should be avoided in the village centre, with an exception of the northern gateway site. | 24-25 | 3-4 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|-----------------------|---|---|-----------------|
| | Topography | Given the relatively flat nature of Bovingdon, a taller building (maximum 3-storey) at the northern gateway site could provide useful orientation. | 26 | |
| Community and enclosure | Morphology | The existing street morphology should accentuate the primacy of the High Street and the secondary routes that extend off from it. Tertiary streets and cul-de-sac roads extending from the High Street should be avoided. | 27 | |
| | Building Lines | Buildings should have no setback from the street and should create an even street frontage along the pavement. New buildings should avoid small car parks in front of the buildings to protect the pavement and pedestrian zone. | 28 | 5-7 |
| | Building Orientation | The fronts of buildings should be facing the street , with entrances accessible from the pavement. | 29 | |
| | Pavements | Pavements should be protected and crossovers should be minimised. | 34 | |
| | 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 | 8 |
| | 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 user, and the environment should be made conducive to pedestrians, on-street car parking or clearly demarcated off-street car parks. Pedestrian crossings should be protected and enhanced, and crossovers should be minimised. Given the school's presence on the eastern side of the High Street, this side should be given extra protection as a pedestrian area | 32 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------|---|----------------|-----------------|
| | | free of crossovers. | | |
| | Parking | Off-street parking that does not block shop frontages and consolidates the small car parks in front of shops and blocking pavements should be encouraged. Strict regulations reducing obstructed pavements and minimising crossovers should be implemented. | 33 | 13-14 |
| | Land Use | The High Street has a mix of A1, C3 and D1 land uses spread out along the High Street. There is an opportunity to improve and bring together the civic uses to create a village centre, and there should be encouragement of this civic zone. A1 uses should be protected. | 31 | |
| Quality of the public realm | Streetscape elements | Streetscape elements should fit the character of the village centre 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 paths on the pavement. | 34 | 15-17 |
| | Quality of open space | There are a number of undesignated open spaces which could be improved to serve civic uses. The Docks should be landscaped as part of the southern gateway into Bovingdon. | 30 | 8 |

URBAN DESIGN GUIDELINES: INNER ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|---|----------------|-----------------|
| Making Places | Building Types | There are primarily two building types within this character area, including 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. | 24, 27 | |
| | 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 generally emphasises the visibility of the roof pitch , and flat roofs should be discouraged. | 18-20 | 1-2 |
| | Listed Buildings/Conservation Area | N/A | | |
| | Building Heights | Buildings should be two-storey . | 23 | |
| | Density | Building densities currently range widely from low to medium, and new developments should be medium to high densities. | 24-25 | 3-4 |
| | Topography | The area is flat and topography has little impact on the area's urban design. | 26 | |
| Community and enclosure | Morphology | The existing street morphology is predominantly curvilinear through the streets. Any expansion of the inner zone should continue this morphology. | 27 | |
| | Building Lines | Buildings should generally have a medium setback from the street. | 28 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|--|----------------|-----------------|
| | Building Orientation | The fronts of buildings should be facing the street . | 29 | |
| | Pavements | All new developments must have pavements alongside the street. | 34 | |
| | 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. The existing front gardens are shared and future developments within this zone should continue this practice. | 30 | 8 |
| Making Connections | Circulation, demand and linkages | Pedestrian linkages to the High Street should be encouraged. Vehicular connections should be emphasised as a way of reducing congestion along the High Street. | 32 | 9-12 |
| | Parking | Most homes in the inner zone have individual on-site parking. Future development should encourage either communal on-site parking or incorporate individual on-site parking. | 33 | 13-14 |
| | Land Use | N/A | | |
| Quality of the public realm | Streetscape elements | Pavements should be kept free of streetscape elements. | 34 | 15-17 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|-----------------------|---|----------------|-----------------|
| | Quality of open space | There is significant undesignated open space within the inner zone. Future developments should endeavour to supply informal open space. | 30 | 8 |

URBAN DESIGN GUIDELINES: CLOSED ROUTE ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|--|----------------|-----------------|
| Making Places | Building Types | There are primarily three building types within this character area; single detached houses, semi-detached houses and terrace houses. New developments should focus on terrace and semi-detached housing . | 24, 27 | |
| | Materials/architectural styles | Traditional brickwork should be favoured over modern wirecut bricks. Ceramic 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. | 18-20 | 1-2 |
| | Listed Buildings/Conservation Area | N/A | | |
| | Building Heights | Buildings should be two-storeys . | 23 | |
| | Density | The existing density is generally medium to high. The recommended densities should generally be low-rise high to very high density . | 24-25 | 3-4 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|----------------------------------|--|----------------|-----------------|
| | Topography | The area is flat and topography has little impact on the area's urban design. | 26 | |
| Community and enclosure | Morphology | The existing morphology consists predominantly of cul-de-sacs and closes. Both configurations create insular enclaves and through routing is encouraged. The closes would be favoured over cul-de-sacs, offering greater potential for public space, open space plots and natural habitats, but should avoid being developed directly off of the village's original roads. | 27 | |
| | Building Lines | The current building lines are generally small to medium setbacks, and small to medium setbacks should be continued in future developments. | 28 | 5-7 |
| | Building Orientation | The fronts of building should endeavour to front the street. | 29 | |
| | Pavements | All new developments must have pavements alongside the street. | 34 | |
| | Pattern of open space | The existing developments have primarily private back gardens and shared front gardens. The closes offer unique opportunities to create high quality shared rear gardens. Future developments should consider the range of private and shared front and rear gardens. | 30 | 8 |
| Making Connections | Circulation, demand and linkages | Pedestrian paths should be encouraged (such as at the end of Hyde Lane), particularly where there are no vehicular through routes. | 32 | 9-12 |
| | Parking | Car parking is currently pooled at the end of cul-de-sacs, on-street, and individual on-site. Provided street widths are adequate on-street parking is recommended for closes and tertiary through streets. | 33 | 13-14 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------|---|----------------|-----------------|
| Quality of the public realm | Land Use | The residential land use should be maintained. | 31 | |
| | Streetscape elements | Given the high density of this zone, streetscape furniture such as pedestrian scale streetlighting, benches and rubbish bins may be recommended to encourage pedestrian activity. | 34 | 15-17 |
| | Quality of open space | Access to the Green Belt should continue to be promoted. | 30 | 8 |

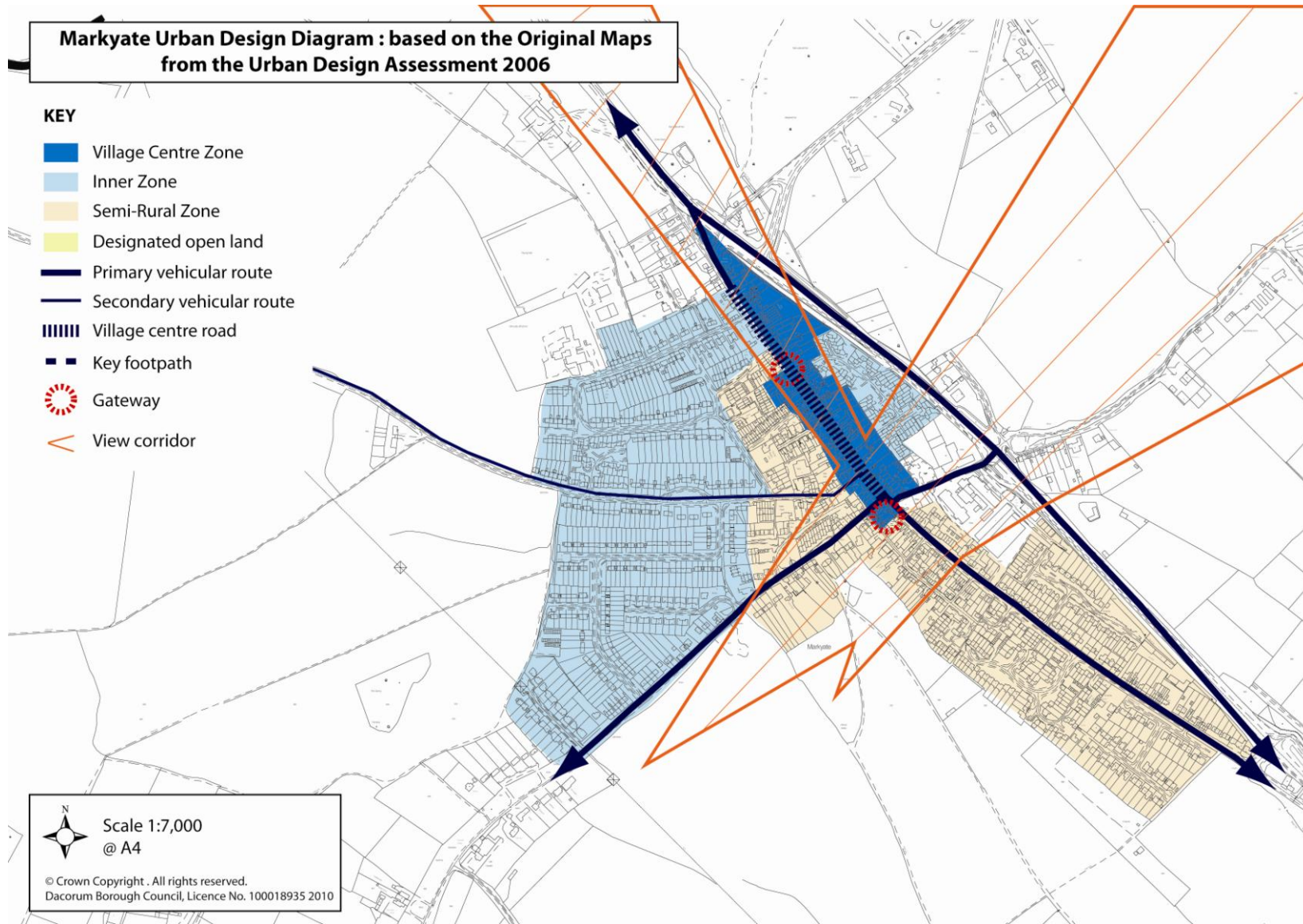
URBAN DESIGN GUIDELINES: SEMI-RURAL ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|--------------------------------|---|----------------|-----------------|
| Making Places | Building Types | The semi-rural building types are primarily single detached homes, with some examples of terrace buildings and semi-detached homes. Future developments should be single detached or semi-detached buildings. | 24, 27 | |
| | Materials/architectural styles | There is little consistency in the existing materials used in this zone. However, traditional scalloped clay tile was favoured by local residents. The existing broad stylistic approach emphasises the visibility of the roof pitch . | 18-20 | 1-2 |
| | Listed Buildings/Conservation | N/A | | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|-----------------------|--|----------------|-----------------|
| | Area | | | |
| | Building Heights | Buildings should be two-storey . | 23 | |
| | Density | The existing density is generally very low to low density. The recommended densities should generally be low to medium density (30-50 dph). | 24-25 | 3-4 |
| | Topography | The area is flat and topography has little impact on the area's urban design. | 26 | |
| Community and enclosure | Morphology | The existing street morphology consists of homes built along the village's oldest streets. These through routes which link to surrounding villages give Bovingdon its semi-rural character. The existing morphology should be protected, with the discouragement of cul-de-sac and close developments built directly off of the through roads. | 27 | |
| | Building Lines | The existing buildings have medium to large setbacks. Future developments should maintain a medium setback from the street to preserve the area's semi-rural character. | 28 | 5-7 |
| | 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 communal to minimise the interruptions along the pavement caused by driveways. | 34 | |
| | 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 and rear gardens should generally be individual to maintain the semi-rural character. | 30 | 8 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|---|----------------|-----------------|
| Making Connections | Circulation, demand and linkages | Existing pavements should be maintained and any new development should include pavements that run alongside the street. | 32 | 9-12 |
| | Parking | The houses in the semi-rural zone, with its prominence of through routes, generally have individual car parking on-site. Future parking should be on-site, either communal or individual. | 33 | 13-14 |
| | Land Use | The residential land use should be maintained. | 31 | |
| Quality of the public realm | Streetscape elements | Streetscape furniture should be negligible in the semi-rural character area. | 34 | 15-17 |
| | Quality of open space | Access to the Green Belt should continue to be promoted. | 30 | 8 |

Section 1(f) Markyate



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 19 th century shops, public house and inn buildings which are primarily terraces and front directly onto the street. The primary typology should be terraced buildings . | 22 | |
| | Materials/architectural styles | The village centre is made of predominantly high quality brick buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay tile or slate roofing material should be encouraged. The High Street's terraces typically display pitched roofs and flats roofs should be avoided. | 13-15 | 36-37 |
| | Listed Buildings/Conservation Area | Most of the village centre is a Conservation Area with several listed buildings. Guidelines should extend to the streetscape elements and shop signage to ensure the consistency of character. | 16-17 | |
| | Building Heights | The village centre is entirely two-storey, with the exception of some three-storey and one-storey buildings near the intersection of High and Pickford Roads. Three-storey building could act as a useful landmark. | 18 | |
| | Density | The residential densities within the town centre are generally high and very high, and those densities should be encouraged in any future developments. | 19-20 | 38-39 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|-----------------------|---|----------------|-----------------|
| | Topography | Buildings should accentuate topography and views. Currently there is no clear orientation point (such as a church) within the village centre, and an appropriately designed three-storey building could act as a landmark. | 21 | |
| Community and enclosure | Morphology | The existing street morphology should accentuate the importance of the High Street and the primary and secondary routes that extend off from it. Tertiary or cul-de-sac roads extending from the High Street should be avoided. | 22 | |
| | Building Lines | Buildings should have no setback from the street and should create an even street frontage along the pavement. The existing setbacks should be utilised as useful public spaces. The entryways into the original courtyards should be protected. | 23 | 40-41 |
| | Building Orientation | The fronts of building should be facing the street , with entrances accessible from the pavement. | 24 | |
| | Pavements | The existing pavement width should be protected and expanded where possible. | 23 | |
| | Pattern of open space | Where possible, shops should be serviced from the rear . | 25 | 42 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|--|----------------|-----------------|
| Making Connections | Circulation, demand and linkages | Due to its narrow width, Markyate High Street suffers from significant traffic problems. Facilitating this through traffic should be a priority over the existing one-sided on-street parking. Pedestrian crossings and pedestrian safety along the pavements should be improved. | 27 | 43-46 |
| | Parking | Service courtyards should be considered for the surrounding residences and the few shops still functioning on the High Street. | 28 | 47-48 |
| | Land Use | Despite their diminished numbers, the existing businesses, pubs and restaurants 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 shops uses. | 26 | |
| Quality of the public realm | Streetscape elements | Streetscape elements should fit the character of the village centre Conservation Area/ these should include such elements as lamps, signage and paving materials. Streetscape elements should not impede pedestrian paths on the pavement and wall-mounted lamps should be considered. | 29 | 59-52 |
| | Quality of open space | N/A | 25 | 42 |

