

#### 4. BERKHAMSTED

- 4.1 Berkhamsted, including the urban area of Northchurch Parish, is a small to medium sized country town of approximately 19,000 population (Census, 2001). Dating from Roman and medieval times, residential development has grown up from the town's linear centre on the floor of the Bulbourne Valley, largely since the latter half of the nineteenth century. Virtually all commercial and industrial activity is confined or near to the valley floor, through which runs the Grand Union Canal, the former A41 trunk road (now A4251) and the main line railway.
- 4.2 Mainly 19th to early 20th century housing at a generally high density is featured in and close to the town centre along the valley floor. The expansion of the town onto the sides of the valley is overwhelmingly residential. Generally, medium to low densities predominate, often with long established, mature landscaping. The break between town and country is less distinct than in Hemel Hempstead, largely for this reason.
- 4.3 The town possesses many good examples of architecture from the Victorian and Edwardian eras. Estates developed from the 1950s onwards, however, are typified by speculative standard designs and tend to be plain in appearance. Designs from the 1980s onwards tend to be of a better quality in terms of detailed features than those from the 1950s-1970s period.
- 4.4 On the basis of the above, the following design objectives are proposed for Berkhamsted:

##### **BERKHAMSTED: DESIGN OBJECTIVES**

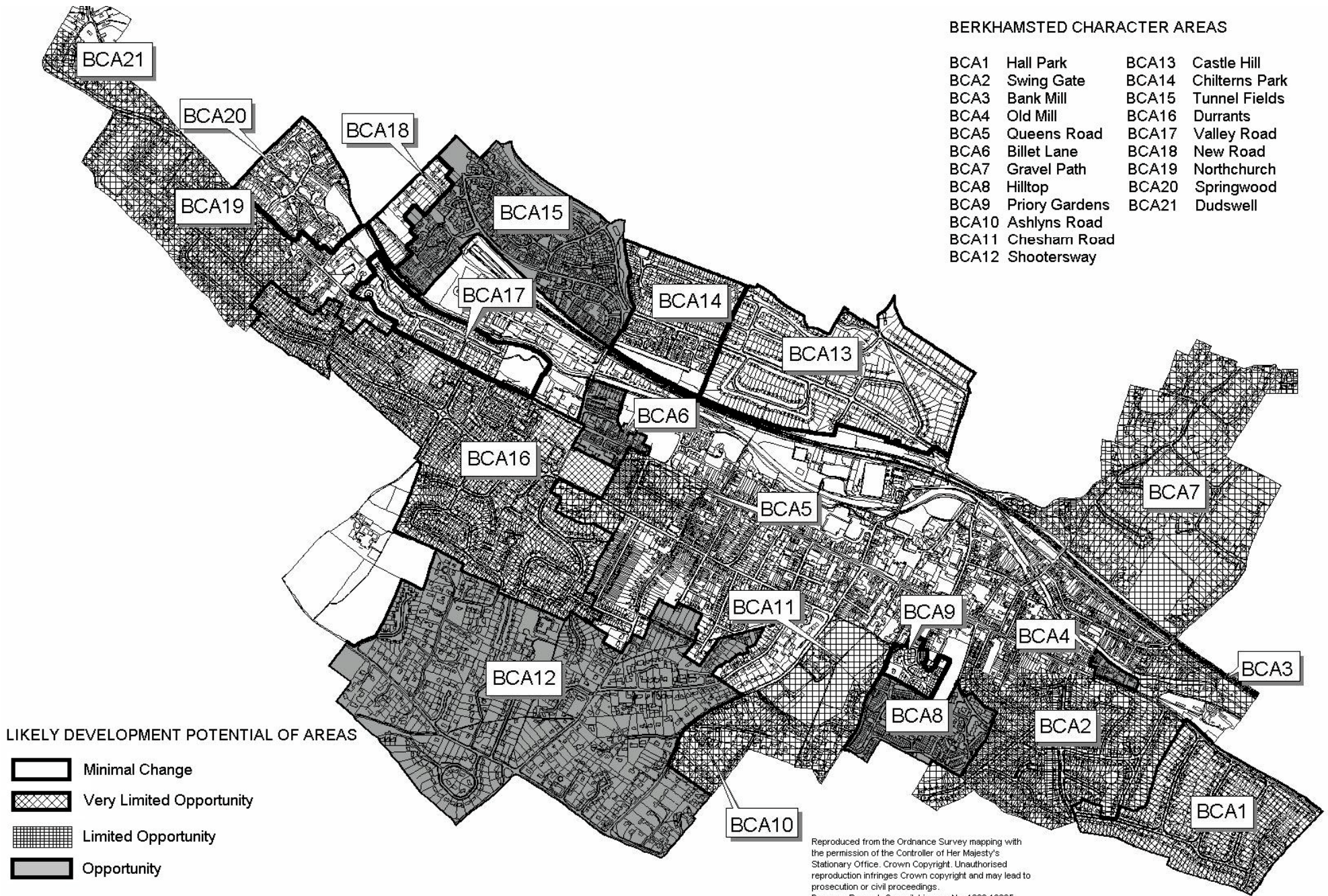
1. Conserve the historic core and linear nature of the town as a 'through route';
2. Preserve the character of development appropriate to a small to medium sized country town;
3. Small scale massing in new development is most appropriate;
4. Maintain and improve the high standard of landscaping;
5. Maintain the existing pattern of densities throughout the town;
6. Maintain the low rise characteristic of the town, and
7. Maintain attractive cross-valley views given the steeply sloping valley side topography of town.

## **BERKHAMSTED LIST OF CHARACTER AREAS**

<b>BCA1</b>	<b>HALL PARK</b>
<b>BCA2</b>	<b>SWING GATE</b>
<b>BCA3</b>	<b>BANK MILL</b>
<b>BCA4</b>	<b>OLD MILL</b>
<b>BCA5</b>	<b>QUEENS ROAD</b>
<b>BCA6</b>	<b>BILLET LANE</b>
<b>BCA7</b>	<b>GRAVEL PATH</b>
<b>BCA8</b>	<b>HILLTOP</b>
<b>BCA9</b>	<b>PRIORY GARDENS</b>
<b>BCA10</b>	<b>ASHLYNS ROAD</b>
<b>BCA11</b>	<b>CHESHAM ROAD</b>
<b>BCA12</b>	<b>SHOOTERSWAY</b>
<b>BCA13</b>	<b>CASTLE HILL</b>
<b>BCA14</b>	<b>CHILTERN PARK</b>
<b>BCA15</b>	<b>TUNNEL FIELDS</b>
<b>BCA16</b>	<b>DURRANTS</b>
<b>BCA17</b>	<b>VALLEY ROAD</b>
<b>BCA18</b>	<b>NEW ROAD</b>
<b>BCA19</b>	<b>NORTHCHURCH</b>
<b>BCA20</b>	<b>SPRINGWOOD</b>
<b>BCA21</b>	<b>DUDSWELL</b>

BERKHAMSTED CHARACTER AREAS

BCA1	Hall Park	BCA13	Castle Hill
BCA2	Swing Gate	BCA14	Chilterns Park
BCA3	Bank Mill	BCA15	Tunnel Fields
BCA4	Old Mill	BCA16	Durrants
BCA5	Queens Road	BCA17	Valley Road
BCA6	Billet Lane	BCA18	New Road
BCA7	Gravel Path	BCA19	Northchurch
BCA8	Hilltop	BCA20	Springwood
BCA9	Priory Gardens	BCA21	Dudswell
BCA10	Ashlyns Road		
BCA11	Chesham Road		
BCA12	Shootersway		



LIKELY DEVELOPMENT POTENTIAL OF AREAS

-  Minimal Change
-  Very Limited Opportunity
-  Limited Opportunity
-  Opportunity

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## BCA1: HALL PARK

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### CHARACTER APPRAISAL

A spaciouly laid out, high quality suburban area of detached housing set on the south-eastern side of the town, featuring housing mainly from the 1930s and 1940s.

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#### Housing

*Age:* Dates from the 1930s and 1940s, although there has been subsequent infill development since then. Houses in Upper Hall Park are from the 1960s and 1970s.

*Design:* Variety throughout, with the area containing a number of high quality designs. Amongst the older development, there is individuality on many of the plots with their own distinctive design.

*Type:* Almost all detached houses.

*Height:* All two storey, although there are dormer windows within the roofs of certain houses providing a third floor. Despite this the overall impression is of a low rise area of two storey houses.

*Size:* Mainly medium to large sized dwellings.

*Layout:* There is a conventional layout of four parallel roads, three of which rise from London Road up the side of the valley. These connect to Upper Hall Park, set at an elevated position running along the valley side. Dwellings mainly front onto and are set back from the road, following a broad building line. Spacing is not uniform, but is mainly within the wide range (5 m to 10 m). In Upper Hall Park, however, spacing is closer within the medium range (2 m to 5 m). Rear gardens are generally long.

*Density:* Within the very low range (less than 15 dwellings/ha).

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#### Amenity

*Open space:* None within the area. The area benefits from a spacious feel given wide spacing between buildings and mature private landscaping. The area is surrounded by open countryside on its north-eastern, south-eastern and south-western sides. Housing Proposal Site H36 located to the north on the opposite side of London Road.

*Amenity land:* None within the area.

*Front gardens and forecourts:* Generally wide, deep and well planted.

*Landscaping and planting:* Mature private landscaping and planting throughout including a number of treed verges providing good public landscaping.

*Views and vistas:* Attractive north facing views of the town and countryside beyond across the Bulbourne Valley.

*Landmarks and focal points:* None.

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## **Traffic**

*On-street parking:* Very light.

*Off-street parking:* Accommodated within individual curtilages in private drives and garages.

*Through routes and flows:* Mainly light. Heavy flows along London Road, the A4251, along the floor of the valley.

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## **Non-residential buildings**

None.

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## **POLICY STATEMENT**

<b>APPROACH: Maintain defined character.</b>
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<h3><b>SCOPE FOR RESIDENTIAL DEVELOPMENT</b></h3>
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<h4><b>Area of Very Limited Opportunity</b></h4>
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<p><i>Greenfield development:</i> No opportunities.</p>
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<p><i>Redevelopment:</i> Will not normally be permitted.</p>
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<p><i>Plot amalgamation:</i> Will not normally be permitted.</p>
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<p><i>Infilling:</i> May be acceptable according to the Development Principles.</p>
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<p><i>Conversion of dwellings into smaller units:</i> Will not normally be permitted.</p>
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## **DEVELOPMENT PRINCIPLES**

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### **Housing**

*Design:* A high quality in the design of new buildings will be expected. There is scope for innovation and variation from the range of designs that

are present within the area, subject to the requirements of the other development principles being met.

*Type:* Detached houses are appropriate and are encouraged.

*Height:* Should not normally exceed two storeys.

*Size:* Medium to large sized dwellings are appropriate.

*Layout:* Dwellings should front the road. The building line should be followed. Spacing should be within the wide range (5 m to 10 m) except in Upper Hall Park where in certain places, medium spacing (2 m to 5 m) may be acceptable.

*Density:* Should be compatible with the character within the existing density range, (less than 15 dwellings/ha).

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## **Amenity**

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Should be provided at a size, depth and layout similar to that of nearby and adjoining plots.

*Landscaping and planting:* Private landscaping is encouraged throughout, particularly on the side boundaries of the site and those that front the road. Existing hedges and trees should be retained and enhanced, where possible.

*Views and vistas:* Public north facing views across the Bulbourne Valley should be preserved.

*Landmarks and focal points:* No special requirements.

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## **Traffic**

*On-street parking:* No special requirements.

*Off-street parking:* Should be provided by individual private on-site spaces.

*Through routes and flows:* No special requirements.

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## **Non-residential buildings**

No special requirements.

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## **Development within the plot**

*Extensions:* Should normally be subordinate in height and scale to the parent building and should not normally extend beyond the front wall of the parent building that fronts the highway.

*Detail:* The use of the architectural proportions, themes and details of the parent building are encouraged on extensions, additions and alterations to dwellings.

*Curtilage buildings:* Should not normally be sited forward of the front wall of a dwelling which fronts the highway except in Upper Hall Park, where such proposals may be acceptable if they are not visually intrusive to the street scene.

*Means of enclosure:* Enclosure to front garden areas by planting is encouraged.

*Private landscaping:* Encouraged throughout.

## BCA2: SWING GATE

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### CHARACTER APPRAISAL

A well spaced residential area featuring mainly detached and semi-detached houses and a variety of repetitive styles.

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#### Housing

- Age:* Mainly dates from the inter-war period, in particular the 1930s and 1940s, but with examples of infill and some redevelopment from successive periods.
- Design:* Overall, there is variety to design which is generally simple throughout. However, there is consistency of design amongst houses built in groups at the same time. For example, the inter-war semi-detached houses in Woodlands Avenue are consistently finished in pebble-dashing; at Lombardy Drive the design of houses, typical of the 1960s, is repeated.
- Type:* Mainly semi-detached houses with some detached units and very limited terracing.
- Height:* Two storey throughout, the exceptions being Sycamore Rise, which has parts three storeys in height, and Briar Way, which features bungalows.
- Size:* Generally modest, medium sized units are typical of the area.
- Layout:* No clear pattern to the road layout, although much development springs from Swing Gate Lane. Layout of dwellings is conventional with gardens front and rear. Dwellings face onto the road, following clear building lines. Spacing varies between medium (2m to 5m) and wide (5m to 10m), but given the succession of groups of buildings constructed together, spacing is mainly regular.
- Density:* Overall, within the low (15 - 25 dwellings/ha) and medium ranges (25 - 35 dwellings/ha). Generally, the lower density development is found to the east of Swing Gate Lane.
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#### Amenity

- Open space:* None within the area, although recreation space is located to the south, outside of the urban area.
- Amenity land:* Not an inherent feature of the area. Provision of amenity land is limited to occasional examples. The largest area of amenity land is found at Lombardy Drive with houses facing onto the green.



*Front gardens and forecourts:* Variety in appearance. Most are enclosed and feature private drives. However, Local Authority-constructed houses within the area are mainly enclosed by wooden fencing and/or hedging with no on-site parking provision. Some open plan gardens are found with more modern development.

*Landscaping and planting:* Public landscaping is not common except in Woodlands Avenue which is well planted with mature trees. However, private landscaping is generally good within front garden areas.

*Views and vistas:* Attractive north facing views of the town and countryside beyond, across the Bulbourne Valley.

*Landmarks and focal points:* None.

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## **Traffic**

*On-street parking:* Generally light, although heavy to the west of Swing Gate Lane where fewer houses (mainly Local Authority built) have their own on-site car parking provision, particularly Woodlands Avenue, Curtis Way and the northern part of Swing Gate Lane.

*Off-street parking:* Provided within individual curtilages.