URBAN DESIGN GUIDELINES: INNER ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|--|----------------|-----------------|
| Making Places | Building Types | There are primary three building types within this zone, including single detached houses, semi-detached houses and terraced houses. New development should emphasise semi-detached and terraced housing types. Two-storey blocks of flats would be considered acceptable within the zone. | 22 | |
| | 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. | 13-15 | 36-37 |
| | Listed Buildings/Conservation Area | The listed buildings and Conservation Area on Pickford Road should be protected, particularly with regard to the view down Pickford Road approached the village centre. | 16-17 | |
| | Building Heights | Buildings should be two storeys . | 18 | |
| | Density | Building densities currently range widely from low to high, and new developments should be medium to very high (40-60+ dph) densities. | 19-20 | 38-39 |
| | Topography | The bulk of this zone occurs within the valley, so topography generally has little impact on the zone. | 21 | |
| Community and enclosure | Morphology | The existing morphology generally consists of the original through streets (the High Street and Pickford Road) with cul-de-sac and close developments located off of the through streets. Through streets should be encouraged. | 22 | |
| | Building Lines | Buildings should generally have a no setback or medium setbacks . | 23 | 40-41 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|---|----------------|-----------------|
| | Building Orientation | The fronts of building should be facing the street. | 24 | |
| | Pavements | All new developments must have pavements, contrary to some of the recent developments. Parking should be on-street or communal to minimise the interruptions along the pavement. | 23 | |
| | 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. | 25 | 42 |
| Making Connections | Circulation, demand and linkages | Pedestrian linkages to the High Street should be well-kept and well-lit. | 27 | 43-46 |
| | Parking | On-street parking should be an option along roads that are not secondary routes. Off-street, communal parking should be encouraged on through routes and other roads instead of individual on-site parking to minimise the interruptions to the pavement. | 28 | 47-48 |
| | Land Use | N/A | 26 | |
| Quality of the public realm | Streetscape elements | Streetlighting on the streets and the footpaths should be improved. | 29 | 49-52 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|------------------------|-----------------------|--|-------------------|--------------------|
| | Quality of open space | The playground in the open space located off of Pickford Road should be well-signed. The access path to the space should be well-maintained. Informal open spaces in the Roman Way estate should be well maintained and preserved. | 25 | 42 |

Section 2

Identified Changes

Section 2

The specific changes and the reasons for these changes are identified in the 'Schedule of Changes' in Table 1.

Table 1 – Schedule of Changes

| Changes to the Urban Design Maps | Reason for the change |
|---|---|
| A. Definition of the urban design zones | The names of the character zones have been changed so that each settlement responds to four residential zones with the same names, where each zone has the same density range (i.e. low, medium, high and very high). Each of the new zones have been attributed a new colour because the colours used in the original mapping were inconsistent. Berkhamsted now has two Centre Zones – Northchurch Centre was previously part of the Northchurch Residential Zone. See Table 2 below. |
| B. Boundary changes to the urban design zones | Boundary changes have been limited to those necessary to: (a) accord with the consolidation of urban design zones (see A above); or (b) more accurately align with appropriate road, property or Open Land boundaries. |
| C. Scale and placing of the Open Land within each urban design maps | Some areas of designated open land were not included. For Berkhamsted the Open Land information was scaled incorrectly and therefore placed on the original maps incorrectly. |
| D. Base maps underlying each of the settlements | Two different types of base map were used originally. One will now be used for consistency. |
| E. Removal of 'protected/lower density zone' from urban design | The 'protected/lower density zone' has been removed. Guidance on urban design principles and policies for the edge of settlements is given in the Core Strategy. |

| | |
|---|---|
| diagram | |
| F. Removal of 'potential increased/increased density' from urban design map | The 'potential increased/increased density zone' has been removed because it did not provide a coherent and linked approach to future densities. Applications for development are expected to support the urban design and historic environment principles and policies in the Core Strategy, and the guidance within the residential Character Area Appraisals and Conservation Area Appraisals. |
| G. Changes to references in the key and the map for: 'Proposed Gateways, Designated Open Land'. | References in the key and the map for 'Proposed Gateways, Designated Open Land' have been amended to Movement Gateways and Open Land. Their colours have also been changed. |
| H. Introduction of Green Gateways as a key feature. | Some settlements have visually important green, landscaped gateways on main entrances into the settlement. The urban design diagram now identifies them. |
| Changes to the Urban Design Guideline Tables | Reason for the change |
| I. Inclusion of 'Legibility' as an assessment category for the urban design guidelines | The design criteria within each of the design guideline tables omitted 'legibility'. The background work regarding 'legibility' is at the back of each of the urban design assessment reports. It has been analysed and brought forward into the design guideline tables. |

Changes made to the original urban design zones are shown in Table 2. They involve consolidation and on the whole minor boundary changes. Berkhamsted's urban design zones have been reduced from five residential design zones to four .

Table 2 – Urban Design Zones: Redefined

| Original Urban Design Zones | New Urban Design Zones | Amended Density Range |
|--|-------------------------------|--|
| Town Centre Village Centre Zone | Centre Zone | Town – high to very high (60+dph) Village – high (50-60dph) |
| In-town High Density Area | Inner Zone | Town - high (50-60dph) Village – medium to high (30 to 60dph) |
| Closed Route Zone Semi-Rural Zone Inner Zone (from Berkhamsted only) Northchurch Residential New Town Neighbourhoods | Semi-Urban Zone | Town - medium (30-60dph), apart from around local centres which should be high (50-60dph) Village – medium (30-60dph) |

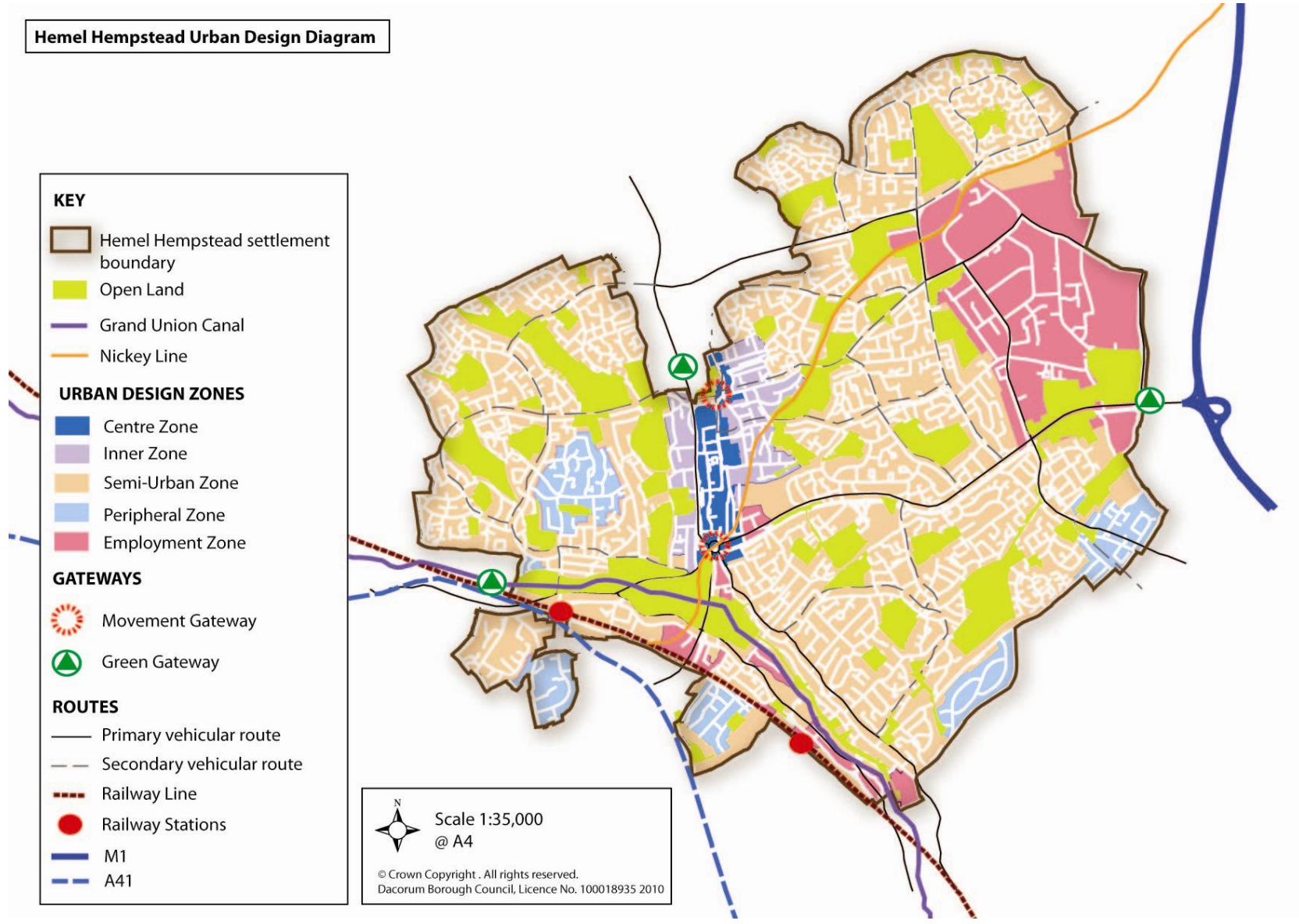
| | | |
|--|--------------------------------|--|
| Post-New Town and Peripheral Residential Peripheral Zone | Peripheral Zone | Town - low (up to 30dph) Village - low (up to 30dph) |
| Employment Zone | Employment Zone (No Change) | N/A |

Section 3

Updated Maps and Tables

Section 3(a) Hemel Hempstead

Hemel Hempstead Urban Design Diagram



- KEY**
- Hemel Hempstead settlement boundary
 - Open Land
 - Grand Union Canal
 - Nickey Line
- URBAN DESIGN ZONES**
- Centre Zone
 - Inner Zone
 - Semi-Urban Zone
 - Peripheral Zone
 - Employment Zone
- GATEWAYS**
- Movement Gateway
 - Green Gateway
- ROUTES**
- Primary vehicular route
 - Secondary vehicular route
 - Railway Line
 - Railway Stations
 - M1
 - A41

Scale 1:35,000
 @ A4
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URBAN DESIGN GUIDELINES: CENTRE ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|---|----------------|-----------------|
| Making Places | Building Types | The town centre has a tremendous range of building types, including the listed buildings of the Old Town and the modernist buildings of the Marlowes. Building heights range tremendously from the Kodak building to two-storey buildings. Buildings types should be considered within the zones four areas (Old Town, Civic/Educational area, Market area, the Marlowes) as well as the emerging residential area at the south eastern end of the town centre. There is the potential for relatively high-rise mixed use area in the current civic, educational and market areas. The Old Town should retain its low-rise terrace character. | | |
| | Materials/architectural styles | The town centre has a range of building types, depending on the area. While the Old Town is made up of traditional materials and styles, the other areas feature modern materials and approaches. High quality modern building should be encouraged. | 30-32 | 42-43 |
| | Listed Buildings/Conservation Area | There are several listed buildings within the Old Town and in the Civic and Educational area. While the Conservation Area has protected the context of the Old Town's listed buildings, some within the Civic and Educational area suffer from the surrounding context and their adapted uses. Efforts should be made to protect theses buildings. There also may be elements of the original New Town Centre along the Marlowes which are worthy of listing. | 33-35 | |
| | Building Heights | Building heights should be determined by areas within the zone. The Old Town Centre should remain predominantly three-storey. The Marlowes would benefit from remaining generally at a human-scale, with heights from | 36 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|----------------|---|----------------|-----------------|
| | | three to four storeys. The other areas could consider building heights greater than four storeys, particularly on the western side of the street. | | |
| | Density | The areas with residential uses generally have high densities. It is assumed that new developments could have high to very high densities and be of mixed uses. The market area and the civic and educational area would have potential for mixed use residential development. | 37-38 | 44-46 |
| | Topography | The town centre lies in the river valley, forming a focal point for views from the valley sides. The Kodak buildings and St Mary's Church are important orientation points. There are also important views along the Water Gardens and Old Town High Street. | 39 | |
| Community and enclosure | Morphology | The morphology reveals that there is little permeability along the Marlowes, particularly between the Marlowes and the area to the east. These large blocks, designed for modernist buildings in open space, have become littered with car parking that further reduce the east-west connectivity. New approaches should include improved block permeability. | 40-41 | |
| | Building Lines | The town centre shows a range of approaches to the building lines. The civic and educational area shows the buildings set far back from the west side of the Marlowes, whereas the east side has building line which shifts between medium and large setbacks. The pedestrianised area of the Marlowes and the Old Town both has consistent building lines. Waterhouse Street has many gaps and setbacks along its length. There would be value to improving the pedestrian experience by introducing more continuous building lines | 42 | 47-49 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------------|---|----------------|-----------------|
| | | on Waterhouse Street and the Marlowes. | | |
| | Building Orientation | The fronts of building should be facing the street , with entrances accessible from the pavement, particularly along Waterhouse Street. | 42 | |
| | Pavements | A new approach to the pedestrianised pavement of the Marlowes, such as introducing a more rationalised low-rise use to the middle of the pavement (such as the market) would potentially create a more organised use of the pavement. | | |
| | Pattern of open space | The Water Garden's should be much more integrated with the Marlowes, particularly through the facilitation of more east-west connectivity. | 44 | 28-29 |
| Making Connections | Circulation, demand and linkages | The Marlowes acts as the local distributor (High Street), with the lower half pedestrianised. Waterhouse Street has become a street for servicing the retail buildings and bust activity. The street has great potential as the 'recreational' complement to the Marlowes shopping street. The Marlowes also has primary and district distributors which run off feed into it. Leighton Buzzard Road is a primary distributor which currently acts as a barrier to the town centre. The 'magic roundabout' is a major barrier to the town centre. | 46-47 | 50-52 |
| | Parking | Opportunities to reduce surface car parking should be encouraged, particularly in relation to the civic and educational uses. | 48 | 53-54 |
| | Land Use | There is potential to create new mixed use developments in the heart of the town centre. There could be opportunities to develop new land uses on Waterhouse Street which add vitality to the area around the Water Gardens. | 45 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------------|--|----------------|-----------------|
| Quality of the public realm | Streetscape elements | Streetscape elements should fit the character of the Conservation Area in the Old Town. The New Town centre should limit street furniture clutter and strive to have modern design. | 50 | |
| | Quality of open space | Greenery should be integrated into the town centre where possible. | 44 | 58-59 |
| Legibility | Views, vistas, and gateways | <p>The key views of St. Mary's Church and the old Kodak building should be maintained.</p> <p>Key nodes and gateways should be established with the help of co-ordinated streetscape treatment and dominant high quality building design. Key nodes and gateways include the movement gateways at the plough roundabout and Queensway roundabout, and the east west pedestrian gateway from the Water Gardens to the Marlowes Shopping area, along Bridge Street. There is a further east- west pedestrian gateway from the Water Gardens through the Market Square to the hospital.</p> <p>All gateways should be improved to facilitate movement and street furniture should be multi-purpose to reduce clutter.</p> | 53 | |
| | Edges, paths and landmarks | <p>Better pedestrian paths are required from the Marlowes to open spaces directly to the south and the west and along the River Gade through the town centre from the Old Town and Gadebridge Park.</p> <p>Further landmark buildings are required to improve the movement gateway at the corner of Queensway and the Marlowes and at the pedestrian</p> | 54 | 54-55 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------|------------------------------|----------------|-----------------|
| | | gateways in the town centre. | | |