*Through routes and flows:* Generally light, although Swing Gate Lane accommodates higher levels of traffic.

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## **Non-residential buildings**

Swing Gate Primary School in Swing Gate Lane, facing London Road.

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## **POLICY STATEMENT**

<b>APPROACH: Maintain defined character.</b>
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<b>SCOPE FOR RESIDENTIAL DEVELOPMENT</b>
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<b>Area of Limited Opportunity</b>
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<i>Greenfield development:</i> No opportunities.
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<i>Redevelopment:</i> Will not normally be permitted.
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<i>Plot amalgamation:</i> Will not normally be permitted.
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<i>Infilling:</i> May be acceptable according to the Development Principles.
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<i>Conversion of dwellings into smaller units:</i> Will not normally be permitted.
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## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* No special requirements.

*Type:* Detached and semi-detached houses are acceptable.

*Height:* Should not normally exceed two storeys.

*Size:* Medium sized dwellings are encouraged.

*Layout:* New development should follow the established layout and pattern of existing buildings. The building line should be followed. Spacing should respect that of surrounding and nearby development.

*Density:* Should be provided within the medium density range (30 to 35 dwellings/ha (net)).

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### Amenity

*Amenity land:* The open area of treed amenity green at Lombardy Drive must be retained.

*Front gardens and forecourts:* Should be provided at a size, depth and layout similar to that of surrounding nearby sites. Enclosure of front gardens is acceptable.

*Landscaping and planting:* Further planting is encouraged throughout.

*Views and vistas:* Public north facing views across the Bulbourne Valley should be maintained.

*Landmarks and focal points:* No special requirements.

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### Traffic

*On-street parking:* Limit effect by adequate provision of spaces in new development proposals.

*Off-street parking:* Parking provision within individual private curtilages is encouraged.

*Through routes and flows:* No special requirements.

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### Non-residential buildings

No special requirements.

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**Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale and height to the parent building.

*Detail:* No special requirements.

*Curtilage buildings:* Will not normally be permitted forward of the front wall of the dwelling fronting a highway.

*Means of enclosure:* Enclosure of front areas by planting is encouraged.

*Private landscaping:* Encouraged throughout.

## BCA3: BANK MILL

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### CHARACTER APPRAISAL

A very low density area of mainly detached houses in an informal semi-rural setting on the eastern edge of the town, with the Grand Union Canal running through it.

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#### Housing

- Age:* Variety throughout, with houses mainly dating from the 19th Century. Old Mill House Hotel on London Road/Bank Mill dates from the 18th Century and is a Grade II Listed Building.
- Design:* Variety throughout.
- Type:* Almost entirely comprised of detached houses and bungalows, with some semi-detached properties.
- Height:* Generally a mix of bungalows and two storey houses.
- Size:* Although most of the houses are detached, sizes of dwellings are mainly medium to large.
- Layout:* The area is very informally laid out with variety in the orientation of buildings, although the houses in George Street follow a building line. Garden depths at the rear of properties are frequently shallow, as gardens are often provided to the side of the dwelling. Spacing is irregular, and can be very wide (over 10 m).
- Density:* Within the very low range (less than 15 dwellings/ha).
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#### Amenity

- Open space:* The Grand Union Canal runs through the area, as a central, heavily landscaped corridor. Open countryside is found to the north of the main line railway and to the east of Bank Mill. Housing Proposal Site H36 located on the southern side of Bank Mill Lane.
- Amenity land:* None within the area. It does however retain a spacious feel given the separation between buildings and the presence of side-on positioned gardens and a high degree of informal landscaping.
- Front gardens and forecourts:* These generally accommodate car parking. The informal dwelling layout provides a variety of garden shapes and sizes, some of which are side-on to the dwelling.
- Landscaping and planting:* Extensive presence of private landscaping. The area possesses an informal, heavily vegetated appearance given its rural banked roadside verges and heavily planted canalside corridor.
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*Views and vistas:* None of importance.

*Landmarks and focal points:* The Old Mill House Hotel on the corner of Bank Mill and London Road is the first building in the urban area on the north side of London Road when approaching Berkhamsted from the south-east, and is readily recognisable.

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## **Traffic**

*On-street parking:* Generally light, although as roads in the area are generally narrow, parked vehicles can restrict traffic flows. Heavier levels of on-street parking in the unmade section of George Street.

*Off-street parking:* Mainly accommodated within private curtilages, with the exception of houses in George Street where there is a high degree of on-street parking.

*Through routes and flows:* Generally light, main flows restricted to the A4251, London Road.

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## **Non-residential buildings**

Hotel, Bank Mill/London Road; Meeting/training hut, Bank Mill; Social Club building, George Street.

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## **POLICY STATEMENT**

<b>APPROACH: Maintain defined character.</b>
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<h3><b>SCOPE FOR RESIDENTIAL DEVELOPMENT</b></h3>
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<h4><b>Area of Limited Opportunity</b></h4>
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<p><i>Greenfield development:</i> No opportunities.</p>
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<p><i>Redevelopment:</i> Will not normally be permitted, although may be appropriate on certain non-residential sites.</p>
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<p><i>Plot amalgamation:</i> May be acceptable in George Street, subject to meeting the requirements of the Development Principles, where plot sizes are of a sufficient depth to permit new development behind the established line of dwellings.</p>
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<p><i>Infilling:</i> May be acceptable according to the Development Principles.</p>
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<p><i>Conversion of dwellings into smaller units:</i> May be acceptable for larger houses within the area where its open, spacious character is not harmed.</p>
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Proposals which involve the complete or substantial conversion of front garden or forecourt areas for vehicle parking, or where large surfaced areas are created adjacent or close to the Canal (whether for parking or not) will not be permitted. The subdivision of garden areas in association with conversion proposals will not be permitted.

## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* No special requirements.

*Type:* Detached houses are appropriate and encouraged.

*Height:* Should not normally exceed two storeys.

*Size:* Medium to large dwellings are appropriate and encouraged.

*Layout:* An informal approach is acceptable, with no special requirements, except that a wide spacing (5 m - 10 m) should be maintained. For dwellings in George Street, the building line should be followed. Proposals for new developments close or adjacent to the Grand Union Canal should respect its character as a heavy, informally landscaped green corridor passing through the area.

*Density:* The density of the area should be compatible with the existing character.

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### Amenity

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Should be provided at a size comparable to nearby and adjacent houses, although there are no special requirements relating to garden layout.

*Landscaping and planting:* Maintenance and enhancement of the area's heavy, informal planting is encouraged. For sites adjacent to the Green Belt, a soft planted edge to it must be preserved, enhanced or created where appropriate.

*Views and vistas:* No special requirements.

*Landmarks and focal points:* No special requirements.

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### Traffic

*On-street parking:* Limit effect through the adequate provision of on-site parking spaces.

*Off-street parking:* Should be provided within individual curtilages.

*Through routes and flows:* Flows of traffic should be directed towards London Road.

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### **Non-residential buildings**

The redevelopment of non-residential buildings may be acceptable.

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### **Development within the plot**

*Extensions:* Should normally be subordinate in scale and height to the parent building.

*Detail:* No special requirements.

*Curtilage buildings:* May be acceptable forward of the front wall of a dwelling fronting a highway where the new building is not visually intrusive and damaging to the street scene.

*Means of enclosure:* Enclosure of front garden areas by planting is acceptable. Proposals for high walling or fencing (over 1 m in height) to the boundary of dwellings fronting the highway will not be permitted.

*Private landscaping:* Informal landscaping is encouraged.

## BCA4: OLD MILL

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### CHARACTER APPRAISAL

A small, discrete area of high density modern flats and petrol filling station located between London Road and the Grand Union Canal.

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#### Housing

*Age:* Flats and houses at Old Mill Gardens were constructed in the late 1980s, as was the petrol filling station.

*Design:* Largely simple. The flats are laid out in block form, with one building set at right angles to London Road and others set back from it. Blocks also front onto the Canal. Use of dark stock bricks and dark, large tiles on shallow-pitched roofs with gable ends.

*Type:* Mainly flats, with some terraced housing.

*Height:* Two and three storeys.

*Size:* Dwellings in both flats and houses are generally small.

*Layout:* Generally informal. The site centres on the single development of mainly flats with its own layout pattern, a series of staggered blocks set in open plan communal gardens. Houses have gardens to the front and rear, the front areas generally short. No clear building lines or spacing pattern.

*Density:* Very high; the Old Mill Gardens development of 9 houses and 43 flats equates to around 80 dwellings/ha.

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#### Amenity

*Open space:* No open land within the area, however the Grand Union Canal open land corridor runs along the northern side of the area.

*Amenity land:* None within the area.

*Front gardens and forecourts:* Areas fronting London Road largely accommodate hard surfaced communal car parking areas. Old Mill Gardens features communal garden areas, and does not possess the conventional layout of front garden areas facing onto the highway. Use of the part of the site adjacent to London Road for car parking emphasises the urban character of the development, and also assists in providing a soft, natural edge to the Grand Union Canal as communal garden areas.



*Landscaping and planting:* Extensive on the northern side of the area fronting the Canal, informal and heavy in appearance. A harder, more urban feel is presented to London Road where there is less planting.

*Views and vistas:* Long perspective views along London Road and the High Street; the area performs an important visual role close to the entrance to the town. Attractive, curving serial views along the Canal.

*Landmarks and focal points:* None of great importance.

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## **Traffic**

*On-street parking:* Controlled by an 0830 to 1830 hours Monday - Saturday waiting restriction on London Road.

*Off-street parking:* Provided in communal areas and pergola style car ports.

*Through routes and flows:* High flows along the A4251, London Road.

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## **Non-residential buildings**

Petrol filling station, London Road.

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## **POLICY STATEMENT**

**APPROACH: Maintain defined character.**

### **SCOPE FOR RESIDENTIAL DEVELOPMENT**

#### **Opportunity Area**

*Greenfield development:* No opportunities.

*Redevelopment:* Appropriate on the site of the petrol filling station.

*Plot amalgamation:* No opportunities. Will not normally be permitted.

*Infilling:* No opportunities. Will not normally be permitted.

*Conversion of dwellings into smaller units:* May be acceptable.

## **DEVELOPMENT PRINCIPLES**

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### **Housing**

*Design:* Scope for innovation in design, although care must be taken over the choice of building materials to ensure that these harmonise with nearby and adjacent development.

- Type:* Flats are appropriate and encouraged.
- Height:* May extend to three storeys.
- Size:* Small dwellings are appropriate and encouraged.
- Layout:* An informal approach is acceptable. Development may be arranged in relatively large blocks in an informal layout. Blocks may be positioned close to London Road, although care must be taken to ensure that this is not visually intrusive to the street scene. Spacing between blocks should be within the wide range (5 m to 10 m) to ensure adequate separation.
- Density:* Very high density development exceeding 50 dwellings/ha (net) is acceptable.

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## **Amenity**

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Front areas must be effectively screened from London Road either by planting or walling of a high quality design.

*Landscaping and planting:* Maintenance and enhancement of the area's heavy, informal planting alongside the Canal is encouraged. Tree and shrub planting will be expected within communal amenity areas and between blocks to soften the appearance of high density development.

*Views and vistas:* Views along London Road/High Street and the Canal should not be obscured.

*Landmarks and focal points:* No special requirements.

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## **Traffic**

*On-street parking:* Limit effect through the adequate provision of on-site parking spaces.

*Off-street parking:* Should be provided in communal areas.

*Through routes and flows:* Access must be taken from London Road.

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## **Non-residential buildings**

The redevelopment of the petrol filling station may be acceptable.

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## **Development within the plot**

*Extensions:* Should normally be subordinate in scale and height to the parent building.

*Detail:* Alternations, additions and extensions should follow the architectural style, themes and colours of the parent building.

*Curtilage buildings:* May be acceptable forward of the front wall of a dwelling fronting a highway where the new building is not visually intrusive and damaging to the street scene.

*Means of enclosure:* Forecourts fronting London Road may be enclosed by planting or walling with a high quality design. Areas fronting the Canal should be left unenclosed, but enhanced by informal planting.

*Private landscaping:* Informal landscaping is encouraged.

## BCA5: QUEENS ROAD

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### CHARACTER APPRAISAL

An area of turn of the century and early 20th century dwellings based on a traditional layout of two storey houses fronting the road with gardens front and rear.

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#### Housing

*Age:* Most of the houses in Queens Road are from the Edwardian period, albeit with a strong presence of inter-war housing. West Road features a variety of ages from the early 20th century onwards, with a strong presence of houses from the inter-war period. Shrublands Road features mainly early 20th century houses on its southern side, with early and mid- twentieth century housing on its northern side.

*Design:* There is a variety between the area's three roads, yet each has its distinct design characteristics. West Road contains the most diversity in design. Shrublands Road also contains a variety, but particularly features large houses with early 20th century features such as large projecting two storey box bays and steeply sloping tiled roofs. Red brick semi-detached houses from the 1950s on the northern side of Shrublands Road are of simple designs. New development in Shrublands Road through plot amalgamation was constructed in the 1980's, forming Larch Rise, a small cul-de-sac. Terraces along Queens Road feature very strong design characteristics. They are of mainly uniform design featuring front gables, angled bays, bright red brickwork, with pebbledashing at first floor level.

*Type:* Variety, although Queens Road is typified by terraces and Shrublands Road mainly features detached houses. Range of residential care homes in large houses in Shrublands Road.

*Height:* Mainly two storey.

*Size:* Mainly modest sizes, except for large houses in Shrublands Road.

*Layout:* Steeply sloping topography down from south to north, towards the town centre. Queens Road, which runs broadly north-south slopes steeply with dwellings rising in a staggered fashion. All dwellings front on to the road and follow strict building lines. In Queens Road, front gardens are short, although elsewhere front gardens are of a moderate size. Spacing varies throughout, being mainly medium (2 m to 5 m) in Queens Road and West Road, and can be very wide in Shrublands Road (over 10 m). In West Road, houses are set back from the road by front garden areas.

*Density:* Within the low range (15 - 25 dwellings/ha).

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#### Amenity

*Open space:* No open land within the area, however, recreation ground just adjacent to the area on the northern side of Shrublands Road.

*Amenity land:* None within the area.

*Front gardens and forecourts:* Generally very short in Queens Road, with no on-site parking provision. Elsewhere of a moderate size and generally well planted.

*Landscaping and planting:* Lack of public landscaping throughout.

*Views and vistas:* Views across the Bulbourne Valley from Queens Road and Shrublands Road. Perspective views of trees and hedges to the front of houses in West Road.

*Landmarks and focal points:* None.

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## **Traffic**

*On-street parking:* Very heavy, particularly on Queens Road.

*Off-street parking:* Mainly provided within individual curtilages. Many houses in Queens Road have no off-street or on-site parking provision.