URBAN DESIGN GUIDELINES: INNER ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|---|----------------|-----------------|
| Making Places | Building Types | The existing building types are primarily two-storey terrace buildings. The primary typologies should continue to be terrace buildings . There could be potential opportunities on large block sites for three-storey terrace buildings . | | |
| | Materials/architectural styles | The inner zone buildings are predominantly brick buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay tile or slate roofing material should be encouraged. Roofs could be pitched or emphasise the front facades. | 30-32 | 42-43 |
| | Listed Buildings/Conservation Area | There are a few listed buildings in this zone, and there is currently no conservation area that encompasses this broadly Victorian terraced zone. It may be worth considering certain parts of this zone as worthy of a Conservation Area. | 33-35 | |
| | Building Heights | Buildings should generally be two-storeys . New blocks that are potential | 36 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|-----------------------|--|----------------|-----------------|
| | | sites of increased density could include three-storey buildings . | | |
| | Density | The existing densities are high or very high. In general the area's density should be high , with potential opportunities in new block sites to have very high (60+) densities. | 37-38 | 44-46 |
| | Topography | There are several strong views from and across this zone given its general location in the river valley and along the Canal. The strong views include toward St Mary's Church from the southeast, into the town centre and toward the Canal. | 39 | |
| Community and enclosure | Morphology | The existing Victorian street grid- which has facilitated low-rise high density terrace housing should be continued where possible. | 40-41 | |
| | Building Lines | The existing buildings generally have minimal setbacks. Developments within the zone should continue to have minimal setbacks. | 42 | 47-49 |
| | Building Orientation | The fronts of building should be facing the street , with entrances accessible from the pavement. | 42 | |
| | Pavements | All new developments should have pavements along the road. Efforts should be made to discourage cars from parking 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 individual. New developments adjacent to the recreation ground should encourage houses that front the open space, creating positive | 44 | 28-29 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|---|----------------|-----------------|
| | | overlooking. | | |
| Making Connections | Circulation, demand and linkages | The streets within the inner zone are residential access roads, allowing the road to be relatively free of through traffic. Given the zone's generally narrow Victorian streets, it is important to minimise cut-throughs. | 46-47 | 50-52 |
| | Parking | Street widths are quite narrow in this zone along with many of the Victorian streets, often in the range of six meters. This narrowness can encourage cars parking along the pavement. Any new developments within this zone should have on-site parking. | 48 | 53-54 |
| | Land Use | N/A | 45 | |
| Quality of the public realm | Streetscape elements | Streetlighting on the roads should be improved. | 50 | 55-57 |
| | Quality of open space | There is little open land within these predominantly Victorian areas, but there is good access to open land outside of the zone. | 44 | 58-59 |
| Legibility | Views, vistas, and gateways | There are prominent views and vistas of St. Mary's Church, Gadebridge Park, and Boxmoor trust land and these must be maintained. | 53 | 53 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------|---|----------------|-----------------|
| | Edges, paths and landmarks | East west pedestrian links need improving including appropriate signage to the Nickey Line. | 54 | |

URBAN DESIGN GUIDELINES: SEMI-URBAN ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|---|----------------|-----------------|
| Making Places | Building Types | The neighbourhoods were intentionally planned with a range of building types, including detached and semi-detached houses, and two- three-storey terrace building. This range of building types should be encouraged, although detached buildings should be discouraged. | | |
| | Materials/architectural styles | The New Town neighbourhoods were built from around 1950 predominantly yellow London stock bricks and tar shingle pitched roofs. The residents have frequently complained of the bland nature of the design. Modern styles and materials would enliven the neighbourhoods. | 30-32 | 42-43 |
| | Listed Buildings/Conservation Area | N/A | 33-35 | |
| | Building Heights | Buildings should typically be two-three storeys . There may be opportunities to develop four-storey buildings on block sites of 'increased density'. | 36 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|----------------------|---|----------------|-----------------|
| | Density | As a result of the range of typologies the densities range from low to very high. While it is important that the neighbourhoods maintain a diversity of typologies, the zone could potentially become slightly more dense, with medium densities in neighbourhoods and high densities in and around local centres. | 37-38 | 44-46 |
| | Topography | Many of the neighbourhoods have strong views from the open land contained within them, including Warners End, Shrub Hill Common and Highfield. Views from the open land should be protected. | 39 | |
| Community and enclosure | Morphology | The existing street morphology is predominantly curvilinear with large residential blocks. Many of these blocks have permeable pedestrian paths, some of which lead into residential courtyards. These large, curvilinear blocks should be protected, with new back land developments built along the lines of the earlier courtyard models connected by footpaths. | 40-41 | |
| | Building Lines | The existing buildings generally have medium setbacks, providing either private front gardens (typically in conjunction with detached or semi-detached houses) or communal front gardens (generally in conjunction with the terrace housing). These patterns should continue. | 42 | 47-49 |
| | Building Orientation | The fronts of building should be facing the street in a uniform manner, with entrances accessible from the pavement. | 42 | |
| | Pavements | All new developments should have pavements along the roads. | | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------------|--|----------------|-----------------|
| | 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 could be communal or individual. Given the curvilinear nature of the streets there are also various pieces of open space along the roads. These areas should be preserved. | 44 | 28-29 |
| Making Connections | Circulation, demand and linkages | The new neighbourhoods have a relatively clear hierarchy of roads, with a series of district distributor roads- such as Adeyfield Road and Longlands – running along the perimeter of the neighbourhoods. These perimeter roads minimise the amount of traffic running through the neighbourhood access roads. There are concerns for the traffic impacts of the primary distributors (St Albans and Queensway) on these district distributors. Attempts should be made to limit district distributor’s traffic to neighbourhood connections, and further efforts should prevent neighbourhood cut-through activity. | 46-47 | 50-52 |
| | Parking | On-site communal and individual parking is generally allotted, depending on typology. On-site parking is encouraged. | 48 | 53-54 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------------|--|----------------|-----------------|
| Quality of the public realm | Land Use | The neighbourhoods have local centres, which range in size from 2-3 shops with services and 10 or so shops with services. While the centres are frequently cited as bland design, they provide an important function. The local centres should be protected and improved. There are schools within each neighbourhood, facilitating easier walks to schools. Sizeable new developments (of over 500 dwellings) should consider the development of a school and a local centre. | 45 | |
| | Streetscape elements | Streetlighting on the streets should be improved. There are opportunities for 'amenity clusters' of lighting, benches, plantings and garbage bins in some of the small open spaces along the streets. | 50 | 55-57 |
| | Quality of open space | There should be strong connections to the open land within the neighbourhoods. Long footpaths that interconnect neighbourhoods (such as the disused rail track that runs through Highfield) and connect to the Green Belt should be encouraged. | 44 | 58-59 |
| Legibility | Views, vistas, and gateways | The mainline railway station in Boxmoor is a key gateway into the town and overlooks the moor. The main access onto the A41 at Two Waters is also a key gateway into the town and is also referred to as a 'Green Gateway' because of Open Land that frames the gateway to the north. Improvements | 53 | 53 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------|---|----------------|-----------------|
| | | should be made to both gateways to enhance the environment and provide better signage and links to key destinations. Views and vistas of the countryside including the prominent dry valley slopes should be maintained. | | |
| | Edges, paths and landmarks | There should be strong pedestrian connections between the town centre and the railway station in Boxmoor. There are opportunities to improve the signage between these places at key nodes along the streets and through the open spaces. | 54 | |

URBAN DESIGN GUIDELINES: PERIPHERAL ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|---|----------------|-----------------|
| Making Places | Building Types | The existing buildings types are primarily two-storey detached houses. The primary typologies should be semi-detached or detached buildings. | | |
| | Materials/architectural styles | The peripheral zone buildings are generally brick buildings, and brick buildings that utilise traditional brickwork would be recommended. Pitched roofs would be preferred over flat roofs in new developments. | 30-32 | 42-43 |
| | Listed Buildings/Conservation Area | N/A | 33-35 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|-----------------------|--|----------------|-----------------|
| | Building Heights | Buildings should be two-storeys . | 36 | |
| | Density | The existing densities are generally very low. In general the area's density should be low . | 37-38 | 44-46 |
| | Topography | Views into the Green Belt should be protected. | 39 | |
| Community and enclosure | Morphology | The existing street morphology is predominantly cul-de-sacs. The creation of through streets should be encouraged where possible. Close block developments should be encouraged over cul-de-sac developments. | 40-41 | |
| | Building Lines | The existing buildings generally have large, irregular setbacks. New developments do not need to establish a consistent building line, but the plot sizes could be significantly reduced. | 42 | 47-49 |
| | Building Orientation | The fronts of buildings need not face the street. | 42 | |
| | Pavements | All new developments should have pavements along the roads. | | |
| | 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 are typically private in this zone and any new development should maintain this characteristic. | 44 | 28-29 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|--|----------------|-----------------|
| Making Connections | Circulation, demand and linkages | The peripheral zone sites are typically located at a distance from primary and district distributor, allowing them to avoid cut-through traffic. While this characteristic is useful, more local through street would reduce the perception of these areas being private enclaves. | 46-47 | 50-52 |
| | Parking | Due to the peripheral and semi-rural nature of this zone, on-street parking should be discouraged in favour of on-site car parking in front of individual houses. | 48 | 53-54 |
| | Land Use | N/A | 45 | |
| Quality of the public realm | Streetscape elements | Streetlighting on the roads should be improved. | 50 | 55-57 |
| | Quality of open space | Connections to open land, particularly the Green Belt should be facilitated. | 44 | 58-59 |
| Legibility | Views, vistas, and gateways | There are views and vistas that overlook the countryside, Home Wood, Sheethanger Common and Long Deans Nature Reserve should be maintained. | 53 | |
| | Edges, paths and landmarks | Soft landscaping should edge the neighbourhoods adjacent to the countryside. Improvements should be made to pedestrian links between Manor Estate and Felden and the main settlement. | 54 | |

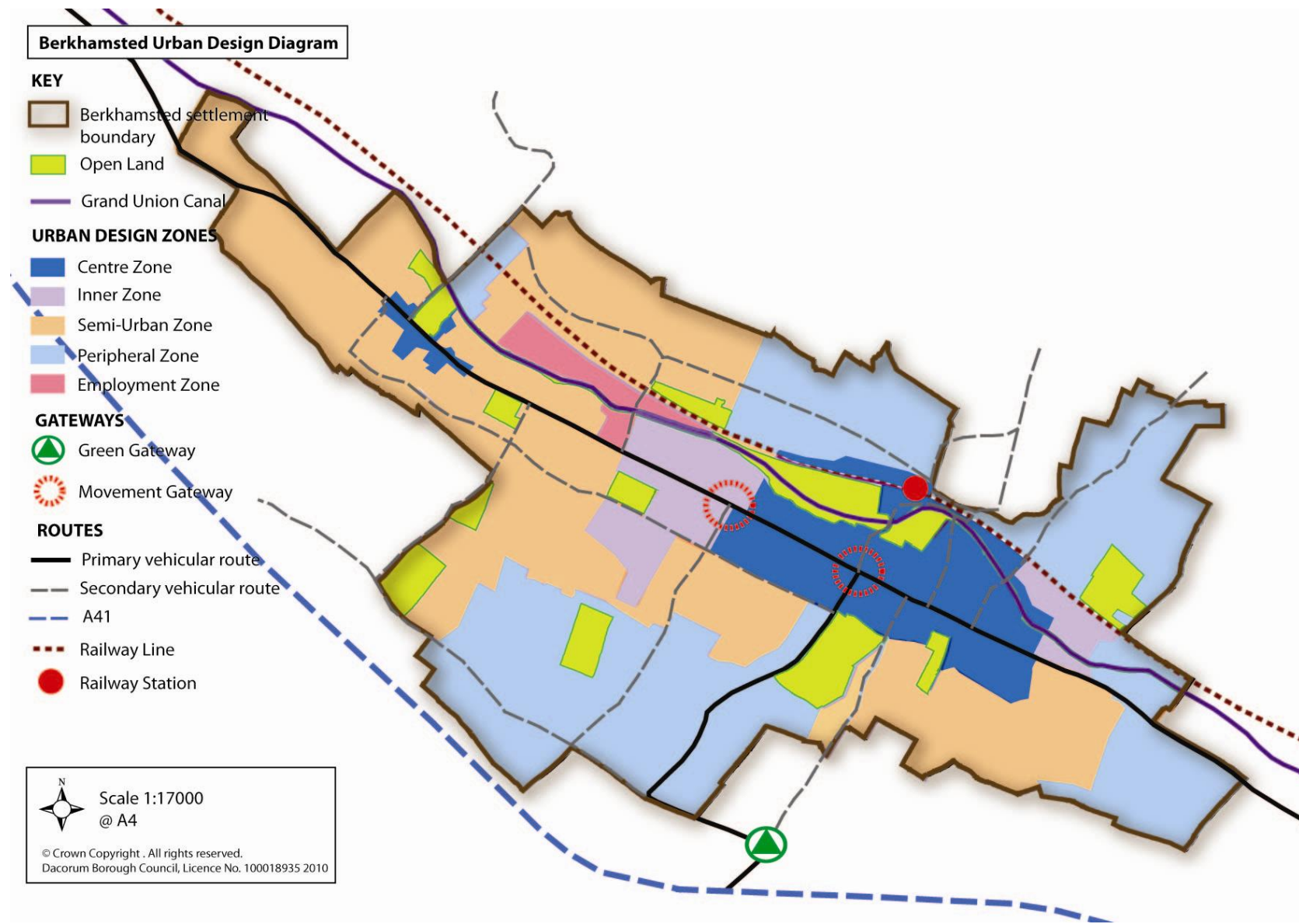
URBAN DESIGN GUIDELINES: EMPLOYMENT ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|---|----------------|-----------------|
| Making Places | Building Types | The existing building types are either industrial buildings, or in the case of Apsleym Victorian residential terrace buildings mixed with old warehouse. New buildings could be 3-4 four storey terrace flat buildings of one unit's width. | | |
| | Materials/architectural styles | There is a wide range of styles and materials. The residential buildings tend to be predominantly brick. | 30-32 | 42-43 |
| | Listed Buildings/Conservation Area | There are a few select listed buildings in the Apsley area. | 33-35 | |
| | Building Heights | Building conversions occurring within the Employment zone have the potential to be three-four storeys. | 36 | |
| | Density | The existing densities vary depending on the amount of employment activity. Densities could increase considerably in Apsley. | 37-38 | 44-46 |
| | Topography | There are significant views across the Apsley area from the north into the Green Belt. Any new buildings should be reviewed with these viewpoints in mind. | 39 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|----------------------------------|---|----------------|-----------------|
| Community and enclosure | Morphology | The nature of the Employment areas has demanded large blocks to accommodate the industrial building footprints. This morphology would allow for conversion to residential areas that are built along through streets. The use of through streets is encouraged over the development of cul-de-sacs. | 40-41 | |
| | Building Lines | The large industrial buildings have created uneven building lines designed to accommodate servicing and parking. Any new residential development should strive to create continuous active street frontages. | 42 | 47-49 |
| | Building Orientation | The fronts of building should be facing the street in a uniform manner, with entrances accessible from the pavement. | 42 | |
| | Pavements | All new developments should have pavements along the roads. | | |
| | Pattern of open space | The large blocks would allow for new open land and wildlife corridors-particularly in connection to the Grand Union Canal and the Green Belt. | 44 | 28-29 |
| Making Connections | Circulation, demand and linkages | Both major employment areas are well connected to primary distributor roads. Any residential development would require a carefully managed hierarchy to prevent cut-through traffic. | 46-47 | 50-52 |
| | Parking | Given the potential for new high density development, parking should be created on-site. | 48 | 53-54 |
| | Land Use | There is a tremendous potential for new mixed use high density development in Apsley which promotes walkable neighbourhoods with | 45 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------------|--|----------------|-----------------|
| | | ground floor retail, live/work units, and local employment sites. | | |
| Quality of the public realm | Streetscape elements | With the potential for new high density development, streetscape improvements would be of tremendous importance. These improvements would focus on lighting, signage, and basic amenities such as benches and rubbish bins. | 50 | 55-57 |
| | Quality of open space | New developments in Apsley should consider the Grand Union Canal as a major recreational amenity for the area, and footpath connections to the canal towpath should be made. | 44 | 58-59 |
| Legibility | Views, vistas, and gateways | Improvements should be made to the Green Gateways at Two Waters and Mayland to enhance the environment and provide better signage and links to key destinations. Views and vistas of the countryside including the prominent dry valley slopes should be maintained. | 53 | |
| | Edges, paths and landmarks | Better pedestrian links should be provided between employment areas, local centres and the town centre, including links through adjoining open space. | 54 | |