*Through routes and flows:* Main flows are along Shrublands Road and also on Queens Road, connect from the High Street and Gossoms End.

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## **Non-residential buildings**

Hospice and Day Centre at 'Blue Mist', Shrublands Road.

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## **POLICY STATEMENT**

**APPROACH: Maintain the defined character of each of the roads within the area.**

### **SCOPE FOR RESIDENTIAL DEVELOPMENT**

#### **Area of Limited Opportunity**

*Greenfield development:* No opportunities.

*Redevelopment:* Will not normally be permitted.

*Plot amalgamation:* May be acceptable on the southern side of Shrublands Road, according to the Development Principles.

*Infilling:* May be acceptable according to the Development Principles.

*Conversion of dwellings into smaller units:* Will not be permitted in Queens Road. Elsewhere, proposals may be acceptable according to the Development Principles.

## **DEVELOPMENT PRINCIPLES**

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### **Housing**

*Design:* The use of architectural features, styles, materials and proportions used in dwellings within the vicinity of the development site is encouraged.

*Type:* A variety in dwelling types is acceptable, although the use of the dwelling type common to those in the vicinity of the development site is encouraged.

*Height:* Should not normally exceed two storeys.

*Size:* Moderately sized dwellings are appropriate and encouraged with the exception of properties in Shrublands Road, where large dwellings are appropriate and encouraged.

*Layout:* Gardens to the front and rear of the dwelling should be provided. Spacing should be within the medium range (2 m to 5 m) except on the southern side of Shrublands Road where spacing should be in the wide range (5 m to 10 m). The building line should be followed.

*Density:* Should be provided within the low range compatible with the existing character.

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### **Amenity**

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Enclosure of front areas is acceptable. Front garden areas should be provided at a size, layout and depth common to other plots adjacent to or nearby the development site.

*Landscaping and planting:* Additional private landscaping is encouraged.

*Views and vistas:* Public north-easterly facing views across the Bulbourne Valley should be maintained.

*Landmarks and focal points:* No special requirements.

---

### **Traffic**

*On-street parking:* Limit effect by adequate provision of on-site spaces in new proposals. Proposals to provide off-street communal parking areas

for residents could be considered favourably if located away or effectively screened from the street scene.

*Off-street parking:* Should be provided within individual curtilages.

*Through routes and flows:* No special requirements.

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### **Non-residential buildings**

No special requirements.

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### **Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale and height to the parent building.

*Detail:* The use of architectural features on the parent building are encouraged on extensions and curtilage buildings and structures, where appropriate.

*Curtilage buildings:* Should not normally be positioned forward of the front wall of the dwelling fronting the highway.

*Means of enclosure:* The enclosure of front garden areas is acceptable.

*Private landscaping:* Encouraged throughout.

## BCA6: BILLET LANE

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### CHARACTER APPRAISAL

An area of largely built-up, urban character with mixed dwelling types and designs at mainly very high densities, set around busy through roads and established industrial areas.

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#### Housing

*Age:* Considerable variety. The oldest development in the area are the houses, shops and business premises that front Gossoms End, which date from the 16th century but are mainly from the late 19th and early 20th century. Houses from the inter-war period front onto Billet Lane and in Belton Road they face onto the Grand Union Canal. Flats and maisonettes in Riverside Gardens, accessed from Billet Lane, date from the late 1960s. The most recent developments are a small development of flats at the eastern end of Riverside Gardens and more notably the high density housing at Gossoms Ryde and Victory Ryde, both from the mid 1980s.

*Design:* Variety throughout. The designs of buildings are particularly reflective of their age, so areas of design identity are found in the areas listed in *age* above.

Along Gossoms End, buildings are generally small in scale, and of a simple design. Brickwork varies, but darker stocks are most common. Buildings and their roof lines run parallel to the main road. Specific design features vary, but these include gauged brick arches over sash windows and slate covered roofs. Listed buildings from the 16th and 17th centuries feature stucco fronts, tile hanging and timber

In Billet Lane and Belton Road, the inter-war housing features hipped-end roofs with a variety of roof materials, though most were probably originally covered in slate. Red clay hip and ridge tiles are used. The houses fronting Billet Lane are finished in either pebbledashing or render. For those that face the Canal, these styles are used in addition to simple brick facings; these houses follow a strong building line parallel to the Canal. Simple and mainly unattractive single storey commercial premises and unattractive blocks of concrete lock-up garages are located in Belton Road.

In Riverside Gardens, the three storey line of flats and maisonettes have a plain, bland appearance. They are finished in light buff brickwork and have ridged, gable ended, shallow pitched roofs covered with concrete tiles. Windows have large, white painted softwood frames with top hung casements; bargeboards, soffits and fascias are also in white painted softwood. Balconies at first floor level. A similar design approach is present for the L-shaped block of



flats on the corner of the road with Billet Lane. All development here is bulky in appearance, and out of character with the smaller scale, less dense older development elsewhere in the area.

At the eastern end of Riverside Gardens a small block of flats from the 1980s is finished half in render and half in facing brickwork, with dormer windows in the roof space.

At Gossoms Ryde, this comprehensive high density housing development from the mid-1980s is of a very high quality. Set above the level of Gossoms End, the development is made up of a series of blocks both parallel and at right angles to it. Buildings are finished in a variety of contrasting materials, including buff facing brickwork with red quoins and red brick soldier coursing over openings and window cills. Two and three storey buildings feature ridged roofs in a pyramidal shape, covered in artificial slate with half dormer windows and rooflights in the long, sweeping sides of roof areas. Windows feature thick, heavy timber frames painted in bright, deep, elementary colours such as blue, green and brown. Panelled wood inserts are similarly painted and stained, and situated at first floor level. Small garden areas are enclosed by high walling. Use of heavy stained timber fencing and 'lych gate' entrance feature over footpath leading into the development. Health Clinic and Elderly Care unit at Victory Ryde is of a similar design.

*Type:* Variety of flats, semi-detached and terraced houses. Gossoms Cottage, a Grade II Listed Building on Gossoms End, is a detached house.

*Height:* Rises to three storeys in Riverside Gardens and part of Gossoms Ryde. Otherwise, mainly two storeys. The Gossoms Ryde development has an added high appearance from Gossoms End, as it is built on higher ground.

*Size:* Mainly small, although the semi-detached houses in Billet Lane and Belton Road are of a moderate size.

*Layout:* As with *design*, layout varies. The basis for the area is around the main roads of Gossoms End (A4251) and Billet Lane. Along these roads, houses and other buildings front onto them. Along Gossoms End, older buildings are sited directly adjacent or close to the footpath, and are tightly packed together in the closely spaced range (2 m or less). Semi-detached houses in Belton Road and Billet Lane are conventionally laid out with gardens to the front and rear. In Belton Road, vehicular access is taken from the rear to a series of rear garages individually and sporadically provided in each residential curtilage. Spacing between pairs of dwellings is between 4 m and 5 m. In Riverside Gardens, the flats and maisonettes have short front open plan gardens with enclosed drying areas and separated gardens beyond, to the rear. The blocks are linked, but basically

spaced apart by about 5 m width. The flats on the corner with Billet Lane sit in communal gardens and open, grassed areas to its front. At Gossoms Ryde, development is tightly packed in small groups. A footpath and structured planting in brick enclosures front the dwellings, with vehicular access taken from the rear.

*Density:* Variety; the semi-detached houses in Billet Lane and Belton Road are at a density of about 20 dwellings/ha. Elsewhere, densities are generally within the high range (35-45 dwellings/ha) - about 35 dwellings/ha along Gossoms End, and the very high ranges (over 45 dwellings/ha) - about 60 dwellings/ha at Gossoms Ryde and about 70 dwellings/ha at Riverside Gardens.

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## **Amenity**

*Open space* No open land within the area, however, the Grand Union Canal corridor runs along the northern side of the area. Recreation Ground at Douglas Gardens, within the Durrants Character Area, BCA 16, adjacent to Gossoms Ryde.

*Amenity land:* A grassed area fronts the block of flats on the corner of Billet Lane with Gossoms End and Riverside Gardens. Otherwise, areas of amenity land are not a feature of the area.

*Front gardens and forecourts:* The houses fronting the Canal in Belton Road have deep front garden areas with pedestrian access only. Otherwise, front areas tend to be very short adding to the urban character. Flats and maisonettes in Riverside Gardens have open plan front areas. Some houses on Gossoms End directly abut the footpath.

*Landscaping and planting:* On the whole, little planted landscape provision throughout, providing the area with a built-up, urban character. Raised, enclosed beds on the southern side of Gossoms End fronting the Gossoms Ryde development provide an attractive edge to it. Attractive green, planted corridor along the Grand Union Canal.

*Views and vistas:* Long perspective views along Gossoms End and the High Street. Attractive, curving serial views along the Canal.

*Landmarks and focal points:* Gossoms Cottage (no. 60), and nos. 62, 63 and 64 Gossoms End are Grade II Listed Buildings. Prominent and unsightly substation and enclosure, Billet Lane. River Bulbourne flows through the area, partly in culvert.

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## **Traffic**

*On-street parking:* High incidence in Gossoms Ryde and Riverside Gardens.

*Off-street parking:* Mainly provided in communal areas. Pergola style car ports are provided on a communal basis in Gossoms Ryde. Large area of lines

of prefabricated concrete lock-up garages in Belton Road. Individual on-site parking provision to houses in Billet Lane and Belton Road.

*Through routes and flows:* High flows along the A4251, Gossoms End and Billet Lane. Busy signalled junction where these two roads meet.

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### **Non-residential buildings**

Shops and business premises, Gossoms End. Commercial premises, Belton Road. Elderly Care Unit and Health Clinic, Gossoms Ryde. The Character Area lies adjacent to the Billet Lane General Employment Area (to the west). The River Park General Employment Area is found to the north, on the opposite side of the Canal. Industrial site at Stag Lane to the east comprises Housing Proposal Site H2.

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## **POLICY STATEMENT**

**APPROACH: Maintain and Improve defined character.**

### **SCOPE FOR RESIDENTIAL DEVELOPMENT**

#### **Opportunity Area**

*Greenfield development:* No opportunities.

*Redevelopment:* May be acceptable according to the Development Principles.

*Plot amalgamation:* May be acceptable according to the Development Principles.

*Infilling:* May be acceptable according to the Development Principles.

*Conversion of dwellings into smaller units:* May be acceptable in some larger dwellings, but otherwise opportunities are limited.

## **DEVELOPMENT PRINCIPLES**

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### **Housing**

*Design:* Scope for variety and innovation. Special attention must be paid to the appearance of new developments within the street scene.

*Type:* Flats and terraced houses are appropriate and encouraged. For infilling, detached and semi-detached houses may be permitted where other requirements are satisfied.

*Height:* May extend to three storeys, but should complement and respect the height of adjacent and nearby development in the area.

*Size:* Small dwellings are appropriate and encouraged.

*Layout:* For redevelopment and plot amalgamation schemes, an informal approach to the clustering of dwellings is acceptable. Otherwise, building lines should be respected where they exist. Massing of buildings should be kept low, although development on the basis of blocks of dwellings will be acceptable. Where such blocks of development are proposed, their bulk will be expected to be broken up through careful and innovative design. Generally, spacing within the close range (2 m or less) will be acceptable.

*Density:* Development in the very high range exceeding 50 dwellings/ha (net) is acceptable.

---

## **Amenity**

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Short front garden areas are acceptable.

*Landscaping and planting:* Maintenance and enhancement of the area's heavy, informal planting alongside the Canal is encouraged. Proposals for structured planting will be expected as part of redevelopment and plot amalgamation schemes.

*Views and vistas:* Views along Gossoms End/High Street and the Canal should not be obscured.

*Landmarks and focal points:* All Listed Buildings must be retained; new developments should respect their setting. Improvements to the appearance of the substation and enclosure on Billet Lane are desirable and encouraged.

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## **Traffic**

*On-street parking:* Limit effect through the adequate provision of on-site parking spaces.

*Off-street parking:* Can be provided in either communal areas or within individual curtilages.

*Through routes and flows:* Flows of traffic should be directed towards Billet Lane and/or Gossoms End.

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## **Non-residential buildings**

Redevelopment of commercial premises and garages (subject to appropriate replacement of parking provision) in Belton Road may be acceptable. Use of business and retail premises in Gossoms End for residential premises will be acceptable unless retention of certain shops is necessary.

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**Development within the plot**

*Extensions:* Should normally be subordinate in scale and height to the parent building.

*Detail:* The architectural detailing, themes, proportions and colours used on the parent building should be followed.

*Curtilage buildings:* Will not normally be permitted forward of the front wall of a dwelling fronting a highway.

*Means of enclosure:* No special requirements.

*Private landscaping:* Further landscaping throughout the area is encouraged.

## BCA7: GRAVEL PATH

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### CHARACTER APPRAISAL

A residential area of semi-rural character on the north eastern edge of town based around a heavily landscaped, well-used route into and out of the urban area.

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#### Housing

*Age:* Variety throughout, with development originating from the 19th and early 20th Century.

*Design:* Variety; no one typical design. More recent parts of the area were developed through large plot redevelopment. These have produced repetitive designs in areas such as Millfield and Gilpin's Ride, characterised by gently sloping roofs. Also there are examples of plot amalgamation with individual designs. Elsewhere there are some attractive examples of early 20th Century dwellings with hipped-end roofs, rendered walls and half-timbering.

*Type:* Overwhelmingly large detached houses. Some examples of linked detached houses, terraces and flats at Beech Hill Court, but these are not typical of the area.

*Height:* Mainly two storeys with some three storey examples.

*Size:* Mainly large.

*Layout:* Informal. Gravel Path is a gently winding road with semi-rural qualities of informal planting and grass verge banking. As such, along this main route, dwellings are largely hidden from view and are also positioned informally. Dwelling layout is based around this informal, linear route connecting the town to the countryside. In later areas such as Meadway, Millfield, Gilpin's Ride and Hunters Park, layout is more regular with clear building lines. Spacing is mainly wide (5 m to 10 m) and very wide (over 10 m).

*Density:* Very low (less than 15 dwellings/ha), typically in the middle and lower parts of this range. For example, Millfield and Gilpin's Ride has a density of about 8 dwellings/ha, whereas further north along Gravel Path, density is less than 5 dwellings/ha.

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#### Amenity

*Open space:* Open land within the area includes the Sunnyside allotments, Ivy House Lane. However there is also access to open countryside adjacent to the area.

*Amenity land:* None within the area.

*Front gardens and forecourts:* Variation in size and shape. Mainly large and heavily enclosed by established planting along Gravel Path and other roads such as Meadway and Byways. Frontages are more open in Millfield, Gilpins Ride, Hunters Park and Beech Hill Court. Large drives for vehicle parking.

*Landscaping and planting:* Heavy throughout, of an informal nature, reinforcing the area's semi-rural qualities. Overall, the extent and quality of landscaping dominates the character of Gravel Path, obscuring dwellings from public view.

*Views and vistas:* Occasional views facing south across the Bulbourne Valley.

*Landmarks and focal points:* None. Given the area's basically linear layout, there is no central focus.

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## **Traffic**

*On-street parking:* Very light.

*Off-street parking:* Provided within individual curtilages.

*Through routes and flows:* Mainly limited to Gravel Path.

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## **Non-residential buildings**

St. Michael's Church and Church Hall, and temporary Training Centre, Ivy House Lane.

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## **POLICY STATEMENT**

**APPROACH: Maintain defined character.**

### **SCOPE FOR RESIDENTIAL DEVELOPMENT**

#### **Area of Limited Opportunity**

*Greenfield development:* No opportunities.

*Redevelopment:* Opportunities very limited, but may be acceptable according to the Development Principles.

*Plot amalgamation:* May be acceptable according to the Development Principles.

*Infilling:* May be acceptable according to the Development Principles.

*Conversion of dwellings into smaller units:* May be acceptable where there is no adverse impact on the spacious and well landscaped character of the area and where areas of driveway and car parking are not unduly exposed to public view. In Millfield, Gilpin's Ride, Hunters Park and Beech Hill Court, conversions are however discouraged.

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## **DEVELOPMENT PRINCIPLES**

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### **Housing**

*Design:* No special requirements.

*Type:* Detached dwellings are appropriate and are encouraged.

*Height:* Should not normally exceed two storeys.

*Size:* Large dwellings are appropriate and are encouraged.

*Layout:* No special orientation or positioning requirements. Spacing should be maintained at a width comparable to that of nearby and adjacent levels, and should at least be within the wide range (5 m to 10 m). Except where the characteristics of nearby and adjacent development indicate otherwise, an informal approach to layout is acceptable. In particular, in Millfield, Gilpin's Ride, Hunters Park and Beech Hill Court, prevalent building lines should be followed.

*Density:* Should be compatible with the character within the existing density range not normally exceeding 8 dwellings/ha. However, development proposals will be judged on their overall impact on the character of the area which may dictate a lower density than this in certain cases.

---

### **Amenity**

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Enclosure by landscaping is encouraged.

*Landscaping and planting:* Heavy, informal planting is encouraged throughout. Proposals involving the significant loss of landscaping and banking to Gravel Path will not be permitted where its well landscaped, semi-rural character would be harmed.

*Views and vistas:* Attractive south and north western facing views across the Bulbourne Valley should be maintained.

*Landmarks and focal points:* No special requirements.

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### **Traffic**

*On-street parking:* No special requirements.



*Off-street parking:* Provision in individual curtilages is appropriate and is encouraged.

*Through routes and flows:* Traffic should be directed towards Gravel Path.

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### **Non-residential buildings**

No special requirements.

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### **Development within the plot**

*Extensions:* No special requirements.

*Detail:* No special requirements.

*Curtilage buildings:* No special requirements, although where buildings are to be sited forward of the front wall of a dwelling fronting a highway are considered to be harmful or intrusive to the informal appearance of the area, these will not be permitted. In Millfield, Gilpin's Ride, Hunters Park and Beech Hill Court buildings in such positions will not normally be permitted, for these reasons.

*Means of enclosure:* Front enclosure by landscaping is encouraged.

*Private landscaping:* Encouraged throughout.

## BCA8: HILLTOP

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### CHARACTER APPRAISAL

A Local Authority estate of mixed dwelling types from the 1970s constructed on the steep valley side featuring a range of innovative designs and a variety of densities.

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#### Housing

- Age:* Built from the early 1970s.
- Design:* Simple but distinct approach to design. Houses feature monopitched roofs, light buff brickwork and tile hanging. These design characteristics are strongly linked to the area's layout (see below).
- Type:* Mainly terraces and flats.
- Height:* Mainly two storeys, but there are flats rising to four storeys.
- Size:* Medium to small.
- Layout:* A comprehensively planned estate served by a peripheral local distributor road, Hilltop Road. From this a series of culs-de-sac are accessed. Dwellings are arranged in repetitive blocks, and some in a staggered arrangement. One feature of dwelling layout is the extensive network of pedestrian paths which run along the backs of dwellings, throughout the area. Rear garden areas are consequently enclosed by high brick walling and wooden fencing. Although there is variety in the layout of groups of dwellings, the groups themselves possess strong building lines. Spacing between groups of buildings is irregular, but on the whole within the wide range (5 m to 10 m).
- Density:* Mainly medium density (25-35 dwellings/ha), although flats are developed at a very high density (over 45 dwellings/ha).
- 

#### Amenity

- Open space:* No open land within the area, however, open cemetery land to the north of the area, adjacent to Three Close Lane, although this is heavily screened by thick vegetation. The area backs onto open countryside to the south.
- Amenity land:* The area features a planned series of attractive open grassed amenity greens which add to its general spaciousness. These are steeply sloped and covered with grass only.
- Front gardens and forecourts:* Mainly open plan and unenclosed. Many dwellings do not accommodate vehicle parking spaces within the domestic curtilage.

*Landscaping and planting:* Generally lacking throughout. Excessive use of hard surfacing materials, giving a 'hard' but open appearance.

*Views and vistas:* Attractive north facing views across the Bulbourne Valley.

*Landmarks and focal points:* No real focal point to the area.

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## **Traffic**

*On-street parking:* This is mainly confined to cul-de-sac areas and thus not affecting through routes. Incidence generally high throughout.

*Off-street parking:* Provided through a variety of communal areas, garage blocks and on-site private provision.

*Through routes and flows:* Limited to Chesham Road, a one way route from the town centre and Hilltop Road, which features traffic calming measures.

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## **Non-residential buildings**

None.

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## **POLICY STATEMENT**

<b>APPROACH: Improve defined character.</b>
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<h3><b>SCOPE FOR RESIDENTIAL DEVELOPMENT</b></h3>
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<h4><b>Opportunity Area</b></h4>
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<p><i>Greenfield development:</i> No opportunities.</p>
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<p><i>Redevelopment:</i> Comprehensive redevelopment may be acceptable subject to the preparation and submission of a new design plan and philosophy. Redevelopment of discrete parts of the area may be acceptable, subject to the requirements of the Development Principles.</p>
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<p><i>Plot amalgamation:</i> No opportunities.</p>
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<p><i>Infilling:</i> Opportunities very limited.</p>
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<p><i>Conversion of dwellings into smaller units:</i> Generally discouraged.</p>
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## DEVELOPMENT PRINCIPLES

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### Housing

- Design:* In cases of redevelopment, no special requirements. Otherwise proposals are encouraged to follow the design approach and features of nearby and adjacent developments.
- Type:* Terraced houses and flats are appropriate and are encouraged.
- Height:* Should not normally exceed two storeys, although in the case of flat development, buildings should not exceed three storeys in height.
- Size:* Medium to small sized dwellings are appropriate.
- Layout:* Except for comprehensive redevelopment proposals, the existing layout structure should be retained. Spacing between blocks of buildings should be maintained in the wide range (5 m to 10 m). The building line and pattern of building arrangements should be followed.
- Density:* In cases of redevelopment, very high density development exceeding 50 dwellings/ha (net), may be acceptable. Otherwise new proposals should respect the density and overall character of nearby and adjacent development.

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### Amenity

- Amenity land:* The loss of areas of amenity land to built development or their inclusion within private curtilages will not normally be permitted.
- Front gardens and forecourts:* The enclosure of front garden areas is not encouraged.
- Landscaping and planting:* Further planting is encouraged throughout. Redevelopment proposals will be expected to include a comprehensive landscaping plan to provide a new, basic structure to tree and shrub planting within the area.
- Views and vistas:* Public north facing views across the Bulbourne Valley should be maintained.
- Landmarks and focal points:* No special requirements.

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### Traffic

- On-street parking:* No special requirements.
- Off-street parking:* May be provided by private on-site spaces, communal areas and garage blocks.

Through routes and flows: Traffic should be directed onto Chesham Road or Hilltop Road as relevant to the proposal. The creation of additional routes for vehicular traffic to run through the area will not be permitted.

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### **Non-residential buildings**

No special requirements.

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### **Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale and height to the parent building.

*Detail:* The use of architectural features of nearby and adjacent dwellings is encouraged.

*Curtilage buildings:* Proposals for buildings forward of the front wall of a dwelling fronting a highway will not normally be permitted.

*Means of enclosure:* The enclosure of front garden areas is not encouraged. Proposals to enclose front areas by structures over 1 m in height will not normally be permitted.

*Private landscaping:* Further planting is strongly encouraged throughout.

## BCA9: PRIORY GARDENS

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### CHARACTER APPRAISAL

A small modern development of a variety of mainly small houses and flats built in the 1970s and 1980s based on a cul-de-sac.

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#### Housing

*Age:* Flats date from the 1970s; Houses are from the 1970s and 1980s.

*Design:* Variety. Flats adjacent to Chesham Road are arranged in a curved block with concrete buttresses backing onto it and feature a very steeply pitched mansard roof. Houses in Priory Gardens feature varied designs, including a line of houses of A-frame construction with very steeply sloping roofs and the use of opening lights within the roof space. Unusual front projections from the sloping roof space with felt covered V-shaped valley roofs. These dwellings date from the 1970s. Later development from the 1980s at Cloister Garth and further south in Priory Gardens features multi-coloured stocks of bricks and stained weatherboarding. Overall, designs are distinct due to the concentration of specific styles in the area. Variation between the ages and styles provides scope for other alternative designs.

*Type:* Mainly terraced and linked detached houses. Block of flats.

*Height:* Mainly two storeys, but flats are three storeys high.

*Size:* Dwelling sizes generally small to medium.

*Layout:* Mainly informal, with groups of dwellings based around the small cul-de-sac road network based on Priory Gardens. Front garden areas are generally open and unenclosed. Dwellings are regularly spaced within the medium range (2 m to 5 m). between blocks of dwellings, spacing is more informal and generous. Land is steep in the area, falling away to the north.

*Density:* Across the area, around 25 dwellings/ha, although density of the flats is higher, at around 75 dwellings/ha.

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#### Amenity

*Open space:* None within the area, however it lies adjacent to cemetery land.

*Amenity land:* None within the area.

*Front gardens and forecourts:* Generally open in layout and appearance. Front gardens are provided to some depth, although length varies. This gives a degree of openness to the street scene within the area.

*Landscaping and planting:* Mainly confined to private provision within curtilages. Generally mature planting. Extensive use of conifer hedging. Treed screen along much of Chesham Road.

*Views and vistas:* Good serial vision within the site.

*Landmarks and focal points:* None, except that the curved block of flats backing onto Chesham Road is an unusual building with a degree of prominence.

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## **Traffic**

*On-street parking:* Generally light.

*Off-street parking:* Provided in communal areas, some garage blocks, private drives and garages within individual curtilages.

*Through routes and flows:* Limited to Chesham Road, a one way route leading from the town centre.

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## **Non-residential buildings**

None.

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## **POLICY STATEMENT**

**APPROACH: Maintain defined character.**

### **SCOPE FOR RESIDENTIAL DEVELOPMENT**

#### **Area of Minimal Change**

*Greenfield development:* No opportunities.

*Redevelopment:* Will not normally be permitted.

*Plot amalgamation:* No opportunities. Will not normally be permitted.

*Infilling:* Opportunities very limited.

*Conversion of dwellings into smaller units:* Will not normally be permitted.

## **DEVELOPMENT PRINCIPLES**

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### **Housing**

*Design:* Scope for variation and innovation.

- Type:* Two storey houses are encouraged. Further flat development is discouraged.
- Height:* Should not exceed two storeys.
- Size:* Small to medium sized dwellings are appropriate and encouraged.
- Layout:* An informal approach is acceptable. Building lines, where present, should be followed.
- Density:* Should be provided within the medium range (30 to 35 dwellings/ha (net)).

---

### **Amenity**

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Should be provided at a similar size and depth to nearby and adjacent plots and be open and unenclosed by walling or fencing over 1 m in height.

*Landscaping and planting:* Further provision within plots is encouraged.

*Views and vistas:* No special requirements.

*Landmarks and focal points:* No special requirements.

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### **Traffic**

*On-street parking:* Limit effect through the adequate provision of on-site parking spaces.

*Off-street parking:* Can be provided in either communal areas or within individual curtilages.

*Through routes and flows:* Flows of traffic must be directed towards Chesham Road.

---

### **Non-residential buildings**

None within the area.

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### **Development within the plot**

*Extensions:* Should normally be subordinate in scale and height to the parent building.

*Detail:* The use of architectural features, themes, styles, colours and materials on the parent building are encouraged on extensions, additions and curtilage buildings.



*Curtilage buildings:* Will not be permitted forward of the front wall of the dwelling fronting the highway.

*Means of enclosure:* Front garden areas should remain open and unenclosed. Walling and fencing over 1 m in height to the front of houses will not be permitted.

*Private landscaping:* Informal landscaping is encouraged.

## BCA10: ASHLYNS ROAD

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### CHARACTER APPRAISAL

A small residential area of mainly detached houses featuring a variety of designs informally laid out around Ashlyns Road, an internal local collector road.

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#### Housing

*Age:* Dates mainly from the 1920s to the 1940s with subsequent infill and plot amalgamation from then up to and including the 1980s.

*Design:* Variety throughout.

*Type:* Largely detached houses, with some large semi-detached houses.

*Height:* Two storey throughout.

*Size:* Medium to mainly large sized dwellings.

*Layout:* The area is generally well self-contained, based around Ashlyns Road, a loop which connects to Kings Road at two separate points. The positioning and orientation of dwellings is mainly informal and non-uniform. There are no strong building lines in the area except for the houses fronting onto Kings Road, where an attractive landscaped screen is presented to the street. Spacing is irregular, but mainly in the wide (5m to 10m) and very wide (over 10m) ranges.

*Density:* Within the very low range (less than 15 dwellings/ha).

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#### Amenity

*Open space:* None within the area, although adjacent to open land at the Berkhamsted Collegiate School and the Butts Meadow recreation ground to the north east. Playing fields to the south.

*Amenity land:* None within the area.

*Front gardens and forecourts:* Generally of an irregular size and shape, yet size is mainly generous featuring a relatively high density of planting. Front areas accommodate vehicle parking in private drives. Most front areas are enclosed by a variety of means.

*Landscaping and planting:* Heavily vegetated, dense landscape screen to Kings Road, reinforcing the green aspect of this road. Within the area, landscaping is mainly private and generally well provided.

*Views and vistas:* Attractive, green serial views along Kings Road. The area occupies an elevated position and views across the town are generally obtainable.