Section 3(b) Berkhamsted



URBAN DESIGN GUIDELINES: CENTRE ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|--|----------------|-----------------|
| Making Places | Building Types | The town centre has a range of building types, including early 19 th century one-storey almshouses, listed public houses, inns and a courthouse. There are several terraces within the town centre and both new and old four-storey buildings. Given the width of the High Street, up to four storeys is appropriate, with ground floor retail and residential above along the High Street with high density residential buildings located off the High Street. | | |
| | Materials/architectural styles | The town centre is made of predominantly high quality stucco or brick- many of them painted- buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay tile or slate roofing material should be encouraged. A broad stylistic approach has favoured pitched roofs with many local concerns for the ‘modern’ flat roofs of the newer buildings (such as the Costa Coffee and Fitness First buildings to the west of Water Lane. | 23-25 | 20-21 |
| | Listed Buildings/Conservation Area | The town centre retains many listed buildings and public houses ranging from the medieval period to the end of the 19 th century within a large Conservation Area. Streetscape elements and furniture often conflict with the listed buildings and have conflicting motifs. The streetscape elements and furniture should reflect the town centre’s historic nature. Historic Northchurch has two Conservation Areas and a number of listed buildings which should be protected. Efforts should be made to utilise appropriate paving and signage in their vicinity. | 26-28 | |
| | Building Heights | Buildings on the High Street should generally range from three to four | 29 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|----------------------|--|----------------|-----------------|
| | | storeys, with buildings on the side streets generally envisioned as two-storeys for infill sites and three or four storeys for block sites. | | |
| | Density | The non-residential land uses should be protected, and the replacement of non-residential uses with residential uses should be discouraged. Flats above ground floor retail uses should be encouraged. The side streets within the town centre are generally Victorian terrace buildings. These side streets should have high densities with the potential for very high densities in block sites. [remove?] | 30 | 22-21 |
| | Topography | The town centre, located in the river valley, is the focal point for views from the valley sides, and views of the Castle and the Church should not be impeded. | 32 | |
| Community and enclosure | Morphology | The existing street morphology should accentuate the primacy of the High Street and the district distributors and residential access roads that extend off from it. There should be no cul-de-sac roads extending from the High Street. The footpaths running between the High Street and the Canal should be improved. | 33-34 | |
| | Building Lines | Buildings should have no setbacks from the street and pavement, and they should create an even street frontage along the pavement. | 35 | |
| | Building Orientation | The fronts of building should be facing the street , with entrances accessible from the pavement. Currently the Waitrose building presents an inactive frontage along the footpath between the High Street and the canal. In particular, new developments along the High Street in Northchurch should | 36 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------------|---|----------------|-----------------|
| | | face the road (in contrast to some developments which have buildings sides or rear gardens facing the High Street). | | |
| | Pavements | Berkhamsted has a generous pavement width which allows for temporary uses such as a flower market. The existing pavement width should be maintained with street furniture restrictions applied so that 'clutter' is limited. | | |
| | Pattern of open space | The pedestrian connections between the High Street and the open land along the canal should be strengthened, particularly on the footpaths that run through the Waitrose and Tesco's car parks. In addition, public space along the High Street could add significant vitality. | 37 | 31 |
| 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'. Kings Road should be seen as a primary distributor with its direct connection on the A41. The district distributors- Chesham Road and Cross Oak Road- should prioritise connections to residential access road and to the A41. Pedestrian linkages to the Canal should be improved. | 39 | 24-25 |
| | Parking | Due to the narrowness of the residential access roads extending off of the High Street and the area's busy traffic, on-street parking causes major traffic congestion. On-street parking must be considered on a street-by-street basis along the side streets within the town centre zone to determine its viability. In addition, the supermarket car parks should be designed to | 40 | 26-27 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------------|--|----------------|-----------------|
| | | improve the experience if travelling from the High Street to the canal. | | |
| | Land Use | <p>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 town centre and should be protected and enhanced. Residential uses should be added to the High Street only as flats above ground floor retail. The presence of Waitrose and Tesco's, while adding traffic to the streets, adds considerable viability to the town centre.</p> <p>Along the High Street in Northchurch small-scale A1 and A3 land uses should be protected and encouraged to maintain the character of the historic village.</p> | 38 | |
| Quality of the public realm | Streetscape elements | Streetscape elements should fit the character of the Conservation Area. These should include 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. | 42 | 28-30 |
| | Quality of open space | Due to its wide pavement width, Berkhamsted's High Street has many strong street trees. There are no significant public squares within the town centre, and the addition of such a space could add considerable vitality. | 37 | 31 |
| Legibility | Views, vistas, and gateways | <p>Views along the High Street, Castle Street and the Grand Union Canal are the most noteworthy in the town centre and should be protected and enhanced where possible.</p> <p>There are two movement gateways along the High street: one on the</p> | 43, 44 | 41, 43 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------|--|----------------|-----------------|
| | | western edge of the design zone around the junction of Cross Oak Road; and one at the junction where Kings Road and Lower Kings Road meet. There is limited scope for change to the gateways, but if an opportunity arises the gateways should be enhanced to maximise pedestrian and vehicular movement, and to provide landmark buildings. | | |
| | Edges, paths and landmarks | Berkhamsted Castle is the most significant landmark in the area. Whilst the High Street and the Grand Union Canal are the most significant paths through the town centre. Improvements should be made to paths with a north south direction. | 44 | 37 |

URBAN DESIGN GUIDELINES: INNER ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|-------------------------|--|----------------|-----------------|
| Making Places | Building Types | The inner zone contains a range of building types, from two-storey terraces to larger purpose built flat buildings. Infill sites should be terraces or three-storey garden flats, and block sites could be three/four-storey buildings, including terraces to blocks of flats. | | |
| | Materials/architectural | The town centre is made of predominantly high quality brick buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay | 23-25 | 20-21 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|--|----------------|-----------------|
| | styles | tile, slate roofing material should be encouraged. A broad stylistic approach should favour pitched roofs with gables. | | |
| | Listed Buildings/Conservation Area | There are three listed buildings within this zone, including Sacred Heart Church. They should be protected, particularly with the potential for higher densities within their vicinity. | 26-28 | |
| | Building Heights | Buildings on the High Street should generally be three-storeys. Infill sites should generally be two-three storeys, whereas block sites could be three-four storeys. | 29 | |
| | Density | Densities for this zone should be high . It is assumed that any land in the Employment Area to the south of the canal-side open land that would be transferred to residential uses would be considered as part of the Inner Zone. | 30 | 22-23 |
| | Topography | Building should accentuate the topography and views. Particular consideration should be given to the views into this zone and the town centre from the valley sides. | 32 | |
| Community and enclosure | Morphology | The existing street morphology includes through streets and dead-end streets. New development is encouraged to continue using through streets, or alternatively, create close developments. | 33-34 | |
| | Building Lines | The current building line is inconsistent with no setbacks, medium setbacks, large setbacks and several gaps. Building lines formed by new development | 35 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------------|---|----------------|-----------------|
| | | should have medium setbacks to accommodate the potential for three-storey buildings and to signify the shift from the town centre area to the in-town residential area. Space should also be kept between any buildings created neat the Canal towpath, promoting access to the open land. | | |
| | Building Orientation | The fronts of buildings should be facing the street - particularly with regard to the High Street- with entrances accessible from the pavement. | 36 | |
| | Pavements | The existing pavement width on the High Street should be maintained. Street furniture, aside from streetlamps, is not essential and their absence should signify a shift from the town centre. | | |
| | Pattern of open space | Connections to the Canal towpath are currently blocked by residential and employment uses. Any new development should endeavour to strengthen these connections. Houses should have rear gardens that back onto other rear gardens as a means of maximising wildlife habitat, privacy and sunlight. Rear gardens should also back onto the Canal so as to maximise wildlife habitat. Front gardens should be individual or communal (as there are examples of both individual and communal front gardens in this zone). | 37 | 31 |
| Making Connections | Circulation, demand and linkages | The High Street and London Road should be considered as primary distributors, facilitating connection out of town and to residential access roads. Billet Lane is considered to be a district distributor road. Access to the canal-side open land should be facilitated through or along any new block developments, either by footpath or road. | 39 | 24-25 |
| | Parking | The primary and district distributor roads should be kept clear of on-street | 40 | 26-27 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------------|--|----------------|-----------------|
| | | parking- with new block developments providing on-site parking. Residential access roads may have on-street parking. | | |
| | Land Use | The land uses in this zone should represent a transition from the town centre mix of uses to primary residential uses. | 38 | |
| Quality of the public realm | Streetscape elements | Streetscape elements should be minimal, signifying the shift away from the town centre toward a primarily residential area. | 42 | 28-30 |
| | Quality of open space | Significant street trees and greenery along the High Street outside of the town centre would signify a shift in the zones. Connections to the Canal towpath should also be green and well-lit. | 37 | 31 |
| Legibility | Views, vistas, and gateways | The High street lacks gateway entrances from the west and the east. If the opportunity arises landmarks should be introduced to provide a clear starting point to the town centre. | 43, 44 | 41 |
| | Edges, paths and landmarks | The Grand Union Canal towpath is the most significant path in this zone which joins both parts of this zone. Improvements should be made to the street furniture along the High Street. | 44 | |

URBAN DESIGN GUIDELINES: SEMI-URBAN ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|---|----------------|-----------------|
| Making Places | Building Types | <p>The existing building types include purpose-built flats, terraces, semi-detached and detached buildings. The primary typologies should be terraces and semi-detached buildings. Blocks within the appropriate distance of land uses justifying increased densities could include three-storey terraced buildings with flats.</p> <p>Semi-detached buildings should be the predominant building types in the Northchurch area, although there could be opportunities for terraced buildings within the block sites.</p> | | |
| | Materials/architectural styles | The buildings are predominantly brick buildings. Northchurch consists of predominantly brick or stucco buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay tile or slate roofing material should be encouraged. A broad stylistic approach should favour pitched roofs in this zone, and flat roofs should be avoided. | 23-25 | 20-21 |
| | Listed Buildings/Conservation Area | The town's main Conservation Area extends into the inner zone, particularly along Kings Road and Cross Oak Road to the south of the High Street. This area addresses the Victorian streets and the Berkhamsted Collegiate School buildings. Efforts should be made to preserve the Victorian street grid and terraces. | 26-28 | |
| | Building Heights | Building should generally be two-storeys . Buildings in the Northchurch area should generally be two-storeys (up to 2.5 storeys). New blocks that are potential for sites of increased density could include three-storey buildings . | 29 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|----------------------|--|----------------|-----------------|
| | Density | The existing densities range from very low to high. New developments in should be of a medium density, with particularly opportunities in new block sites to be of a slightly higher density. | 30 | 22-23 |
| | Topography | There are strong views northward across the valley south of the High Street. There are also particularly strong views Darr's Lane looking northward and from the allotment gardens looking out toward the Green Belt. Buildings should accentuate the topography and views. | 32 | |
| Community and enclosure | Morphology | The existing gridded Victorian street should be protected and expanded wherever possible. Through streets would be preferred to cul-de-sac and dead end streets, and close developments would be possible within tight block developments. | 33-34 | |
| | Building Lines | The existing buildings range from no setback to large setbacks. The historic Victorian gridded streets should have no setbacks, and the zone as a whole should have medium setbacks. Blocks sites with potential for increased densities could potentially have no setbacks. | 35 | |
| | Building Orientation | The fronts of buildings should be facing the street , with entrances accessible from the pavement. | 36 | |
| | Pavements | All new developments should have pavements along the roads. Effort should be made to discourage cars from parking along the pavements. | | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------------|--|----------------|-----------------|
| | 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 individual or communal (as there are examples of both individual and communal front gardens). | 37 | 31 |
| Making Connections | Circulation, demand and linkages | Kings Road is a primary distributor which connects the High Street to the A41. The road should prioritise through traffic and avoid on-street parking that would obstruct traffic. Chesham Road and Bridgewater Road should be considered district distributors facilitating traffic movements unto residential access roads. The High Street, as it travels through Northchurch, should be considered as a primary distributor road along with Darr's Lane and Granville Road. All other roads within the zone would be considered as residential access roads. | 39 | 24-25 |
| | Parking | Efforts should be made to discourage cars from parking along the pavements. On-street parking should be encouraged for residential access roads street widths permitting; on-site parking should be encouraged for district distributor roads. | 40 | 26-27 |
| | Land Use | N/A | 38 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------------|---|----------------|-----------------|
| Quality of the public realm | Streetscape elements | Benches may be appropriate at particular viewing points. Streetscape elements should fit the character of each of the Conservation Area. Roads should be well-lit with streetlamps. | 42 | 28-30 |
| | Quality of open space | There is a deficiency in open space. New development should help deliver more accessible open space. | | |
| Legibility | Views, vistas, and gateways | The residential areas in the west of Berkhamsted have the strongest views into the countryside and from one valley side to another. | 43 | |
| | Edges, paths and landmarks | There are important footpaths that connect to the Green Belt and the towpath along the canal is also valued amenity space. These footpaths should be protected and enhanced. | 37, 44 | 31 |