*Landmarks and focal points:* None.

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## **Traffic**

*On-street parking:* Generally light, although the relative narrowness of the road system leads to a degree of restriction in traffic flows when vehicles are parked on the highway.

*Off-street parking:* Accommodated through private on-site provision within residential curtilages.

*Through routes and flows:* Generally light within the area; main flows are limited to Kings Road. The road network within the area - comprising mainly Ashlyns Road and Upper Ashlyns Road - is relatively narrow, as are the junctions of Ashlyns Road with Kings Road, which leads to some constraints over traffic movements.

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## **Non-residential buildings**

None.

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## **POLICY STATEMENT**

<b>APPROACH: Maintain defined character.</b>
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<h3><b>SCOPE FOR RESIDENTIAL DEVELOPMENT</b></h3>
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<h4><b>Area of Limited Opportunity</b></h4>
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<p><i>Greenfield development:</i> No opportunities.</p>
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<p><i>Redevelopment:</i> May be acceptable according to the Development Principles.</p>
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<p><i>Plot amalgamation:</i> May be acceptable according to the Development Principles.</p>
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<p><i>Infilling:</i> May be acceptable according to the Development Principles.</p>
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<p><i>Conversion of dwellings into smaller units:</i> May be acceptable where large, unattractive areas of hardstanding for car parking and driveway are not created which intrude on the street scene or views from public viewpoints.</p>
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## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* No special requirements.

*Type:* Detached and semi-detached dwellings are appropriate and are encouraged.

*Height:* Should not exceed two storeys in height.

*Size:* Large dwellings are appropriate and are encouraged.

*Layout:* Where building lines are present, these should be followed. Otherwise there are no special layout requirements in terms of the positioning and orientation of dwellings. Spacing must be maintained within the wide range (5m to 10m).

*Density:* Should be compatible with the character within the existing density range, (less than 15 dwellings/ha).

---

### Amenity

*Amenity land:* No special requirements.

*Front gardens and forecourts:* No special requirements.

*Landscaping and planting:* Additional landscaping and planting will normally be required in schemes for new development.

*Views and vistas:* Attractive serial views along Kings Road should be maintained. Where possible, public views across the town should be preserved.

*Landmarks and focal points:* No special requirements.

---

### Traffic

*On-street parking:* No special requirements.

*Off-street parking:* Should be provided within individual private curtilages.

*Through routes and flows:* All traffic should enter and leave the area through the two access points of Ashlyns Road onto Kings Road, although the narrowness of these junctions may be a constraint on the extent of further development.

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### Non-residential buildings

No special requirements.

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**Development within the plot**

*Extensions:* No special requirements.

*Detail:* No special requirements.

*Curtilage buildings:* Proposals for siting buildings forward of the front wall of a dwelling fronting a highway will not normally be permitted except where it can be demonstrated that the character and appearance of the street scene is not harmed.

*Means of enclosure:* Enclosure of front areas is acceptable.

*Private landscaping:* Strongly encouraged throughout.

## BCA11: CHESHAM ROAD

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### CHARACTER APPRAISAL

A densely landscape-dominated, very low density area of mainly detached dwellings and large areas of open space.

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#### Housing

*Age:* Dates from around the turn of the century, but has now been mainly redeveloped with modern housing and more latterly through plot amalgamations in the 1980s. New houses to the north of Alderley Court were built in the 1990s.

*Design:* Variety throughout.

*Type:* All detached, apart from groups of terraced housing at Alderley Court.

*Height:* Mainly two storey.

*Size:* Mainly large houses.

*Layout:* The area is based on Chesham Road, a long established route from the town centre to the open countryside, which rises up the valley side. Consequently land slopes steeply upwards from north to south. Original development faces the road but is informally positioned and orientated. Redevelopment and plot amalgamation has changed this basic layout though the creation of small culs-de-sac accessed from Chesham Road, where dwellings are informally grouped. Spacing varies, but is typically in the wide range (5 m to 10 m), although some recent development falls within the medium range (2 m to 5 m).

*Density:* Within the very low range (less than 15 dwellings/ha).

---

#### Amenity

*Open space:* Large open areas at the Berkhamsted Collegiate School, Butts Meadow recreation ground and allotment gardens to the north west of the area's housing.

*Amenity land:* None.

*Front gardens and forecourts:* Variety of shapes and sizes to front areas. Older houses are substantially enclosed with heavy dense planting. Front areas accommodate vehicle parking, with the exception of Alderley Court.

*Landscaping and planting:* Very heavy, dense, established and mature planting fronts Chesham Road, dominating the appearance of the area.

*Views and vistas:* Attractive serial views along Chesham Road; attractive open vista along Kings Road facing south and south west, over the Recreation Ground and Berkhamsted Collegiate School.

*Landmarks and focal points:* None, although the Butts Meadow recreation ground is well used.

---

## **Traffic**

*On-street parking:* Very light on Chesham Road due to its narrowness and the presence of waiting restrictions. Marked out bays accommodate on-street parking on Kings Road.

*Off-street parking:* Accommodated within individual private curtilages with the exception of Alderley Court, where there is a communal garage court.

*Through routes and flows:* Limited to Chesham Road and Kings Road.

---

## **Non-residential buildings**

Berkhamsted Collegiate School, Kings Road.

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## **POLICY STATEMENT**

**APPROACH: Change to defined character acceptable within density and landscape constraints.**

### **SCOPE FOR RESIDENTIAL DEVELOPMENT**

#### **Area of Limited Opportunity**

*Greenfield development:* No opportunities.

*Redevelopment:* May be acceptable according to the Development Principles.

*Plot amalgamation:* Opportunities limited.

*Infilling:* Opportunities limited.

*Conversion of dwellings into smaller units:* May be acceptable where the appearance of sites can be dominated by existing or additional heavy and informal landscaping.

## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* No special requirements.

*Type:* Detached dwellings are appropriate and are encouraged. Flats may be acceptable where the site, and in particular car parking areas can be screened by heavy, informal planting, to maintain the landscape-dominated appearance of the area.

*Height:* Three storey development may be acceptable in the northern part of the area, but not in the southern part where the visual impact of buildings of this height is likely to be injurious to the character and appearance of the area.

*Size:* Medium to large sized dwellings are appropriate.

*Layout:* There are no special layout requirements apart from maintaining adequate spacing levels which, for development fronting Chesham Road, should be within the wide range (5 m to 10 m); otherwise spacing within the medium range (2 m to 5 m) is acceptable. Also, the densely landscaped appearance to Chesham Road must be maintained and enhanced. Consequently the layout of new development should facilitate this.

*Density:* Should be compatible with the character within the existing density range, (less than 15 dwellings/ha).

---

### Amenity

*Amenity land:* No special requirements.

*Front gardens and forecourts:* For sites fronting Chesham Road, enclosure by dense planting is strongly encouraged.

*Landscaping and planting:* Schemes for new development will be required to maintain and enhance existing landscaping and planting.

*Views and vistas:* Serial views along Chesham Road should be maintained.

*Landmarks and focal points:* No special requirements.

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### Traffic

*On-street parking:* No special requirements.

*Off-street parking:* Should be provided within individual curtilages.



*Through routes and flows:* Traffic flows should be directed towards Chesham Road.

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### **Non-residential buildings**

No special requirements. Berkhamsted Collegiate School is within an Open Land area.

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### **Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale and height to the parent building.

*Detail:* No special requirements.

*Curtilage buildings:* Should not normally be positioned forward of the front wall of a dwelling fronting a highway. For proposals fronting Chesham Road this requirement may be relaxed, dependent on the impact of the building on the street scene.

*Means of enclosure:* Enclosure by dense landscaping is strongly encouraged.

*Private landscaping:* Strongly encouraged throughout.

## BCA12: SHOOTERSWAY

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### CHARACTER APPRAISAL

A large, mainly very low density residential area on the southern side of town featuring a variety of mainly detached houses in a spacious semi-rural setting, dominated by informal heavy landscaping.

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#### Housing

*Age:* Some nineteenth century houses; much development comes from around the turn of the century with progressive infill, plot amalgamation and redevelopment from all periods onwards. Older buildings often feature a variety of attractive architectural features.

*Design:* Variety throughout.

*Type:* Overwhelmingly detached houses. Some flat development in Graemesdyke Road.

*Height:* Mainly two storeys. Some flats and larger houses rise to three storeys.

*Size:* Large dwellings throughout.

*Layout:* Largely informal. The area has grown up around Shootersway, an old route running between Berkhamsted and Rossway and roads running north down the valley side to the town centre, such as Shootersway Lane, Cross Oak Road and Kings Road. Originally, development comprised very large individual houses in extensive grounds on the basis of a very informal layout. The existing pattern of development is based on this original loose framework, and retains much of its informality. Despite this, there are loose building lines along most roads. Development laid out in culs-de-sac is common. The positioning and orientation of dwellings varies considerably. Spacing also varies, but falls mainly within the very wide range (over 10 m) and some within the wide range (5 m to 10 m). Spacing along Shootersway becomes increasingly more generous towards the north west.

*Density:* Within the very low range (less than 15 dwellings/ha), but typically between 6 to 8 dwellings/ha. Density is higher and more varied at the eastern end of Graemesdyke Road, where flats and semi-detached dwellings are present in addition to detached houses.

---

#### Amenity

*Open space:* Limited to St. Thomas Moore Primary school and Greenway County Primary School playing fields. Primary schools at Crossways lie

adjacent, and otherwise access to open countryside very good, bordering the area on the three sides. Housing Proposal Site H37 located to the north west of the area

*Amenity land:* No areas of public amenity land; the area is essentially made up of spacious private curtilages. Older roads such as Shootersway, Kings Road and Cross Oak Road feature attractive grassed roadside verge banking.

*Front gardens and forecourts:* Variety in size and shapes though mainly deep. Front areas mainly large. Generally informal, well planted and substantially enclosed by vegetation.

*Landscaping and planting:* Heavy throughout, dominating the appearance of the area. Much of the landscaping is very well established and informal, adding to the semi-rural characteristics of the area.

*Views and vistas:* Attractive rural wooded serial views along Shootersway. Selected north facing views across the Bulbourne Valley and the town.

*Landmarks and focal points:* Water Tower on Shootersway is an important local landmark. The area has no real focal point; it derives its character from being based around Shootersway, a through route.

---

## **Traffic**

*On-street parking:* Very light.

*Off-street parking:* Accommodated within individual private curtilages.

*Through routes and flows:* Busiest routes are Shootersway, Cross Oak Road and Kings Road. Otherwise flows are light. Much of the area is a designated 20 m.p.h. speed limit zone.

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## **Non-residential buildings**

Schools at Crossways. Water Tower, Shootersway.

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## **POLICY STATEMENT**

<b>APPROACH: Maintain defined character.</b>
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<b>SCOPE FOR RESIDENTIAL DEVELOPMENT</b>
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<b>Opportunity Area</b>
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<i>Greenfield development:</i> No opportunities.
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*Redevelopment:* May be acceptable according to the Development Principles.

*Plot amalgamation:* May be acceptable according to the Development Principles.

*Infilling:* May be acceptable according to the Development Principles.

*Conversion of dwellings into smaller units:* May be acceptable where the appearance of sites can be dominated by existing or additional heavy and informal landscaping.

## **DEVELOPMENT PRINCIPLES**

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### **Housing**

*Design:* No special requirements. Innovation in design is acceptable.

*Type:* Detached dwellings are appropriate and are encouraged. Flats may be acceptable where the site, and in particular car parking areas can be screened by heavy, informal planting, to maintain the landscape-dominated appearance of the area.

*Height:* Should not normally exceed two storeys.

*Size:* Large dwellings are appropriate and are encouraged.

*Layout:* An informal approach to layout is acceptable. Development should, however, follow established building lines where they exist. In cases of redevelopment and plot amalgamation, development in culs-de-sac is acceptable. For proposals fronting Shootersway, Cross Oak Road and Kings Road, very wide spacing (over 10 m) should be maintained. Elsewhere wide spacing (5 m to 10 m) will normally be required.

*Density:* Should be compatible with the character within the existing density range not normally exceeding 8 dwellings/ha.

---

### **Amenity**

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Deep front gardens enclosed by planting are encouraged.

*Landscaping and planting:* Existing mature, established, dense and informal landscaping and planting should be maintained. Proposals for new development will be required to enhance existing landscaping provision where necessary and appropriate. Landscaping to the roadside frontage is particularly encouraged.

*Views and vistas:* Serial views along Shootersway and attractive public views across the Bulbourne Valley should be maintained.

*Landmarks and focal points:* The Water Tower on Shootersway should be retained.

---

### **Traffic**

*On-street parking:* No special requirements.

*Off-street parking:* Should be provided within individual private curtilages.

*Through routes and flows:* Traffic should be mainly directed towards Shootersway, Cross Oak Road and Kings Road. The creation of additional through routes is not encouraged.

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### **Non-residential buildings**

No special requirements.

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### **Development within the plot**

*Extensions:* No special requirements.

*Detail:* No special requirements.

*Curtilage buildings:* Should not normally be positioned forward of the front wall of a dwelling fronting a highway, except where it can be demonstrated that the new building will not harm the character and appearance of the street scene.

*Means of enclosure:* Enclosure of front areas by planting is strongly encouraged.

*Private landscaping:* Strongly encouraged throughout.

## BCA13: CASTLE HILL

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### CHARACTER APPRAISAL

A post war estate of detached houses laid out at a very low density set along a series of wide, well landscaped roads. The area features strong building lines and largely uniform spacing between buildings.

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#### Housing

*Age:* All post-war, but mainly from the 1950s and 1960s; examples of 1980s development at Castle Gateway.

*Design:* No overall uniformity, although certain roads feature repetitive designs, such as South Park Gardens with its chalet bungalows with steeply pitched roofs and dormer windows.

*Type:* All detached dwellings, a central feature of the area.

*Height:* Two storey throughout.

*Size:* Medium to large dwellings.

*Layout:* The area is laid out around a series of interconnecting roads with low traffic flows which spring from Bridgewater Road, a heavily used through route. Dwellings are conventionally laid out facing the road with gardens front and rear. Strong building lines prevail, with uniform front garden depths. Spacing is mainly in the medium range (2 m to 5 m). The area's roads curve gently in places giving a varied appearance.

*Density:* Within the very low range (less than 15 dwellings/ha).

---

#### Amenity

*Open space:* None within the area, although directly adjacent to open countryside to the north and sports grounds to the north east, all in the Green Belt.

*Amenity land:* Few examples of amenity land, not a general feature of the area. Bridgewater Road features wide grassed verges. This, and the general degree by which houses are set back from all roads, provides a feeling of spaciousness to the area.

*Front gardens and forecourts:* Set back from the road at mainly uniform distances. Generally deep and well planted. Front areas accommodate vehicle parking drives. Many front areas are open plan and unenclosed.

*Landscaping and planting:* Good standard of public landscaping on Bridgewater Road and Castle Hill which appear as tree-lined avenues. External private landscaping in front gardens. Overall, planting appears neat and ordered, but does not dominate the appearance of the area.

*Views and vistas:* Attractive public south facing views across the Bulbourne Valley from Murray Road, Delahay Rise and parts of Castle Hill Avenue. Views of open countryside and sports grounds to the north east and Berkhamsted Castle from Brownlow Road.

*Landmarks and focal points:* Although not inside the area, Berkhamsted Castle is a very important local landmark, situated to the east of Brownlow Road.

---

## **Traffic**

*On-street parking:* Generally light throughout.

*Off-street parking:* Accommodated within individual private curtilages.

*Through routes and flows:* Main flows limited to Bridgewater Road and Brownlow Road. Bridgewater Road features traffic calming measures.

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## **Non-residential buildings**

None, emphasising the completely residential nature of the area.

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## **POLICY STATEMENT**

**APPROACH: Maintain defined character.**

### **SCOPE FOR RESIDENTIAL DEVELOPMENT**

#### **Area of Minimal Change**

*Greenfield development:* No opportunities.

*Redevelopment:* Will not normally be permitted.

*Plot amalgamation:* Will not normally be permitted.

*Infilling:* Opportunities limited. May be acceptable according to the Development Principles.

*Conversion of dwellings into smaller units:* May be acceptable.

## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* No special requirements.

*Type:* Detached dwellings are appropriate and are encouraged.

*Height:* Should not exceed two storeys.

*Size:* Medium to large sized houses are appropriate and are encouraged.

*Layout:* New development should follow the existing layout structure. The building line must be maintained. Spacing should be provided within the medium range (2 m to 5 m).

*Density:* Should be compatible with the character within the existing density range (less than 15 dwellings/ha).

---

### Amenity

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Should be provided at a size, shape and depth common to other plots adjacent to and nearby the development site.

*Landscaping and planting:* Existing landscaping provision should be maintained where appropriate. Schemes for new development will be expected to supplement and enhance existing landscaping.

*Views and vistas:* Public south facing views across the Bulbourne Valley, north facing views across open countryside and views of Berkhamsted Castle should be maintained.

*Landmarks and focal points:* No special requirements.

---

### Traffic

*On-street parking:* No special requirements.

*Off-street parking:* Should be accommodated within individual private curtilages.

*Through routes and flows:* Traffic flows should be directed to Bridgewater Road and Brownlow Road, as appropriate.

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### Non-residential buildings

No special requirements.



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**Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale and height to the parent building.

*Detail:* No special requirements.

*Curtilage buildings:* Should not normally be positioned forward of the front wall of a dwelling fronting a highway.

*Means of enclosure:* Enclosure of front areas is not encouraged. Permission will not normally be granted for means of enclosure to front areas over 1 m in height.

*Private landscaping:* Further provision encouraged throughout.

## BCA14: CHILTERN PARK

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### CHARACTER APPRAISAL

A post-war estate of mainly semi-detached houses based around a series of interconnecting roads and culs-de-sac.

---

#### Housing

*Age:* There are three main periods of housing represented here, from the 1940s, 1950s and 1960s.

*Design:* Overall very simple, but dwellings exhibit features common to the three main periods listed in *age* above. 1940s dwellings feature dark red brickwork and curved front projecting bays. The design of dwellings from the 1950s is simple, with flat-fronted elevations and top hung casement windows. This theme is present in the 1960s dwellings which are often in buff brickwork, and some in a chalet style with dormer windows at first floor level.

*Type:* Mainly semi-detached houses. Some terraces in culs-de-sac accessed from the southern side of Bridgewater Road.

*Height:* Does not exceed two storeys.

*Size:* Medium sized dwellings.

*Layout:* Running through the area as a central 'spine' is Bridgewater Road. From this a series of culs-de-sac is accessed to the south, and interconnecting roads to the north. On all roads layout is conventional with houses fronting the highway, and having gardens front and rear. Strong building lines are present with houses set back from the road. Spacing is generally uniform, mainly within the medium range (2 m to 5 m).

*Density:* Towards the upper end of the low density range (15-25 dwellings/ha).

---

#### Amenity

*Open space:* Allotment land and playground adjacent to the main line railway. Open countryside lies to the north of the area.

*Amenity land:* Small open areas at Dellfield Close, Egerton Road, Dukes Way and Normandy Drive. These have been planned into the layout of these roads and contribute towards a degree of openness in these areas.

*Front gardens and forecourts:* Generally of a uniform depth given the presence of strong building lines. Most front areas accommodate on-site car

parking, except for terraced housing. Front areas are mainly enclosed, except those serving terraced houses.

*Landscaping and planting:* Wide open aspect to Bridgewater Road, with roadside grass verges. Otherwise landscaping is not extensive. The area is separated from Spring Field Road and Tunnel Fields (BCA12) by a belt of established trees.

*Views and vistas:* Public south facing views across the Bulbourne Valley.

*Landmarks and focal points:* None.

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## **Traffic**

*On-street parking:* A combination of relatively older, narrow roads and lack of adequate on-site parking provision leads to a considerable level of on-street parking, apart from on Bridgewater Road.

*Off-street parking:* Some provision for on-site parking within most private curtilages. Communal areas serve terraced houses.

*Through routes and flows:* Limited to Bridgewater Road, which features traffic calming measures.

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## **Non-residential buildings**

None.

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## **POLICY STATEMENT**

<b>APPROACH: Maintain defined character.</b>
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<h3><b>SCOPE FOR RESIDENTIAL DEVELOPMENT</b></h3>
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<h4><b>Area of Minimal Change</b></h4>
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<p><i>Greenfield development:</i> No opportunities.</p>
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<p><i>Redevelopment:</i> Will not normally be permitted.</p>
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<p><i>Plot amalgamation:</i> Will not normally be permitted.</p>
--

<p><i>Infilling:</i> Opportunities limited.</p>
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<p><i>Conversion of dwellings into smaller units:</i> Generally discouraged, although there may be opportunities for the conversion of larger houses along Bridgewater Road where on-site vehicle parking, together with necessary amenity space may be able to be accommodated.</p>
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## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* No special requirements.

*Type:* Semi-detached dwellings are appropriate and are encouraged.

*Height:* Should not exceed two storeys.

*Size:* Medium sized dwellings are appropriate and encouraged.

*Layout:* The building line should be followed. Dwellings should front onto the highway. Spacing must be maintained within the medium range (2 m to 5 m).

*Density:* Should be compatible with the existing character however may be provided up to 30 dwellings/ha.

---

### Amenity

*Amenity land:* Existing areas of amenity land should be maintained and left undeveloped.

*Front gardens and forecourts:* Should be provided at a depth, size and shape comparable to those on nearby and adjacent plots. Vehicle hardstandings are acceptable. Enclosure of front areas is acceptable.

*Landscaping and planting:* Further planting is encouraged throughout.

*Views and vistas:* Public south facing views across the Bulbourne Valley should be maintained.

*Landmarks and focal points:* No special requirements.

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### Traffic

*On-street parking:* Limit effect by adequate provision of off-street parking spaces. Conversion of front areas to vehicle hardstandings is encouraged.

*Off-street parking:* Should normally be provided within individual private curtilages.

*Through routes and flows:* Traffic flows should be directed towards Bridgewater Road.

---

### Non-residential buildings

No special requirements.

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**Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale and height to the parent building.

*Detail:* The use of architectural features on the parent building is encouraged.

*Curtilage buildings:* Permission will not normally be granted for buildings to be sited forward of the front wall of a dwelling fronting a highway.

*Means of enclosure:* Enclosure of front areas is acceptable.

*Private landscaping:* Further provision is encouraged throughout.

## BCA15: TUNNEL FIELDS

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### CHARACTER APPRAISAL

A modern residential estate developing in progressive phases featuring a variety of dwelling types, sizes and designs.

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#### Housing

- Age:* All modern, from the 1970s, 1980s and 1990s.
- Design:* Overall there is variety. Separate phases of the area exhibit their own design characteristics. However most designs are based on standard house units, with variation between them coming from variety in materials and external features such as porches and front projecting bays.
- Type:* All types represented, with a mix in types common within roads.
- Height:* Does not exceed two storeys.
- Size:* Mainly medium sized dwellings, with some small terraced houses and flats.
- Layout:* The area is mainly set out on a series of culs-de-sac served from two modern local distributor roads, Spring Field Road and St. Katherine's Way. The positioning of dwellings is largely informal, which adds visual interest to the area. As such, there are few identifiable building lines. The planned layout of successive phases of development tends to make optimum use of land; spacing is in the close (up to 2m) and medium (2m to 5m) ranges.
- Density:* Overall, density is towards the upper end of the low range (15-25 dwellings/ha). Selected parts of the area are at differing densities. For example, flats at Chiltern Park Avenue fall within the lower part of the high density range (35-45 dwellings/ha) and detached houses at Haynes Mead are within the lower end of the low density range (15-25 dwellings/ha). Despite this overall description of low density, spacing and relatively small garden sizes provide the impression of a more tightly packed, medium density area compared to other parts of the town. Being a very modern estate, this probably results from greater amounts of land allocated for necessary roads and off-street parking provision.

---

#### Amenity

*Open space:* No open land within the area. Open countryside is found to the north. The Grand Union Canal is located to the south. An area of open

space, although not formally designated open land, is located directly over the British Rail tunnel.

*Amenity land:* Not a strong feature of the area, although there are occasional areas of amenity land designed into the layout structure and an open area of amenity land within the residential estate situated directly above the railway tunnel.

*Front gardens and forecourts:* Appear in a variety of shapes and sizes. Front gardens are mainly open plan, providing an open appearance to the area's culs-de-sac.

*Landscaping and planting:* Lacking and immature in parts. There is scope for significant improvements in the provision of public landscaping. This is reflected in cross-valley views of the area from the southern side of the Bulbourne Valley. Remaining development sector forms part of a defined Wildlife Site featuring calcareous grassland and scrub.

*Views and vistas:* Attractive south facing views across the Bulbourne Valley.

*Landmarks and focal points:* None. The area's name derives from the railway tunnel running under part of the area.

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## **Traffic**

*On-street parking:* Some incidence of on-street parking. This tends to be heavier in areas of terraced housing with limited off-street provision.

*Off-street parking:* Generally accommodated within individual private curtilages. Some areas of flats and terraced housing have communal provision.

*Through routes and flows:* Mainly limited to the main local distributor roads of Spring Field Road and St Katherine's Way. Flows here are generally light, as these roads are not through routes.

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## **Non-residential buildings**

None.

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## **POLICY STATEMENT**

**APPROACH: Maintain defined character.**

## **SCOPE FOR RESIDENTIAL DEVELOPMENT**

**Opportunity Area**

*Greenfield development:* Opportunities may exist in the north-western part of the area.

*Redevelopment:* Will not generally be permitted.

*Plot amalgamation:* Opportunities limited to development of certain rear garden areas of dwellings situated on New Road, that back onto this Character Area.

*Infilling:* Opportunities severely limited.

*Conversion of dwellings into smaller units:* Will not be permitted.

## **DEVELOPMENT PRINCIPLES**

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### **Housing**

*Design:* No special requirements.

*Type:* No special requirements, except that flats are only acceptable where they would be located adjacent to other flats within the area or in the undeveloped sector of the area close to New Road.

*Height:* Should not normally exceed two storeys in height.

*Size:* Small to medium sized dwellings are appropriate.

*Layout:* Maintain existing layout structure. An informal approach to the positioning and orientation of houses is acceptable. No special requirements in relation to spacing. Nature conservation interests within the defined Wildlife Site (see references section - HERC/HMWT) must be considered and protected.

*Density:* Should be compatible with the existing up to 30 dwellings/ha. In the case of new flat development, a high density in the range of 35 to 50 dwellings/ha (net) is acceptable.

### **Amenity**

*Amenity land:* Existing areas of amenity land must be maintained. Proposals for built development on areas of amenity land or their inclusion within individual domestic curtilages will not normally be permitted.

*Front gardens and forecourts:* Front areas should be left unenclosed and open.

*Landscaping and planting:* Further public and private landscaping is strongly encouraged.

*Views and vistas:* Public south facing views across the Bulbourne Valley should be maintained.



*Landmarks and focal points:* No special requirements.

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## **Traffic**

*On-street parking:* Limit by adequate provision of off-street spaces.

*Off-street parking:* Provision through either private on-site spaces or communal areas is acceptable.

*Through routes and flows:* Traffic flows should be directed towards Spring Field Road, St Katherine's Way, Bridle Way and Haynes Mead, as appropriate. A through route connection of Spring Field Road to New Road should be considered.

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## **Non-residential buildings**

No special requirements.

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## **Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale to the parent building.

*Detail:* Extensions, curtilage buildings and other alterations to dwellings are strongly encouraged to follow the materials and architectural details present on the parent building.

*Curtilage buildings:* See *detail* above. Proposals for new buildings will not be permitted where they are considered prominent and harmful to the street scene.

*Means of enclosure:* Enclosure of front garden areas is not encouraged. Proposals for means of enclosure to front areas over 1m in height will not normally be permitted.

*Private landscaping:* Strongly encouraged in front areas.

## BCA16: DURRANTS

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### CHARACTER APPRAISAL

A large housing area comprised of mainly semi-detached dwellings from the 1940s and 1950s in a relatively spacious setting.

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#### Housing

*Age:* Mostly from the 1940s and 1950s with some infill from periods beyond then.

*Design:* Largely very simple, with a general lack of detailing on buildings. This provides a strong design pattern overall, characterised by red brickwork and hipped roofs, particularly on original local authority houses. Dwellings on Finch Road feature steeply sloping 'catslide' roofs with dormer windows. Exceptions to the general pattern of design are the houses and flats at Douglas Gardens (1960s dwellings based around a landscaped square).

*Type:* Mainly semi-detached houses, but all types represented.

*Height:* Mostly two storeys.

*Size:* Generally medium sized dwellings.

*Layout:* Much of the areas is based on the line of Westfield Road and Durrants Road, which runs along the side of the valley. From this 'line' a series of smaller roads and culs-de-sac are served, providing a degree of variety to the area's layout and appearance. Within this basic framework, the road layout is basically informal, with considerable curvature providing visual interest. There is a regular pattern to dwellings within the area with strong building lines of houses set back from the road. This provides an appearance of spaciousness, which is helped by regular spacing between dwellings. Spacing is towards the upper end of the medium range (2 m to 5 m) and extends towards the lower end of the wide range (5 m to 10 m). Plot sizes are generally medium in size, but with relatively long rear gardens. The exception to this general pattern is at Alma Road, in the north western part of the area. The form of development here is more dense and features closely-spaced terraced dwellings, and is more closely related in its character to higher density development forming part of the Northchurch Conservation Area, adjacent.