URBAN DESIGN GUIDELINES: PERIPHERAL ZONE

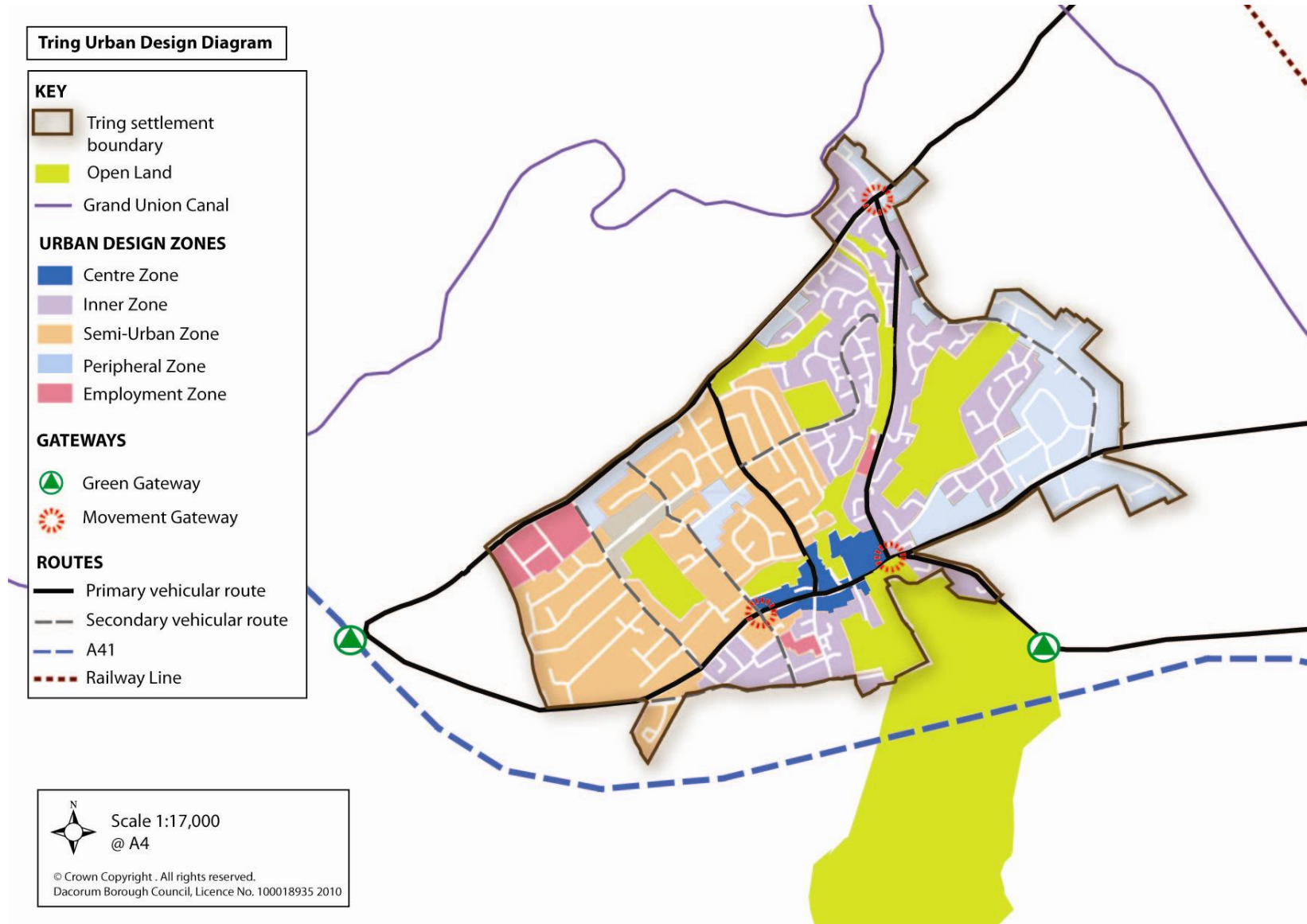
| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|--------------------------------|--|----------------|-----------------|
| Making Places | Building Types | The existing building types are primarily two-storey detached houses. The primary typologies should be detached buildings , with potential opportunities for semi-detached buildings within block sites. | | |
| | Materials/architectural styles | The peripheral zone buildings are generally brick buildings, and brick buildings that utilise traditional brickwork would be recommended. Pitched | 23-25 | 20-21 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|--|----------------|-----------------|
| | | roofs would be preferred over flat roofs in new developments. | | |
| | Listed Buildings/Conservation Area | There are no listed buildings or Conservation Areas in this zone. | 26-28 | |
| | Building Heights | Building should be two-storeys . | 29 | |
| | Density | The existing densities are generally very low. In general the area's density should be low , assuming smaller plot sizes, a shift to medium setbacks, and the potential for semi-detached buildings in block sites. | 30 | 22-23 |
| | Topography | Views into the Green Belt should be protected, and views across the valley should also be protected. | 32 | |
| Community and enclosure | Morphology | The existing street morphology is predominantly cul-de-sacs and dead ends streets. The creation of through streets should be encouraged where possible. Close block developments should be encouraged over dead-end and cul-de-sac developments. | 33-34 | |
| | Building Lines | The existing buildings generally have large setbacks. New developments should generally have medium to large setbacks which front the street in a uniform manner. | 35 | |
| | Building Orientation | The fronts of building should be facing the street in a uniform manner, with entrances accessible from the pavement. | 36 | |
| | Pavements | All new developments should have pavements along the roads. | | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|--|----------------|-----------------|
| | 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 are typically communal in this zone and could be communal or individual. | 37 | 31 |
| Making Connections | Circulation, demand and linkages | Kings Road is a primary distributor which connects the High Street to the A41. The road should prioritise through traffic and avoid on-street parking that would obstruct traffic. Chesham Road, Bridgewater Road and Gravel Path should be considered district distributors facilitate traffic movements into residential access roads. | 39 | 24-25 |
| | Parking | Due to the peripheral and semi-rural nature of this zone, on-street parking should be discouraged in favour on on-site car parking. | 40 | 26-27 |
| | Land Use | N/A | 38 | |
| Quality of the public realm | Streetscape elements | Streetlighting on the roads should be improved. | 42 | 28-30 |
| | Quality of open space | The allotment gardens in northeast Berkhamsted are significant and offer important views across the town. There are important footpaths through school grounds that connect to the Green Belt. | 37 | 31 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|-----------------------------|---|----------------|-----------------|
| Legibility | Views, vistas, and gateways | Views from the Norman Castle are particularly noteworthy and should be protected. | 43 | |
| | Edges, paths and landmarks | The castle is the most significant landmark in Berkhamsted. There are important footpaths that connect to the Green Belt. These footpaths should be protected and enhanced. | 37, 44 | 31 |

Section 3(c) Tring



URBAN DESIGN GUIDELINES: CENTRE ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|--|----------------|-----------------|
| Making Places | Building Types | The town centre retains many of the 19 th 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 with flats above shops. | | |
| | Materials/architectural styles | The town centre is made of predominantly high quality brick buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay 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. | 21-23 | 1-2 |
| | Listed Buildings/Conservation Area | The town 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. | 24-26 | |
| | Building Heights | Buildings on the High Street should generally be three-storeys . | 27 | |

| | | | | |
|-------------------------|----------------|---|-------|-----|
| | Density | Flats above ground floor retail uses should be encouraged. It is assumed that new developments could have high to very high densities and be of mixed uses. | 28-29 | 3-5 |
| | Topography | Buildings should accentuate the topography and views. Particular consideration should be given to the views into the town centre from the east, particularly as this pertains to potential development around the Cattle Market. | 30 | |
| Community and enclosure | Morphology | The existing street morphology should accentuate the primacy of the High Street and the distributor routes that extend off from it. There should be no tertiary or cul-de-sac roads extending from the High Street. There is currently an opportunity to develop courtyards off of the High Street. | 31-33 | |
| | Building Lines | Buildings should have minimal setbacks from the street and should create an even street frontage along the pavement. Efforts could be made to create continuous street frontage in front of the car parks. | 33 | |

| | | | | |
|--------------------|----------------------------------|--|----|-------|
| | Building Orientation | The fronts of buildings should be facing the street , with entrances accessible from the pavement. The active frontages along Church Square could be made more visible. | 34 | |
| | Pavements | The existing pavement width should be maintained and widened where possible. All street furniture should be removed from general pavement areas due to their narrow widths. | | |
| | Pattern of open space | Courtyards off of the High Street could be used as new active spaces (for A1/A3 uses). The open space adjacent to the High Street should be protected, and the transitional area between the car park and the cemetery should be improved. | 35 | 17 |
| Making Connections | Circulation, demand and linkages | The High Street within the town centre should be considered as an urban 'room' as opposed to a through 'corridor' used instead of the A41. 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. Dolphin Court draws significant pedestrian traffic and should receive improvements. | 37 | 9-10 |
| | Parking | The existing off-street parking areas should be retained, as parking issues significantly affect the High Street shops. | 38 | 11-12 |
| | 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 town centre and should be protected and enhanced. Residential uses should be added to the High Street only as flats above ground floor retails. | 36 | |

| | | | | |
|-----------------------------|-----------------------------|---|------------|--------|
| 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. | 40 | 13-16 |
| | Quality of open space | Greenery should be integrated into the town centre where possible. | 35 | 17 |
| Legibility | Views, vistas, and gateways | The rolling nature of the High street creates dynamic view corridors. The church spire can be seen from many different places in Tring. Movement gateways exist to the east and the west of the High Street. | 43 | 26,27 |
| | Edges, paths and landmarks | Landmarks include the church and the Memorial Gardens, which offer a tranquil space in the heart of the town. Signage from the town centre to these destinations and Tring Park should be improved. | 26, 39, 44 | 26, 39 |

URBAN DESIGN GUIDELINES: INNER ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------|---|----------------|-----------------|
| Making Places | Building Types | The existing building types are two-storey terraces and semi-detached buildings. The primary typologies should be terraces and semi-detached buildings , with only terraced buildings considered within the Tring Triangle. Blocks within the appropriate distance of land uses justifying increased densities could include three-storey terraced buildings with flats . | | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|---|----------------|-----------------|
| | Materials/architectural styles | The inner zone buildings are predominantly brick buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay tile or slate roofing material should be encouraged. A broad stylistic approach should favour pitched roofs in this zone, and flat roofs should be avoided. | 21-23 | 1-2 |
| | Listed Buildings/Conservation Area | The 'Tring Triangle' is a Conservation Area with a number of listed buildings and should be given special consideration with regard to a number of criteria, including building typologies, setbacks and car parking (see below). | 24-26 | |
| | Building Heights | Buildings should generally be two-storeys . Three-storey buildings may be acceptable in certain locations. | 27 | |
| | Density | The existing densities range from low to high (within the Triangle). In general the area's density should be high . | 28-29 | 3-5 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|-----------------------|---|----------------|-----------------|
| | Topography | There are strong views along the Streamside Walk. These views should be protected. | 30 | 41 |
| Community and enclosure | Morphology | The existing curvilinear street morphology should be continued wherever possible. Close developments would be possible within tight block developments. | 31-33 | |
| | Building Lines | The existing buildings generally have medium setbacks, or no setbacks (within the Tring Triangle). Developments within the Tring Triangle should continue to have minimal setbacks, whereas the rest of the zone should generally have medium setbacks. | 34 | |
| | Building Orientation | The fronts of building should be facing the street , with entrances accessible from the pavement. | 35 | |
| | Pavements | All new developments should have pavements along the roads. Efforts should be made to discourage cars from parking along the pavements in the Tring Triangle. | | |
| | 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 | 35 | 17 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------------|---|----------------|-----------------|
| | | should be individual. New developments adjacent to the recreation ground should encourage houses that front the open space, creating positive overlooking. | | |
| Making Connections | Circulation, demand and linkages | Brook Street, as a district distributor road, was seen as dangerous for pedestrians and cyclists. Efforts should be made to improve conditions for them, particularly at the curve near the Silk Mill. The footpath along the water was seen as an important path, and efforts should be made to improve the connections across this path. The creation of through streets in this zone could relieve some of the pressure on Brook Street, particularly during school hours. Icknield Way has significant traffic congestion and should support pedestrian crossings to the surrounding Green Belt. Pedestrian paths to the school and its adjacent open space should be protected and improved. | 37 | 9-10 |
| | Parking | Efforts should be made to discourage cars from parking along the pavements in the Tring Triangle. No additional on-street parking should be permitted in the Tring Triangle. On-street parking should be encouraged for residential access roads; on-site parking should be encouraged for district distributor roads. | 38 | 11-12 |
| | Land Use | The potential for small shops within the zone should be explored, particularly as densities are increased. | 26 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------------|---|----------------|-----------------|
| Quality of the public realm | Streetscape elements | Street lighting on the roads should be improved, and additional playground space should be added where possible. | 40 | 13-16 |
| | Quality of open space | Tring Park represents a significant open space within this zone. The Streamside Walk is an important footpath and link into the Green Belt which should be protected. There are important view corridors along it as well. | 35 | 17 |
| Legibility | Views, vistas, and gateways | <p>There are good views of the countryside from the northern area of this zone and of the streamside walk along Brook Street.</p> <p>Movement gateways include the roundabout at the eastern most point of the High Street and the roundabout to the north of Tring (bordering Tringford Road, Bulbourne Road, Icknield Road and Wingrave Road). Movement gateways should be improved to direct people to landmarks and street furniture should be multi-purpose and minimal.</p> | 43, 44 | 41 |
| | Edges, paths and landmarks | The Zoological Museum is a landmark in the southern area of this zone. This zone also offers connections to Tring Park, the streamside walk path, the Grand Union Canal and Tring Reservoirs. | 44 | 41 |