*Density:* Overall within the low range (15-25 dwellings/ha). Density increases in parts to the medium range (25-35 dwellings/ha, such as Granville Road), and the high range (35-45 dwellings/ha, such as Douglas Gardens).

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## Amenity

*Open space:* Recreation land at Shrublands Road and school land at Durrants Lane. Open countryside found to the south and west of the area. Housing Land Reserve Site H37 located to the south west of the area.

*Amenity land:* Not a feature of the area.

*Front gardens and forecourts:* Generally of uniform depth within separate roads, enclosed and well planted. Some parts of the area feature open, unenclosed front gardens.

*Landscaping and planting:* Lack of public landscaping, although front gardens are well planted.

*Views and vistas:* Numerous public north facing views across the Bulbourne Valley.

*Landmarks and focal points:* Berkhamsted Sports Centre at Douglas Gardens acts as a local landmark.

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## Traffic

*On-street parking:* Generally heavy along Granville Road, Westfield Road and Durrants Road where houses are largely without off-street parking provision.

*Off-street parking:* Where provided, parking is mainly accommodated on private drives and garages within domestic curtilages. Some garage blocks are found within the area.

*Through routes and flows:* Mainly limited to Westfield Road, Durrants Road and Durrants Lane.

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## Non-residential buildings

Berkhamsted Sports Centre, Douglas Gardens; Shops in Tresco Road and Westfield Road, and Primary School, Durrants Lane.

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## POLICY STATEMENT

**APPROACH: Maintain defined character.**

### SCOPE FOR RESIDENTIAL DEVELOPMENT

**Area of Very Limited Opportunity**

*Greenfield development:* No opportunities.

*Redevelopment:* Will not normally be permitted.

*Plot amalgamation:* Will not normally be permitted.

*Infilling:* Opportunities limited, but may be acceptable according to the Development Principles.

*Conversion of dwellings into smaller units:* Discouraged.

## **DEVELOPMENT PRINCIPLES**

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### **Housing**

*Design:* No special requirements. Hipped roofs are encouraged where these predominate in the street scene.

*Type:* Semi-detached dwellings are encouraged. Terraces and detached houses may be acceptable where the character and appearance of nearby and adjacent development would be respected.

*Height:* Should not normally exceed two storeys in height.

*Size:* Medium sized dwellings are appropriate and are encouraged.

*Layout:* Spacing within the medium range (2 m to 5 m) should be maintained. In Alma Road, however, spacing in the close range (2 m or less) may be acceptable. Dwellings should front the road and follow the established building line.

*Density:* Should normally be provided within the medium range (30 to 35 dwellings/ha (net)), although higher densities may be appropriate in parts of the area where overall density is higher than those in the medium range.

---

### **Amenity**

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Should be provided at a depth common to adjacent and nearby plots, following the established building line. Enclosure of front areas is not encouraged where this would harm the appearance of the street scene.

*Landscaping and planting:* Schemes for new development will be required to provide landscaping to enhance the appearance of the area. Further public landscaping may be required.

*Views and vistas:* Public north facing views across the Bulbourne Valley should be maintained.

*Landmarks and focal points:* No special requirements.

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### **Traffic**

*On-street parking:* Limit by adequate provision of off-street parking spaces.

*Off-street parking:* Should normally be provided within individual private curtilages.

*Through routes and flows:* No new through routes should be created.

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### **Non-residential buildings**

No special requirements.

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### **Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale and height to the parent building.

*Detail:* The use of architectural features, themes, styles, colours and materials on the parent building are encouraged on extensions, additions and curtilage buildings. The style of roof construction on the parent building should normally be followed.

*Curtilage buildings:* Permission will not normally be granted for buildings to be sited forward of the front wall of a dwelling fronting a highway.

*Means of enclosure:* Enclosure of front areas is acceptable.

*Private landscaping:* Further provision in front areas is encouraged throughout.

## BCA17: VALLEY ROAD

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### CHARACTER APPRAISAL

A small, basically linear area of regularly spaced houses lying between the A4251 High Street and the Grand Union Canal.

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#### Housing

*Age:* Date mainly from the 1940s at The Meads, and the 1950s and 1960s in Valley Road and the roads leading off it. The development of elderly persons' flats at Shaftesbury Court was built in the 1980s. The exception to this pattern of development is Edgeworth House, a Grade II\* Listed Building dating from the 16th century.

*Design:* Mainly simple throughout, with the exception of Edgeworth House. Designs are repetitive at The Meads (mainly bungalows with hipped roofs) in and around Valley Road (plain designs with gable end roofs) and at Shaftesbury Court. The roof style of dwellings strongly influences the design character of the street.

*Type:* Variety of types present, but mainly detached and semi-detached. Elderly persons' flats at Shaftesbury Court.

*Height:* Mixture of one and two storey development.

*Size:* Mainly medium sized dwellings.

*Layout:* Layout is conventional, with dwellings uniformly spaced, having gardens front and rear. The area generally faces away from the A4251 High Street, separated from it by a strong landscape belt of trees. Spacing is generally within the medium range (2 m to 5 m). Clear building lines are present.

*Density:* Excluding Edgeworth House, which is situated in substantial grounds of around 2ha, density is mainly within the low range (15-25 dwellings/ha).

---

#### Amenity

*Open space:* No open land within the area, however, the Grand Union Canal corridor of open space is located to the north of the area.

*Amenity land:* Not a feature of the area.

*Front gardens and forecourts:* Generally well planted and unenclosed, with the exception of Edgeworth House. Shaftesbury Court features communal gardens.

*Landscaping and planting:* A main feature of the area is the strong belt of trees running along the boundary with the A4251. A strong belt of trees separates Edgeworth House from Valley Road and Bulbourne Close.

*Views and vistas:* None.

*Landmarks and focal points:* None.

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## **Traffic**

*On-street parking:* Generally light.

*Off-street parking:* Mainly accommodated within private drives in individual curtilages.

*Through routes and flows:* None.

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## **Non-residential buildings**

None.

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## **POLICY STATEMENT**

<b>APPROACH: Maintain defined character, with the exception of greenfield development where character may vary.</b>
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<b>SCOPE FOR RESIDENTIAL DEVELOPMENT</b>
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<b>Area of Minimal Change</b>
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<p><i>Greenfield development:</i> Possibility of new development within the grounds of Edgeworth House, subject to its impact on the setting of the Listed Building.</p>
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<p><i>Redevelopment:</i> No opportunities, except possibility of extending the area eastwards to allow redevelopment of commercial premises at Gossoms End (West); see Policy 33 in Part 3 of the Plan for details.</p>
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<p><i>Plot amalgamation:</i> No opportunities.</p>
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<p><i>Infilling:</i> Opportunities limited.</p>
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<p><i>Conversion of dwellings into smaller units:</i> Opportunities generally limited, but may be acceptable for the larger dwellings within the area.</p>
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## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* The roof design of nearby and adjacent dwellings common to the appearance of the street scene should be followed.

*Type:* Detached and semi-detached dwellings are appropriate. For development in the grounds of Edgeworth House, flats may be acceptable depending on their impact on the setting and appearance of this Grade II\* Listed Building.

*Height:* Should not exceed two storeys.

*Size:* Medium sized dwellings are appropriate.

*Layout:* The building line should be followed. Spacing within the medium range (2 m to 5 m) should be maintained. Higher densities may be considered in the case of greenfield development. Where sites abut the Grand Union Canal, development proposals should protect and enhance the canalside environment through the maintenance and enhancement of well established and informal landscaping.

*Density:* A low density compatible with the existing character should be maintained.

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### Amenity

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Front areas should be provided at a size, shape and depth common to that of nearby and adjacent plots. Enclosure of front areas is not encouraged.

*Landscaping and planting:* The belts of trees between the area and the A4251 High Street and Valley Road/Bulbourne Close and Edgeworth House must be maintained and enhanced, as must the informal and well established landscaping adjacent to the Grand Union Canal.

*Views and vistas:* No special requirements.

*Landmarks and focal points:* No special requirements.

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### Traffic

*On-street parking:* No special requirements.

*Off-street parking:* Parking spaces should be provided within individual private curtilages.



*Through routes and flows:* No special requirements.

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### **Non-residential buildings**

No special requirements.

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### **Development within the plot**

*Extensions:* Should normally be subordinate in terms of scale and height to the parent building.

*Detail:* The roof design of the parent building should normally be followed.

*Curtilage buildings:* Should not normally be sited forward of the front wall of a dwelling fronting a highway.

*Means of enclosure:* Enclosure of front garden areas is not encouraged. Proposals for the enclosure of front areas by structures over 1 m in height will not normally be permitted.

*Private landscaping:* Generally encouraged.

## BCA18: NEW ROAD

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### CHARACTER APPRAISAL

A small area of housing in a landscape dominated semi-rural setting on the edge of Northchurch providing an effective transition between town and country.

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#### Housing

- Age:* Variety. Mainly dates from the 1930s and 1940s onwards.
- Design:* Variety throughout. Bridgewater Road features similar designs typical of the 1940s such as projecting front bays, heavy timber window frames and hipped-end roofs. Otherwise, design is varied.
- Type:* Mainly detached houses and bungalows. Some semi-detached dwellings in South Bank Road.
- Height:* Mixture of single and two storey dwellings. Land rises to the north and east quite steeply, making certain dwellings on New Road appear elevated.
- Size:* Generally medium.
- Layout:* New Road is a small ribbon of houses extending out of the built up area. It possesses a strong relationship to open countryside. It has two small no through roads leading off it, namely South Bank Road and Bridgewater Road. There are clear building lines throughout, although on New Road, dwellings are generally obscured by heavy, mature and informal landscaping which dominates the appearance of the area. Spacing varies and is irregular.
- Density:* Very low, at around 10 dwellings/ha.
- 

#### Amenity

*Open space:* No open land within the area, however, a small area of open land at the cemetery to the north east of South Bank Road which provides a break in the built-up frontage. Grand Union Canal to the north west. Open countryside to the west. Allotments to the south west, on the opposite side of New Road. Open Land at Northchurch School on the southern side of the Canal.

*Amenity land:* Not a feature of the area.

*Front gardens and forecourts:* Generally well planted and enclosed. Front areas accommodate private drives and garden areas.

*Landscaping and planting:* Very dense to New Road, being established and informal. Existing landscaping is a key characteristic of the area. Dense and informal landscaping on the sides of the Canal.

*Views and vistas:* Attractive south and south westerly facing views across the Bulbourne Valley and St Mary's Church, Northchurch.

*Landmarks and focal points:* None.

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## **Traffic**

*On-street parking:* Practically non-existent, except for light levels of parking in Bridgewater Road. Parking levels are higher outside the area in the southern section of New Road.

*Off-street parking:* Provision made within individual private curtilages throughout.

*Through routes and flows:* Limited to New Road, the B4506, which runs to Ashridge Park and then down into the Gade Valley to connect to the A4146, the main Hemel Hempstead to Leighton Buzzard Road. Future road link between Springfield Road in the Tunnel Fields area BCA15 and New Road possible.

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## **Non-residential buildings**

None.

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## **POLICY STATEMENT**

<b>APPROACH: Maintain defined character.</b>
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<b>SCOPE FOR RESIDENTIAL DEVELOPMENT</b>
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<b>Area of Minimal Change</b>
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<i>Greenfield development:</i> No opportunities.
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<i>Redevelopment:</i> Will not normally be permitted.
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<i>Plot amalgamation:</i> Will not normally be permitted.
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<i>Infilling:</i> Opportunities severely limited.
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<i>Conversion of dwellings into smaller units:</i> May be acceptable only where the resultant visual impact of conversion works, vehicle parking provision and garden/amenity space layout would not harm the semi-rural qualities of the area.
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## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* No special requirements.

*Type:* Detached dwellings are appropriate.

*Height:* Should not normally exceed two storeys.

*Size:* Medium to large dwellings are appropriate.

*Layout:* Maintain existing layout structure. The building line should normally be followed. Variety in spacing is acceptable, although this should be maintained at least 5 m. Development proposals should respect the canalside environment through appropriate landscaping provision (see *landscaping and planting*) and by following the established pattern of development in this area of the rear gardens of dwellings backing onto the canal.

*Density:* Should be compatible with the character within the existing density range normally provided at no greater than 10 dwellings/ha.

---

### Amenity

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Enclosure of front areas encouraged, but not by walling and close-boarded or lapped panel fencing over 1 m in height. Front areas should be provided at a depth comparable to other nearby adjacent plots.

*Landscaping and planting:* Existing landscaping and planting should be retained. Further provision is encouraged throughout. By the Canalside, dense, informal landscaping should be maintained, enhanced and where necessary, provided.

*Views and vistas:* Public south and south westerly facing views across the Bulbourne Valley and towards Northchurch should be maintained.

*Landmarks and focal points:* No special requirements.

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### Traffic

*On-street parking:* No special requirements.

*Off-street parking:* Provision within private individual curtilages is appropriate.

*Through routes and flows:* Traffic flows should be directed towards New Road.

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## **Non-residential buildings**

No special requirements.

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## **Development within the plot**

*Extensions:* No special requirements.

*Detail:* No special requirements.

*Curtilage buildings:* Will not normally be permitted forward of the front wall of the dwelling fronting a highway.

*Means of enclosure:* Enclosure of front areas by planting is encouraged. Where sites abut the Grand Union Canal, the use of close-boarded or lapped panel fencing, or walling is strongly discouraged.

*Private landscaping:* Encouraged throughout.

# BCA19: NORTHCHURCH

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## CHARACTER APPRAISAL

A residential area of medium sized dwellings set in a mainly ordered, formal layout with regular spacing and building lines with both suburban and semi-rural qualities.

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### Housing

*Age:* Most development is from the 1940s and early 1950s which provides the area with a strong identity. There are examples of infill development from this period onwards. Older development from earlier twentieth century periods is found in the north western part of the area

*Design:* The core of 1940s and 1950s dwellings broadly found in the south eastern part of the area provides it with strong design identity. Here, the style of buildings is simple, although the use of plain, uniform brickwork on most dwellings is alleviated in part by angled front bays and front tile hanging. Design styles are often repeated along roads. Within the north western part, around Ashby Road, Home Farm Road, Dell Road, Birch Road, Lyme Avenue and Tring Road, designs and ages are more varied.

*Type:* Two storey detached and semi-detached houses and bungalows are most common, although there are some two-storey flats at and close to the Local Centre. 'The Limit' mobile home park is situated at the north western end of Covert Road.

*Height:* Up to two storeys; high incidence of bungalows.

*Size:* Mainly medium sized dwellings. Some large houses present, particularly along the High Street in the northern part of the area.

*Layout:* Mainly formal. The core of 1940s/1950s development is based on a series of parallel roads with buildings following strong building lines. This pattern extends to most of the area, although layout in Tring Road, Birch Road, Dell Road, Home Farm Road and Ashby Road is more informal in nature. Spacing is largely regular between dwellings or pairs or groups of dwellings, towards the higher end of the medium range (2 m to 5 m). Siting of dwellings is conventional with gardens front and rear, and the dwelling facing onto the road. The area is given a wide, open feel mainly through dwellings being set well back from the road and by roadside verge planting.

*Density:* Low, at around 15 dwellings/ha.

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## Amenity

*Open space:* None within the area. The area lies adjacent to open countryside in the Green Belt on its south western side. Rear gardens of dwellings back on to the countryside, helping to provide a soft edge to the Green Belt.

*Amenity land:* Grassed and planted roadside verges are common. These contribute to a generally wide, open 'avenue' feel to certain roads in the area.

*Front gardens and forecourts:* Generally well set back from the road. Enclosure by low walling and planting common.

*Landscaping and planting:* Generally good provision of public landscaping aided by planted roadside verges. There is a strong established belt of trees between the area and the A4251 High Street.

*Views and vistas:* Long perspective views obtainable along the High Street, Peter's Place, Covert Road and St Mary's Avenue.

*Landmarks and focal points:* Small local centre in the High Street acts as a focal point to the area, and to the whole of Northchurch as a community.

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## Traffic

*On-street parking:* Generally moderate.

*Off-street parking:* Mostly provided through individual spaces within private curtilages.

*Through routes and flows:* Limited to the A4251 and Darrs Lane.

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## Non-residential buildings

Shops at the local centre in the High Street.

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## POLICY STATEMENT

**APPROACH: Maintain defined character.**

### SCOPE FOR RESIDENTIAL DEVELOPMENT

#### Area of Limited Opportunity

*Greenfield development:* No opportunities.

*Redevelopment:* May be acceptable on certain sites where the Development Principles are satisfied.

*Plot amalgamation:* Opportunities limited.

*Infilling:* Opportunities limited.

*Conversion of dwellings into smaller units:* May be acceptable.

## **DEVELOPMENT PRINCIPLES**

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### **Housing**

*Design:* In parts of the area where there is a clear repetition of design styles of dwellings from the 1940s/1950s period, the use of architectural themes and details on those buildings is strongly encouraged in new development. In particular, the use of angled front bays and tile hanging is encouraged. Also, the roof style should follow that of nearby and adjacent dwellings. Elsewhere, there are no special design requirements.

*Type:* Detached and semi-detached houses and bungalows are acceptable, except for flats and terraces which are not appropriate and will not be permitted.

*Height:* Should not exceed two storeys.

*Size:* Medium sized dwellings are appropriate and are encouraged.

*Layout:* The existing layout pattern should be followed. Regular spacing should be maintained, within the medium range (2 m to 5 m). The prevalent building line should be followed. Dwellings should front the highway with gardens to the front and rear.

*Density:* Should be compatible with the character within the existing density range not normally exceeding 15 dwellings/ha.

---

### **Amenity**

*Amenity land:* Existing roadside verges should be retained and enhanced.

*Front gardens and forecourts:* Front areas should be provided at a size, depth and layout common to those of nearby and adjacent plots. Enclosure of front areas is acceptable.

*Landscaping and planting:* Further provision throughout is encouraged. Proposals for new development should enhance and where appropriate supplement the existing provision of landscaping. A soft, landscaped edge to the Green Belt should be maintained and enhanced and where necessary, provided.



*Views and vistas:* Perspective views along the High Street, Peter's Place, Covert Road and St Mary's Avenue should be maintained.

*Landmarks and focal points:* Local centre in the High Street should be retained as a focal point.

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## **Traffic**

*On-street parking:* No special requirements.

*Off-street parking:* Should normally be provided within individual private curtilages.

*Through routes and flows:* New access links to the A4251 are discouraged.

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## **Non-residential buildings**

Shops at the local centre in the High Street should be retained.

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## **Development within the plot**

*Extensions:* Should normally be subordinate to the parent building in terms of scale and height.

*Detail:* No special requirements.

*Curtilage buildings:* Should not normally be sited forward of the front wall of a dwelling which fronts a highway.

*Means of enclosure:* No special requirements.

*Private landscaping:* Encouraged throughout.

## BCA20: SPRINGWOOD

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### CHARACTER APPRAISAL

An informally laid out small, modern estate with strong design identity in a landscaped setting with the River Bulbourne as a central feature.

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#### Housing

*Age:* The majority of the area comprises an estate constructed in the 1980s. Inter-war semi-detached houses front directly onto Tring Road.

*Design:* Strong identity throughout. The design of dwellings is based on a theme of various detailing features reminiscent of a range of traditional dwellings. Features such as porches, dormers, steeply pitched roofs, weather boarding and patterned bargeboarding are typical. Exceptions are the older rendered semi-detached dwellings on Tring Road.

*Type:* A range of dwelling types are present, but mainly detached houses and terraces, with some semi-detached houses and flats. A large single storey elderly persons accommodation complex, Compass Point, is located in the south eastern part of the area.

*Height:* Variety of one and two storey dwellings.

*Size:* Mainly small dwellings, although detached units are of a moderate size.

*Layout:* The area is based on a layout of culs-de-sac springing from a central local collector cul-de-sac, Mandelyns. Buildings are informally grouped in culs-de-sac with no regularity of spacing or building lines. The use of shared vehicle/pedestrian surfaces is common.

*Density:* Varies within the area, although overall it is towards the higher end of the low density range (15 - 25 dwellings/ha) and the lower end of the medium density range (25 - 35 dwellings/ha).

---

#### Amenity

*Open space:* Limited to allotments in the eastern part of the area. Adjacent to recreational ground to the west and the Grand Union Canal and open countryside to the north of the area.

*Amenity land:* A strong feature of the area. Open areas are based heavily around the line, sides and banks of the River Bulbourne. The Grand Union Canal touches on the northern side of the area, featuring a rural, landscaped corridor.

*Front gardens and forecourts:* Open plan and unenclosed throughout. This adds to the open, spacious feel of the area.

*Landscaping and planting:* High standard throughout with mature trees (protected by a Tree Preservation Order) retained as part of the layout and design of the estate, although the more northerly part of Mandelyns is lacking in tree planting.

*Views and vistas:* Attractive view across the northern side of the Bulbourne Valley from the southern end of Mandelyns. Curvature of roads provides effective serial vision.

*Landmarks and focal points:* The River Bulbourne acts as a central feature of the area, highlighted by the area of open amenity land at Brakynbery with the footbridge across.

---

## **Traffic**

*On-street parking:* Generally light.

*Off-street parking:* Provided through a variety of private drives, shared surface parking courts fronting dwellings, communal areas and visitor car parking bays adjacent to the highway.

*Through routes and flows:* None. All traffic enters and leaves the area by Mandelyns, which is accessed from the A4251, except for dwellings fronting directly onto Tring Road.

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## **Non-residential buildings**

The Old Grey Mare public house on Tring Road.

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## **POLICY STATEMENT**

<b>APPROACH: Maintain defined character.</b>
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<h3><b>SCOPE FOR RESIDENTIAL DEVELOPMENT</b></h3>
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<h4><b>Area of Minimal Change</b></h4>
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<p><i>Greenfield development:</i> No opportunities.</p>
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<p><i>Redevelopment:</i> Will not normally be permitted except for the inter-war semi-detached houses fronting Tring Road where new development to integrate with the rest of the area may be acceptable.</p>
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<p><i>Plot amalgamation:</i> Opportunities very limited.</p>
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<p><i>Infilling:</i> Will not normally be permitted.</p>
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<p><i>Conversion of dwellings into smaller units:</i> Strongly discouraged.</p>
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## DEVELOPMENT PRINCIPLES

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### Housing

- Design:* Conformity to the existing strong design themes is strongly encouraged.
- Type:* A variety of dwelling types is acceptable, although acceptability will depend upon the relationship of the proposals to the type of nearby and adjacent development.
- Height:* Should not exceed two storeys.
- Size:* Small to medium sized dwellings are appropriate.
- Layout:* The existing informal layout structure of small groups of houses in culs-de-sac should be maintained.
- Density:* Should be compatible with the existing character however may be provided up to 30 dwellings/ha.

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### Amenity

- Amenity land:* Development on areas of amenity land will not be permitted.
- Front gardens and forecourts:* Front areas should be left unenclosed.
- Landscaping and planting:* Further planting along Mandelyns is strongly encouraged. The attractive landscape corridors of the River Bulbourne and the Grand Union Canal must be maintained and enhanced.
- Views and vistas:* Public north facing views across the Bulbourne Valley should be maintained.
- Landmarks and focal points:* The River Bulbourne should remain as a central feature to the area. (See *amenity land* above).

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### Traffic

- On-street parking:* No special requirements.
- Off-street parking:* No special requirements.
- Through routes and flows:* No new accesses to the A4251 should be formed.

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### Non-residential buildings

No special requirements.

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## **Development within the plot**

*Extensions:* Opportunities for extending many dwellings are constrained. Extensions should normally be subordinate in terms of scale and height to the parent building.

*Detail:* The use of architectural themes and details on the parent building are strongly encouraged on extensions, additions and alterations.

*Curtilage buildings:* Should not normally be sited to the front of dwellings.

*Means of enclosure:* Enclosure of front areas is strongly discouraged. Proposals for front enclosure over 1 m in height will not normally be permitted.

*Private landscaping:* No special requirements.

## BCA21: DUDSWELL

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### CHARACTER APPRAISAL

A very low density area of mainly large detached houses in a heavily semi-rural setting with extensive informal landscaping dominating its appearance. The Dudswell Conservation Area is adjacent.

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#### Housing

*Age:* The area includes development from the 19th century. The area has been successively developed with examples of various periods from then onwards. More recently is a development of detached houses at Boswick Lane, built in the late 1970s.

*Design:* Variety throughout, reflecting the variation in age.

*Type:* Mainly detached dwellings, with some semi-detached.

*Height:* Mainly two storeys.

*Size:* Mainly large dwellings.

*Layout:* The main characteristic of the area in terms of layout is informality. There are no clear building lines, and spacing is irregular, although mainly no less than in the wide and very wide ranges (5 m to 10 m and over 10 m respectively). This factor gives the area an attractive, rural character. Buildings are well set back from the highway which permits dense, informal landscaping. The exception to this pattern is in the part of Boswick Lane developed in the 1970s where the houses are set in an open plan layout with unenclosed front garden areas.

*Density:* There are variations in density, but these are not wide, mostly falling within the very low range (less than 15 dwellings/ha).

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#### Amenity

*Open space:* None within the area, although dwellings are very close to open countryside. The Sports and Recreation Grounds are located to the south east of the area.

*Amenity land:* Not a feature of the area.

*Front gardens and forecourts:* With the exception of the modern 1970s-developed part of Boswick Lane, front areas are enclosed, often by dense planting. Front areas are large with buildings set well back from the highway.

*Landscaping and planting:* This dominates the area in most parts, screening many houses from public view. Landscaping is heavy within front areas which, together with grassed banks to the highway, provides a strong semi-rural appearance to the area.

*Views and vistas:* Extensive views across open countryside throughout the area.

*Landmarks and focal points:* None.

---

## **Traffic**

*On-street parking:* Very light.

*Off-street parking:* Accommodated within private domestic curtilages.

*Through routes and flows:* Flows on Tring Road, the A4251 are very heavy. Otherwise, there are light flows throughout. Roads within the area are mainly of a rural appearance with attractive grass banking.

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## **Non-residential buildings**

None.

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## **POLICY STATEMENT**

<b>APPROACH: Maintain defined character.</b>
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<h3><b>SCOPE FOR RESIDENTIAL DEVELOPMENT</b></h3>
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<h4><b>Area of Limited Opportunity</b></h4>
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<p><i>Greenfield development:</i> No opportunities.</p>
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<p><i>Redevelopment:</i> Will not normally be permitted.</p>
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<p><i>Plot amalgamation:</i> Will not normally be permitted.</p>
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<p><i>Infilling:</i> May be acceptable according to the Development Principles.</p>
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<p><i>Conversion of dwellings into smaller units:</i> May be acceptable, depending on the physical effects of conversion on the semi-rural appearance of the area. The extensive subdivision of garden areas as a result of conversion will not normally be permitted.</p>
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## DEVELOPMENT PRINCIPLES

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### Housing

*Design:* No special requirements.

*Type:* Detached dwellings are appropriate and are encouraged.

*Height:* Should not normally exceed two storeys.

*Size:* Large dwellings are appropriate.

*Layout:* The existing informal layout of dwellings accessed individually from the road should be maintained. Spacing should be maintained within the wide range (5 m to 10 m) as a minimum. Dwellings should be set back from the road so that they are not visually intrusive to the open street scene.

*Density:* Should be compatible with the character within the existing density range, (less than 15 dwellings/ha).

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### Amenity

*Amenity land:* No special requirements.

*Front gardens and forecourts:* Enclosure of front areas by planting is strongly encouraged (see *landscaping and planting*). Enclosure of garden areas, where they are exposed to public view, by walling or close-boarded or lapped panel fencing over 1 m in height will not be permitted.

*Landscaping and planting:* Existing landscaping should be retained and maintained. Proposals for new development will be expected to maintain and enhance existing provision, to enhance the informal landscape - dominated appearance of the area.

*Views and vistas:* Public views across open countryside should be maintained.

*Landmarks and focal points:* No special requirements.

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### Traffic

*On-street parking:* No special requirements.

*Off-street parking:* Provision should be made within individual private domestic curtilages.

*Through routes and flows:* Access to new developments from Tring Road will not be permitted. The use of hard, urban style construction materials for new vehicular accesses throughout the area (such as blacktop,



tarmac, asphalt and pre-cast concrete kerbing) is strongly discouraged. The use of materials characteristic of rural areas (such as grass banking, where appropriate shingle/gravel, and granite) are strongly encouraged and will normally be expected.

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### **Non-residential buildings**

No special requirements.

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### **Development within the plot**

*Extensions:* No special requirements.

*Detail:* No special requirements.

*Curtilage buildings:* Should not be sited forward of the front wall of the dwelling fronting a highway except where it can be demonstrated that the new building will not be visually intrusive to the street scene.

*Means of enclosure:* Use of planting is strongly encouraged. Enclosure of garden areas, where they are exposed to public view, by walling or close-boarded or lapped panel fencing over 1 m in height will not be permitted.

*Private landscaping:* Strongly encouraged throughout.