URBAN DESIGN GUIDELINES: SEMI-URBAN ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|--|----------------|-----------------|
| Making Places | Building Types | The existing building types are primarily two-storey terraces. The primary typologies should be terraced buildings . | | |
| | Materials/architectural styles | The buildings in the semi-urban zone are a mix of brick buildings and buildings with a range of different external materials, including wood, clay and slate. Brick buildings were generally preferred by the local residents consulted. Pitched roofs would be generally preferred over flat roofs in new developments. | 21-23 | 1-2 |
| | Listed Buildings/Conservation Area | This zone includes part of the 'Tring Triangle', which is a Conservation Area with a number of listed buildings and should be given special consideration with regard to a number of criteria, including building typologies, setbacks and car parking (see below). | 24-26 | |
| | Building Heights | Buildings should typically be two-storeys . There may be opportunities to develop three-storey buildings on block sites, and potentially 3/4-storey buildings on block sites of 'increased density'. | 27 | |
| | Density | The existing densities are generally low due to large front gardens. In general the area's density should be of a medium density . | 28-29 | 3-5 |
| | Topography | There are strong views westward from Miswell Lane to the Green Belt, as well as a strong view corridor up Miswell Lane from the south. These views should be protected. | 30 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|-----------------------|--|----------------|-----------------|
| Community and enclosure | Morphology | The existing street morphology is predominantly cul-de-sacs. The creation of through streets should be encouraged where possible. Close block developments should be encouraged over cul-de-sac developments. | 31-33 | |
| | Building Lines | The existing buildings generally have large, graduated setbacks, apart from in the Tring Triangle where they are minimal. New developments outside the Tring Triangle should generally have medium setbacks which front the street in a uniform manner. Developments within the Tring Triangle should continue to have minimal setbacks. | 33 | 6-8 |
| | Building Orientation | The fronts of building should be facing the street in a uniform manner, with entrances accessible from the pavement. | 34 | |
| | Pavements | All new developments should have pavements along the roads. Efforts should be made to discourage cars from parking along the pavements in the Tring Triangle. | | |
| | Pattern of open space | The recreational ground between Miswell Road and Christchurch Road represents a significant open space within this zone. New developments adjacent to the recreation ground should encourage houses that front the open space. | 35 | 17 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|---|----------------|-----------------|
| Making Connections | Circulation, demand and linkages | Icknield Way has significant traffic congestion and should support pedestrian crossings to the surrounding Green Belt. Pedestrian paths to the school and its adjacent open space should be protected and improved. | 37 | 9-10 |
| | Parking | On-street parking should be encouraged for residential access roads, apart from in the Tring Triangle; on-site parking should be encouraged for district distributor roads. No additional on-street parking should be permitted in the Tring Triangle. | 38 | 11-12 |
| | Land Use | The potential for small shops within the zone should be explored, particularly as densities are increased. | 36 | |
| Quality of the public realm | Streetscape elements | Street lighting on the roads should be improved. | 40 | 13-16 |
| | Quality of open space | The open land adjacent to Dundale Lake and Icknield way is used less frequently due to the sound of traffic. | 35 | 17 |
| Legibility | Views, vistas, and gateways | <p>There are good views of the countryside and the town centre from the northern area of this zone and views of the Chiltern Area of Outstanding Natural Beauty from the southern and western areas.</p> <p>This zone includes a movement gateway which is located on the western</p> | 43, 44 | 41 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------|---|----------------|-----------------|
| | | edge of the High Street. The gateway should be improved to direct people to landmarks and street furniture should be multi-purpose and minimal. | | |
| | Edges, paths and landmarks | This zone offers connections to the surrounding countryside, the Chiltern Area of Outstanding Natural Beauty, Tring Park, and Dundale Lake. The strong countryside borders and vistas along Ickniel way and to the south should be protected. | 44 | 41 |

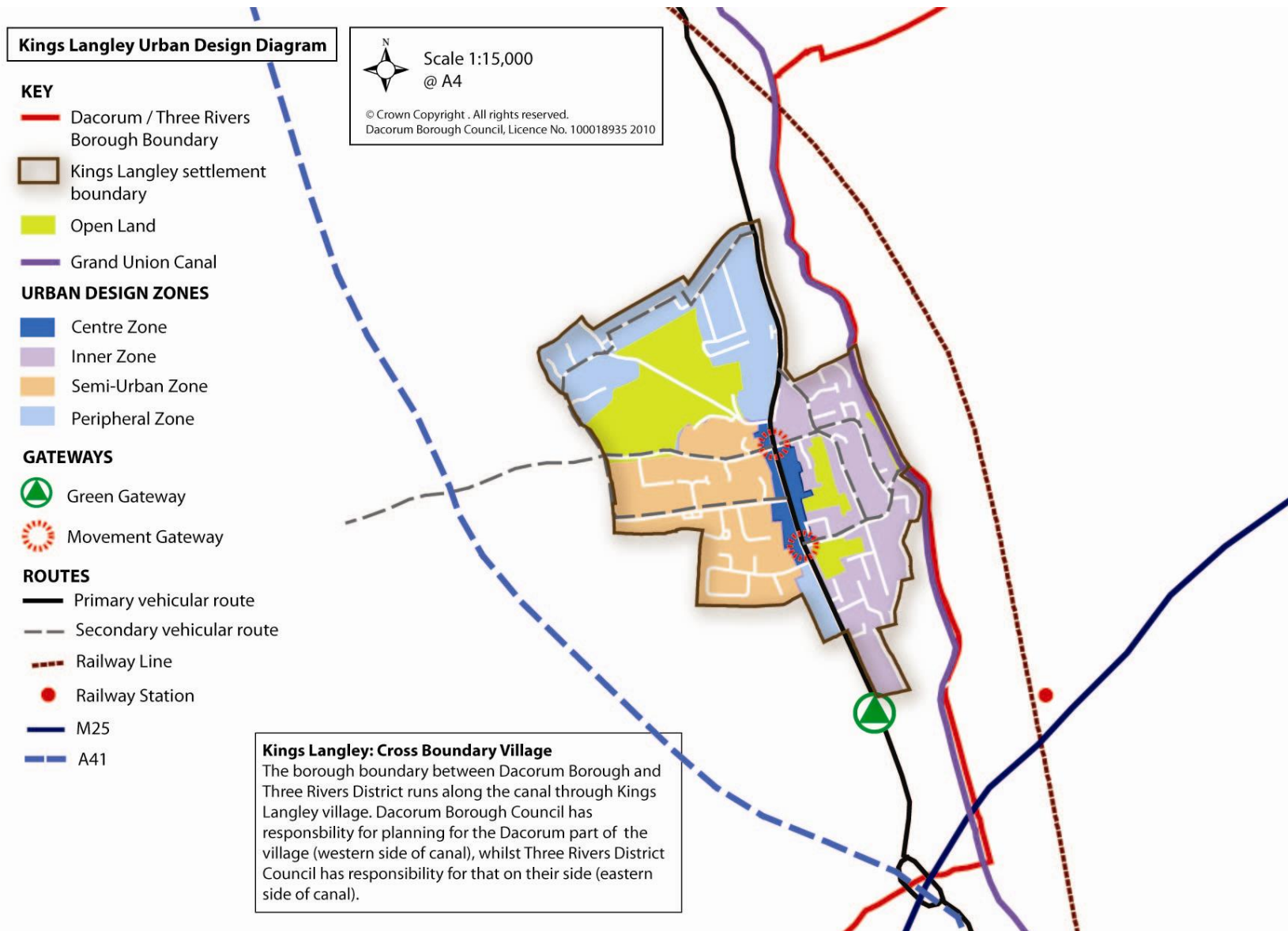
URBAN DESIGN GUIDELINES: PERIPHERAL ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|---|----------------|-----------------|
| Making Places | Building Types | The existing building types are primarily two-storey detached houses. The primary typologies should semi-detached or detached buildings . | | |
| | Materials/architectural styles | The peripheral zone buildings are generally brick buildings, and brick buildings that utilise traditional brickwork would be recommended. Pitched roofs would be preferred over flat roofs in new developments. | 21-23 | 1-2 |
| | Listed Buildings/Conservation Area | There is only two listed buildings in this zone and no Conservation Area. | 24-26 | |
| | Building Heights | Buildings should be two-storeys . | 27 | |
| | Density | The existing densities are generally very low. In general the area's density should low . | 28-29 | 3-5 |
| | Topography | Views into the Green Belt should be protected. | 30 | |
| Community and enclosure | Morphology | The existing street morphology is predominantly cul-de-sacs. The creation of through streets should be encouraged where possible. Close block developments should be encouraged over cul-de-sac developments. | 31-33 | |
| | Building Lines | The existing buildings generally have large, graduated setbacks. New developments should generally have medium setbacks which front the street in a uniform manner. | 33 | 6-8 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|--|----------------|-----------------|
| | Building Orientation | The fronts of buildings should be facing the street in a uniform manner, with entrances accessible from the pavement. | 34 | |
| | Pavements | All new developments should have pavements along the roads. | | |
| | 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 are typically communal in this zone and could be communal or individual. | 35 | 17 |
| Making Connections | Circulation, demand and linkages | Efforts should be made to complete the cycle path along Station Road to the train station. Icknield Way has become a heavily trafficked primary distributor, and efforts should be made to create safe pedestrian crossings into the surrounding Green Belt. | 37 | 9-10 |
| | Parking | Due to the peripheral and semi-rural nature of this zone, on-street parking should be discouraged in favour of on-site car parking. | 38 | 11-12 |
| | Land Use | N/A | 36 | |
| Quality of the public realm | Streetscape elements | Street lighting on the roads should be improved. | 40 | 13-16 |
| | Quality of open space | The open land adjacent to Dundale Lake and Icknield Way is used less frequently due to the sounds of traffic. | 35 | 17 |
| Legibility | Views, vistas, and gateways | There are good views of the countryside and views of the Chiltern Area of Outstanding Natural Beauty from the eastern area. | 43, 44 | 41 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------|--|----------------|-----------------|
| | | This zone includes a movement gateway which is located near the northern most tip of Tring. The gateway should be improved to direct people to landmarks and street furniture should be multi-purpose and minimal. | | |
| | Edges, paths and landmarks | This zone offers connections to the surrounding countryside, the Chiltern Area of Outstanding Natural Beauty, Dundale Lake, the train station and the National Ridgeway Trail. The strong countryside borders and vistas along Icknield way should be protected. | 44 | 41 |

Section 3 (d) Kings Langley



URBAN DESIGN GUIDELINES: VILLAGE CENTRE ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|---|----------------|-----------------|
| Making Places | Building Types | The village retains many of the 19 th 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 roof. | 16-18 | |
| | Listed Buildings/Conservation Area | The village centre is a designated Conservation Area with a number of listed buildings. Conservation guidelines should extend to the streetscape elements and shop signage to ensure the consistency of character. | 19-21 | |
| | Building Heights | Building on the eastern side of the High Street should be two-storey, and buildings on the western side should be two or three storeys. | 22 | |
| | Density | The non-residential land uses should be protected and new development should be of a high density. | 23-24 | |
| | 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 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|----------------------------------|---|----------------|-----------------|
| Community 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 buildings should be facing the street , which entrances accessible from the pavement. | 29 | |
| | Pavements | The existing pavement width (> 3 metres) 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 | |
| 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 | |
| | Parking | The existing on-street should be protected and the two off-street parking | 34 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------------|---|----------------|-----------------|
| | | areas retained. | | |
| | 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 | |
| | Quality of open space | Access to the open plan land between the High Street and Blackwell Road should be signed and signposted. | 30-31 | |
| Legibility | Views, vistas, and gateways | There are several good view corridors from the village across the Upper Gade Valley. This zone includes two movement gateways at the northern and southern end of the High Street. | 40 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------|---|----------------|-----------------|
| | Edges, paths and landmarks | The gateway at the southern end of the High Street is marked by a series of large listed buildings, which collectively create a large landmark in the village. The High Street provides connections to the railway station and the Grand Union Canal. | 41 | |

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 terraced houses. New developments should emphasise semi-detached and terraced 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 | |
| | 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 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|-----------------------|--|----------------|-----------------|
| | 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 | |
| | 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 the houses below and the view of the housing above them. | 25 | |
| Community and enclosure | Morphology | The existing street morphology shows a consistency with the original resident streets running parallel to the High Street and the canal. More recent developments 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 the 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 | 30-31 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|---|----------------|-----------------|
| | | should be shared or individual. | | |
| 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 | |
| | 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 minimising the interruptions to the pavement. | 34 | |
| | 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 | Street lighting on the roads and footpaths should be improved. | 36 | |
| | 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 the front onto this open land if sufficient depth and access opportunity allows. | 30-31 | |
| Legibility | Views, vistas, and gateways | <p>There is a good view corridor of the canal and the surrounding area facing north from the bridge link across the canal.</p> <p>This zone includes two movement gateways at the northern and southern end of the High Street and a Green Gateway at the southern end of the High street. All gateways should facilitate easy direction with multi-purpose</p> | 40 | 40 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------|---|----------------|-----------------|
| | | minimal street furniture. | | |
| | Edges, paths and landmarks | This zone provides connections to the railway station and the Grand Union Canal, however these connections are poor and should be enhanced with appropriate street signage. | 41 | |

URBAN DESIGN GUIDELINES: SEMI-URBAN 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 | |
| | Listed Buildings/Conservation | N/A | | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|----------------------|--|----------------|-----------------|
| | Area | | | |
| | Building Heights | Building should be two storeys . | 22 | |
| | Density | The existing density is very low and low density. The recommended densities should generally be of a medium density. | 23-24 | |
| | Topography | Due to the morphology of this zone, many of the buildings are on sloped streets. Houses built on the 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 | |
| Community and enclosure | Morphology | The existing street morphology shows a relative consistency of through street 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 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------------|--|----------------|-----------------|
| | Pavements | All new developments must have pavements, contrary to some of the 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 | |
| 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 | |
| | 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 | |
| | Land Use | The residential land use should be maintained. | 35 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------------|---|----------------|-----------------|
| Quality of the public realm | Streetscape elements | Streetscape furniture should be minimised in the semi-rural character area. | 36 | |
| | Quality of open space | Pedestrian access to Kings Langley Common should be promoted. | 30-31 | |
| Legibility | Views, vistas, and gateways | There are several good views across the Upper Gade Valley. | 40 | |
| | Edges, paths and landmarks | This zone provides connections to Kings Langley Common, the village centre and the surrounding countryside. | 41 | |

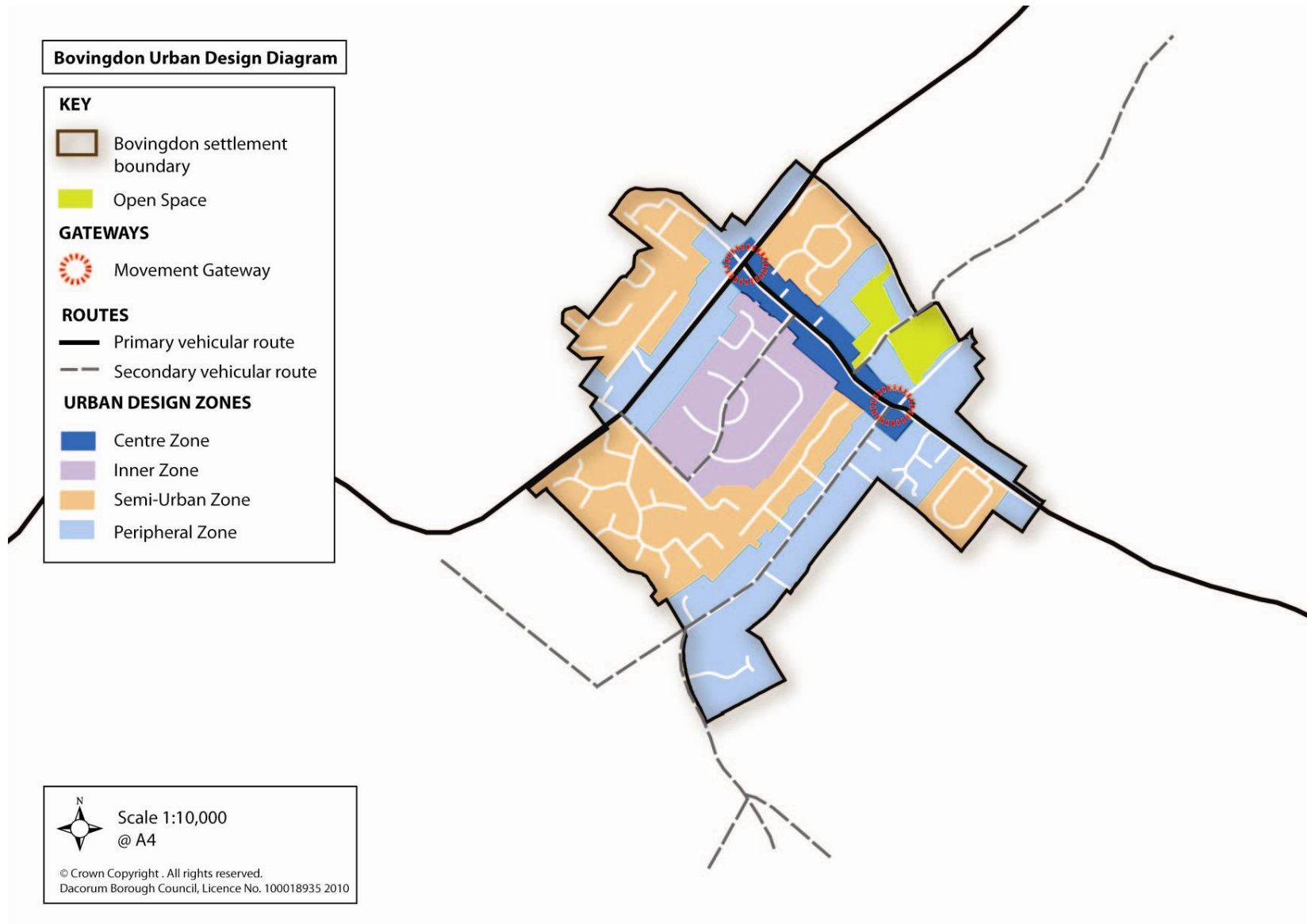
URBAN DESIGN GUIDELINES: PERIPHERAL ZONE

| 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 | 116-18 | 19-20 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|--|----------------|-----------------|
| | | should be discouraged. | | |
| | 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 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 the flats should be avoided on all streets running up hills. | 25 | |
| Community and enclosure | Morphology | There is little consistency on 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 as 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 pavement should be encouraged. | | |
| | Pattern of open space | There does not need to be a regular pattern to the open spaces created by | 30-31 | 23-24 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|---|----------------|-----------------|
| | | front and rear gardens. | | |
| 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 |
| Legibility | Views, vistas, and gateways | There are several good views across the Upper Gade Valley. | 40 | |
| | Edges, paths and landmarks | This zone provides connections to Kings Langley Common, the village centre and the surrounding countryside. | 41 | |

Section 3(e) Bovingdon



URBAN DESIGN GUIDELINES: VILLAGE CENTRE ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|--|----------------|-----------------|
| Making Places | Building Types | The mix of civic, retail and residential uses and building types in the village centre suggests that terrace buildings, semi-detached and detached buildings would appropriate, with only terrace buildings appropriate within the Conservation Area. | 21-22, 24, 27 | |
| | Materials/architectural styles | Within the Conservation Area, traditional brickwork should be favoured over modern wirecut bricks or other modern materials. Clay tile and slate roofing should be encouraged within the Conservation Area. Elsewhere in the village centre, emphasis should be on quality and high quality modern materials would work along the High Street. | 18-20 | 1-2 |
| | Listed Buildings/Conservation Area | Guidelines should extend to the streetscape elements and shop signage to ensure the consistency of character. Efforts should be made to reduce the asphalt paving around The Docks and the Well, and high quality paving should be encouraged along the pavements within the Conservation Area. | 21-22 | |
| | Building Heights | Buildings within the Conservation Area should remain two-storey . Two or three-storey buildings elsewhere in the village centre are appropriate. The gateway site at the corner of Hempstead Road and the High Street could contain a three-storey building if it were of high architectural quality. | 23 | |
| | Density | The non-residential land uses should be protected and residential development should be avoided in the village centre, with an exception of the northern gateway site. New development here should be of high density. | 24-25 | 3-4 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|-----------------------|---|---|-----------------|
| | Topography | Given the relatively flat nature of Bovingdon, a taller building (maximum 3-storey) at the northern gateway site could provide useful orientation. | 26 | |
| Community and enclosure | Morphology | The existing street morphology should accentuate the primacy of the High Street and the secondary routes that extend off from it. Tertiary streets and cul-de-sac roads extending from the High Street should be avoided. | 27 | |
| | Building Lines | Buildings should have no setback from the street and should create an even street frontage along the pavement. New buildings should avoid small car parks in front of the buildings to protect the pavement and pedestrian zone. | 28 | 5-7 |
| | Building Orientation | The fronts of buildings should be facing the street , with entrances accessible from the pavement. | 29 | |
| | Pavements | Pavements should be protected and crossovers should be minimised. | 34 | |
| | 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 | 8 |
| | 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 user, and the environment should be made conducive to pedestrians, on-street car parking or clearly demarcated off-street car parks. Pedestrian crossings should be protected and enhanced, and crossovers should be minimised. Given the school's presence on the eastern side of the High Street, this side should be given extra protection as a pedestrian area | 32 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------------|--|----------------|-----------------|
| | | free of crossovers. | | |
| | Parking | Off-street parking that does not block shop frontages and consolidates the small car parks in front of shops and blocking pavements should be encouraged. Strict regulations reducing obstructed pavements and minimising crossovers should be implemented. | 33 | 13-14 |
| | Land Use | The High Street has a mix of A1, C3 and D1 land uses spread out along the High Street. There is an opportunity to improve and bring together the civic uses to create a village centre, and there should be encouragement of this civic zone. A1 uses should be protected. | 31 | |
| Quality of the public realm | Streetscape elements | Streetscape elements should fit the character of the village centre 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 paths on the pavement. | 34 | 15-17 |
| | Quality of open space | There are a number of undesignated open spaces which could be improved to serve civic uses. The Docks should be landscaped as part of the southern gateway into Bovingdon. | 30 | 8 |
| Legibility | Views, vistas, and gateways | The flat nature of Bovingdon minimises the opportunities for views and vistas; however in the one area which is undulating, there is a key view looking towards the southern gateway of the High Street and the well. There is another gateway at the northern end of the High Street, where the High Street adjoins the Hempstead/Chesham Road. | 36 | 36 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------|---|----------------|-----------------|
| | | | | |
| | Edges, paths and landmarks | This zone provides connections to the Church which is a key landmark and footpaths beyond into the surrounding countryside. | 37 | |

URBAN DESIGN GUIDELINES: INNER ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|--------------------------------|---|----------------|-----------------|
| Making Places | Building Types | There are primarily two building types within this character area, including 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. | 24, 27 | |
| | 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 generally emphasises the visibility of the roof pitch , and | 18-20 | 1-2 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|--|----------------|-----------------|
| | | flat roofs should be discouraged. | | |
| | Listed Buildings/Conservation Area | N/A | | |
| | Building Heights | Buildings should be two-storey . | 23 | |
| | Density | Building densities currently range widely from low to medium, and new developments should be medium to high densities. | 24-25 | 3-4 |
| | Topography | The area is flat and topography has little impact on the area's urban design. | 26 | |
| Community and enclosure | Morphology | The existing street morphology is predominantly curvilinear through the streets. Any expansion of the inner zone should continue this morphology. | 27 | |
| | Building Lines | Buildings should generally have a medium setback from the street. | 28 | |
| | Building Orientation | The fronts of buildings should be facing the street . | 29 | |
| | Pavements | All new developments must have pavements alongside the street. | 34 | |
| | 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. The existing front gardens are shared and future developments within this zone should continue this practice. | 30 | 8 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|--|----------------|-----------------|
| Making Connections | Circulation, demand and linkages | Pedestrian linkages to the High Street should be encouraged. Vehicular connections should be emphasised as a way of reducing congestion along the High Street. | 32 | 9-12 |
| | Parking | Most homes in the inner zone have individual on-site parking. Future development should encourage either communal on-site parking or incorporate individual on-site parking. | 33 | 13-14 |
| | Land Use | N/A | | |
| Quality of the public realm | Streetscape elements | Pavements should be kept free of streetscape elements. | 34 | 15-17 |
| | Quality of open space | There is significant undesignated open space within the inner zone. Future developments should endeavour to supply informal open space. | 30 | 8 |
| Legibility | Views, vistas, and gateways | There aren't any key views or vistas in this zone, however the zone is tucked behind the High Street so there are glimpses of the High Street. | 36 | 36 |
| | Edges, paths and landmarks | This zone provides connections to the village centre, Green Lane and the surrounding countryside. | 37 | |

URBAN DESIGN GUIDELINES: SEMI-URBAN ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|--|----------------|-----------------|
| Making Places | Building Types | There are primarily three building types within this character area; single detached houses, semi-detached houses and terrace houses. New developments should focus on terrace and semi-detached housing . | 24, 27 | |
| | Materials/architectural styles | Traditional brickwork should be favoured over modern wirecut bricks. Ceramic 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. | 18-20 | 1-2 |
| | Listed Buildings/Conservation Area | N/A | | |
| | Building Heights | Buildings should be two-storeys . | 23 | |
| | Density | The existing density is generally medium to high. The recommended densities should generally be low-rise medium density. | 24-25 | 3-4 |
| | Topography | The area is flat and topography has little impact on the area's urban design. | 26 | |
| Community and enclosure | Morphology | The existing morphology consists predominantly of cul-de-sacs and closes. Both configurations create insular enclaves and through routing is encouraged. The closes would be favoured over cul-de-sacs, offering greater potential for public space, open space plots and natural habitats, but should avoid being developed directly off of the village's original roads. | 27 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|---|----------------|-----------------|
| | Building Lines | The current building lines are generally small to medium setbacks, and small to medium setbacks should be continued in future developments. | 28 | 5-7 |
| | Building Orientation | The fronts of building should endeavour to front the street. | 29 | |
| | Pavements | All new developments must have pavements alongside the street. | 34 | |
| | Pattern of open space | The existing developments have primarily private back gardens and shared front gardens. The closes offer unique opportunities to create high quality shared rear gardens. Future developments should consider the range of private and shared front and rear gardens. | 30 | 8 |
| Making Connections | Circulation, demand and linkages | Pedestrian paths should be encouraged (such as at the end of Hyde Lane), particularly where there are no vehicular through routes. | 32 | 9-12 |
| | Parking | Car parking is currently pooled at the end of cul-de-sacs, on-street, and individual on-site. Provided street widths are adequate on-street parking is recommended for closes and tertiary through streets. | 33 | 13-14 |
| | Land Use | The residential land use should be maintained. | 31 | |
| Quality of the public realm | Streetscape elements | Given the high density of this zone, streetscape furniture such as pedestrian scale streetlighting, benches and rubbish bins may be recommended to encourage pedestrian activity. | 34 | 15-17 |
| | Quality of open space | Access to the Green Belt should continue to be promoted. | 30 | 8 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|-----------------------------|---|----------------|-----------------|
| Legibility | Views, vistas, and gateways | There are views of the surrounding countryside from the edges of many areas that make up this zone. | 36 | 36 |
| | Edges, paths and landmarks | The western/south-western edge and the north-eastern edge of this zone contain wildlife corridors. | 37 | |

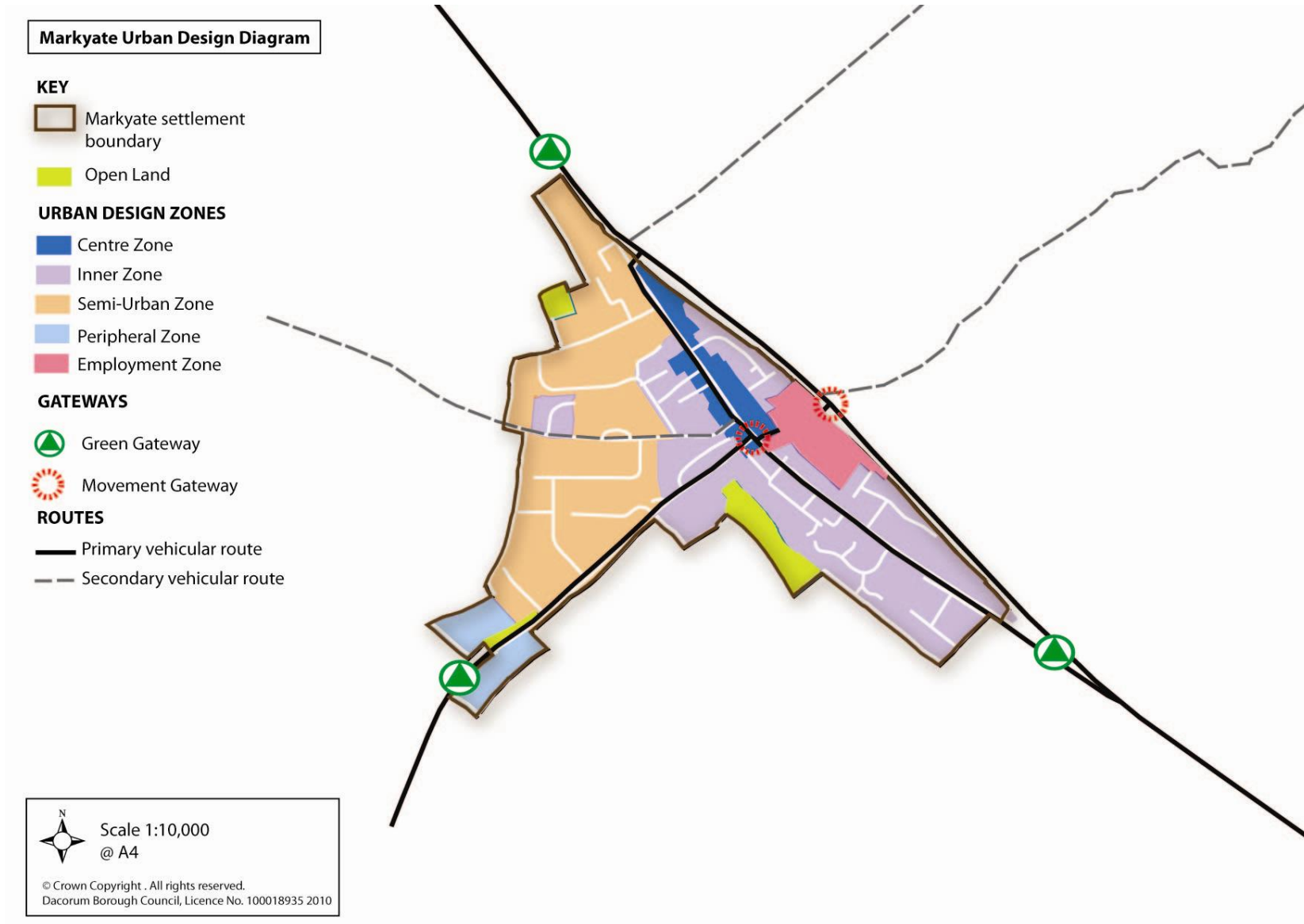
URBAN DESIGN GUIDELINES: PERIPHERAL ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|---|----------------|-----------------|
| Making Places | Building Types | The peripheral building types are primarily single detached homes, with some examples of terrace buildings and semi-detached homes. Future developments should be single detached or semi-detached buildings. | 24, 27 | |
| | Materials/architectural styles | There is little consistency in the existing materials used in this zone. However, traditional scalloped clay tile was favoured by local residents. The existing broad stylistic approach emphasises the visibility of the roof pitch . | 18-20 | 1-2 |
| | Listed Buildings/Conservation Area | N/A | | |
| | Building Heights | Buildings should be two-storey . | 23 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|-----------------------|--|----------------|-----------------|
| | Density | The existing density is generally very low to low density. The recommended densities should generally be low density . | 24-25 | 3-4 |
| | Topography | The area is flat and topography has little impact on the area's urban design. | 26 | |
| Community and enclosure | Morphology | The existing street morphology consists of homes built along the village's oldest streets. These through routes which link to surrounding villages give Bovingdon its semi-rural character. The existing morphology should be protected, with the discouragement of cul-de-sac and close developments built directly off of the through roads. | 27 | |
| | Building Lines | The existing buildings have medium to large setbacks. Future developments should maintain a medium setback from the street to preserve the area's semi-rural character. | 28 | 5-7 |
| | 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 communal to minimise the interruptions along the pavement caused by driveways. | 34 | |
| | 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 and rear gardens should generally be individual to maintain the semi-rural character. | 30 | 8 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|---|----------------|-----------------|
| Making Connections | Circulation, demand and linkages | Existing pavements should be maintained and any new development should include pavements that run alongside the street. | 32 | 9-12 |
| | Parking | The houses in the semi-rural zone, with its prominence of through routes, generally have individual car parking on-site. Future parking should be on-site, either communal or individual. | 33 | 13-14 |
| | Land Use | The residential land use should be maintained. | 31 | |
| Quality of the public realm | Streetscape elements | Streetscape furniture should be negligible in the semi-rural character area. | 34 | 15-17 |
| | Quality of open space | Access to the Green Belt should continue to be promoted. | 30 | 8 |
| Legibility | Views, vistas, and gateways | There are views of the movement gateways to the north and south of the High Street and of the surrounding countryside from the edges of the many areas that make up this zone. | 36 | 36 |
| | Edges, paths and landmarks | There are connections to the High Street, The Green and the countryside. | 37 | |

Section 3(f) Markyate



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 19 th century shops, public house and inn buildings which are primarily terraces and front directly onto the street. The primary typology should be terraced buildings . | 22 | |
| | Materials/architectural styles | The village centre is made of predominantly high quality brick buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay tile or slate roofing material should be encouraged. The High Street's terraces typically display pitched roofs and flats roofs should be avoided. | 13-15 | 36-37 |
| | Listed Buildings/Conservation Area | Most of the village centre is a Conservation Area with several listed buildings. Guidelines should extend to the streetscape elements and shop signage to ensure the consistency of character. | 16-17 | |
| | Building Heights | The village centre is entirely two-storey, with the exception of some three-storey and one-storey buildings near the intersection of High and Pickford Roads. Three-storey building could act as a useful landmark. | 18 | |
| | Density | The residential densities within the town centre are generally high , and this level of density should be encouraged in any future developments. | 19-20 | 38-39 |
| | Topography | Buildings should accentuate topography and views. Currently there is no clear orientation point (such as a church) within the village centre, and an appropriately designed three-storey building could act as a landmark. | 21 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|----------------------------------|---|----------------|-----------------|
| Community and enclosure | Morphology | The existing street morphology should accentuate the importance of the High Street and the primary and secondary routes that extend off from it. Tertiary or cul-de-sac roads extending from the High Street should be avoided. | 22 | |
| | Building Lines | Buildings should have no setback from the street and should create an even street frontage along the pavement. The existing setbacks should be utilised as useful public spaces. The entryways into the original courtyards should be protected. | 23 | 40-41 |
| | Building Orientation | The fronts of building should be facing the street , with entrances accessible from the pavement. | 24 | |
| | Pavements | The existing pavement width should be protected and expanded where possible. | 23 | |
| | Pattern of open space | Where possible, shops should be serviced from the rear . | 25 | 42 |
| Making Connections | Circulation, demand and linkages | Due to its narrow width, Markyate High Street suffers from significant traffic problems. Facilitating this through traffic should be a priority over the existing one-sided on-street parking. Pedestrian crossings and pedestrian safety along the pavements should be improved. | 27 | 43-46 |
| | Parking | Service courtyards should be considered for the surrounding residences and the few shops still functioning on the High Street. | 28 | 47-48 |
| | Land Use | Despite their diminished numbers, the existing businesses, pubs and restaurants are essential to the character of the village centre and should be | 26 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------------|--|----------------|-----------------|
| | | protected and enhanced. Any residential uses added to the village centre High Street should be coupled, where possible, with new retail shops uses. | | |
| Quality of the public realm | Streetscape elements | Streetscape elements should fit the character of the village centre Conservation Area/ these should include such elements as lamps, signage and paving materials. Streetscape elements should not impede pedestrian paths on the pavement and wall-mounted lamps should be considered. | 29 | 59-52 |
| | Quality of open space | N/A | 25 | 42 |
| Legibility | Views, vistas, and gateways | There are views of the northern area of the Conservation Area from the movement gateway at the southern end of the High Street. | 36 | 36 |
| | Edges, paths and landmarks | There are connections to the A5 from the High Street and to the countryside. | 37 | |

URBAN DESIGN GUIDELINES: INNER ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|------------------------------------|--|----------------|-----------------|
| Making Places | Building Types | There are primary three building types within this zone, including single detached houses, semi-detached houses and terraced houses. New development should emphasise semi-detached and terraced housing types. Two-storey blocks of flats would be considered acceptable within the zone. | 22 | |
| | 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. | 13-15 | 36-37 |
| | Listed Buildings/Conservation Area | The listed buildings and Conservation Area on Pickford Road should be protected, particularly with regard to the view down Pickford Road approached the village centre. | 16-17 | |
| | Building Heights | Buildings should be two storeys . | 18 | |
| | Density | Building densities currently range widely from low to high, and new developments should be medium to high densities. | 19-20 | 38-39 |
| | Topography | The bulk of this zone occurs within the valley, so topography generally has little impact on the zone. | 21 | |
| Community and enclosure | Morphology | The existing morphology generally consists of the original through streets (the High Street and Pickford Road) with cul-de-sac and close developments located off of the through streets. Through streets should be encouraged. | 22 | |
| | Building Lines | Buildings should generally have a no setback or medium setbacks . | 23 | 40-41 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------------|---|----------------|-----------------|
| | Building Orientation | The fronts of building should be facing the street. | 24 | |
| | Pavements | All new developments must have pavements, contrary to some of the recent developments. Parking should be on-street or communal to minimise the interruptions along the pavement. | 23 | |
| | 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. | 25 | 42 |
| Making Connections | Circulation, demand and linkages | Pedestrian linkages to the High Street should be well-kept and well-lit. | 27 | 43-46 |
| | Parking | On-street parking should be an option along roads that are not secondary routes. Off-street, communal parking should be encouraged on through routes and other roads instead of individual on-site parking to minimise the interruptions to the pavement. | 28 | 47-48 |
| | Land Use | N/A | 26 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|-----------------------------|--|----------------|-----------------|
| Quality of the public realm | Streetscape elements | Streetlighting on the streets and the footpaths should be improved. | 29 | 49-52 |
| | Quality of open space | The playground in the open space located off of Pickford Road should be well-signed. The access path to the space should be well-maintained. Informal open spaces in the Roman Way estate should be well maintained and preserved. | 25 | 42 |
| Legibility | Views, vistas, and gateways | There are views of the High Street and out to the surrounding countryside. | 36 | 36 |
| | Edges, paths and landmarks | There are connections to the open space off Pickford Road, the High Street and the countryside. | 37 | |

URBAN DESIGN GUIDELINES: SEMI-URBAN ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|---|----------------|-----------------|
| Making Places | Building Types | This zone is primarily semi-detached houses. New developments should be semi-detached or terrace housing . | 22 | |
| | 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 terraced housing, and flat roofs should be discouraged. | 13-15 | 36-37 |
| | Listed Buildings/Conservation Area | N/A | | |
| | Building Heights | Buildings should be two-storeys . | 18 | |
| | Density | The existing density is generally low to medium density. The recommended densities should generally be medium . Much of this enhanced density would be gained by reducing the plot size and rear garden area. | 19-20 | 38-39 |
| | Topography | Due to the morphology of this zone, many of the buildings are on sloped streets and sloped sites . Where there are 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. Where there are sloped sites, housing built on the higher side of the street should have roofs higher than those on the lower side of the street. | 21 | |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|-----------------------|---|----------------|-----------------|
| | | Both sides of the street should endeavour to have front entrances at grade (whereas current housing on the lower side of the street has sunken entrances). | | |
| Community and enclosure | Morphology | The existing street morphology shows a relative consistency of curvilinear through streets, providing semi-rural character. This morphology should be encouraged. | 22 | |
| | Building Lines | Buildings should generally have a medium setback from the street. | 23 | 40-41 |
| | Building Orientation | The fronts of building should be facing the street (whereas some of the close developments result in backyards facing through streets). | 24 | |
| | Pavements | All new developments must have pavements, contrary to some of the recent developments. Parking should be on-street or communal to minimise the interruptions along the pavements caused by driveways. | 23 | |
| | 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 and rear gardens should be individual. | 25 | 42 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|---|----------------|-----------------|
| Making Connections | Circulation, demand and linkages | Existing pavements should be maintained and any new development should include pavements that run alongside the street. Linkages to the High Street and the surrounding open space should be encouraged. Pedestrian paths- which are currently heavily used- should be well maintained. | 27 | 43-46 |
| | Parking | There is considerable concern regarding parking that currently occurs along the grassy verges. New developments should encourage on-site or communal parking , avoiding parking along streets and on the verges. | 28 | 47-48 |
| | Land Use | N/A | 26 | |
| Quality of the public realm | Streetscape elements | Streetscape furniture should be negligible in the semi-rural character area. | 29 | 49-52 |
| | Quality of open space | Access to the surrounding countryside should be encouraged. | 25 | 42 |
| Legibility | Views, vistas, and gateways | There are views of the northern area of the Conservation Area from the movement gateway at the southern end of the High Street. | 36 | 36 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|----------------------------|---|----------------|-----------------|
| | Edges, paths and landmarks | There are connections to the High Street and the countryside. | 37 | |

URBAN DESIGN GUIDELINES: PERIPHERAL ZONE

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|---------------------|------------------------------------|---|----------------|-----------------|
| Making Places | Building Types | This zone is primarily semi-detached and detached houses. New developments should be semi-detached housing . | 22 | |
| | 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 terraced housing, and flat roofs should be discouraged. | 13-15 | 36-37 |
| | Listed Buildings/Conservation Area | N/A | | |
| | Building Heights | Buildings should be two-storeys . | 18 | |
| | Density | The existing density is generally low to medium density. The recommended densities should generally be a low to medium density. Much of this enhanced density would be gained by reducing the plot size and rear garden | 19-20 | 38-39 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-------------------------|-----------------------|--|----------------|-----------------|
| | | area. | | |
| | Topography | Due to the morphology of this zone, many of the buildings are on sloped streets and sloped sites . Where there are 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. Where there are sloped sites, housing built on the higher side of the street should have roofs higher than those on the lower side of the street. Both sides of the street should endeavour to have front entrances at grade (whereas current housing on the lower side of the street has sunken entrances). | 21 | |
| Community and enclosure | Morphology | The existing street morphology shows a relative consistency of curvilinear through streets, providing rural character. This morphology should be encouraged. | 22 | |
| | Building Lines | Buildings should generally have a medium setback from the street. | 23 | 40-41 |
| | Building Orientation | The fronts of building should be facing the street (whereas some of the close developments result in backyards facing through streets). | 24 | |
| | Pavements | All new developments must have pavements, contrary to some of the recent developments. Parking should be on-street or communal to minimise the interruptions along the pavements caused by driveways. | 23 | |
| | 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 and rear | 25 | 42 |

| Assessment Category | Criteria | Guidelines | Page Reference | Photo Reference |
|-----------------------------|----------------------------------|---|----------------|-----------------|
| | | gardens should be individual. | | |
| Making Connections | Circulation, demand and linkages | Existing pavements should be maintained and any new development should include pavements that run alongside the street. Pedestrian paths- which are currently heavily used- should be well maintained. | 27 | 43-46 |
| | Parking | There is considerable concern regarding parking that currently occurs along the grassy verges. New developments should encourage on-site or communal parking , avoiding parking along streets and on the verges. | 28 | 47-48 |
| | Land Use | N/A | 26 | |
| Quality of the public realm | Streetscape elements | Streetscape furniture should be negligible in the rural character area. | 29 | 49-52 |
| | Quality of open space | Access to the surrounding countryside should be encouraged. | 25 | 42 |
| Legibility | Views, vistas, and gateways | There are views of the countryside and this area includes a green gateway to the village which should be maintained. | 36 | 36 |
| | Edges, paths and landmarks | There are connections to the High Street and the countryside. | 37 | |