Kings Langley

Design Guidance and Code

FINAL REPORT

May 2021

Quality information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by
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Revision history

Revision	Revision date	Details	Name	Position
3	210521	Review	John Morrish	Kings Langley Parish Council
2	280521	Review	Ben Castell	Director
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Contents

01 Introduction

1. Introduction

1.1. Introduction

Through the Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Kings Langley Parish Council.

This document is intended to support Neighbourhood Plan policies that encourage high quality design. It includes design codes for eight character areas covering the built up part of the parish and major future development on sites not yet allocated.

1.2. Objective

The main objective of this report is to provide a bespoke design code that future developments within the neighbourhood plan area must follow in order to respond to Kings Langley's special character.

The core method to meet this aspiration can be divided in the following steps:

1. Context analysis
2. Design principles
3. Design codes for character areas

1.3. Process

Following an inception meeting, AECOM and the members of Kings Langley Council carried out a high-level assessment of the village. The following steps were agreed with the group to produce this report:

1. Initial meeting to discuss brief between AECOM and the Kings Langley Neighborhood Planning Group. As this was during the national Covid-19 lockdown, a joint virtual site visit was carried out via Teams.
2. Virtual site visit and analysis of the area.
3. Preparation of design codes to be used to assess future developments;.
4. Draft report with design codes.
5. Submission of a final report.

1.4. The area of study

Kings Langley is an historic village 20 miles north-west of central London on the southern edge of the Chiltern Hills. The village is linear in character and lies between Watford and Hemel Hempstead in the Metropolitan Green Belt. It covers the western slope of the River Gade and Grand Union Canal Valley towards the southern end of the Borough of Dacorum. The village is located to the north of the M25 and the east of the A41, approximately 4 miles from Hemel Hempstead town centre.

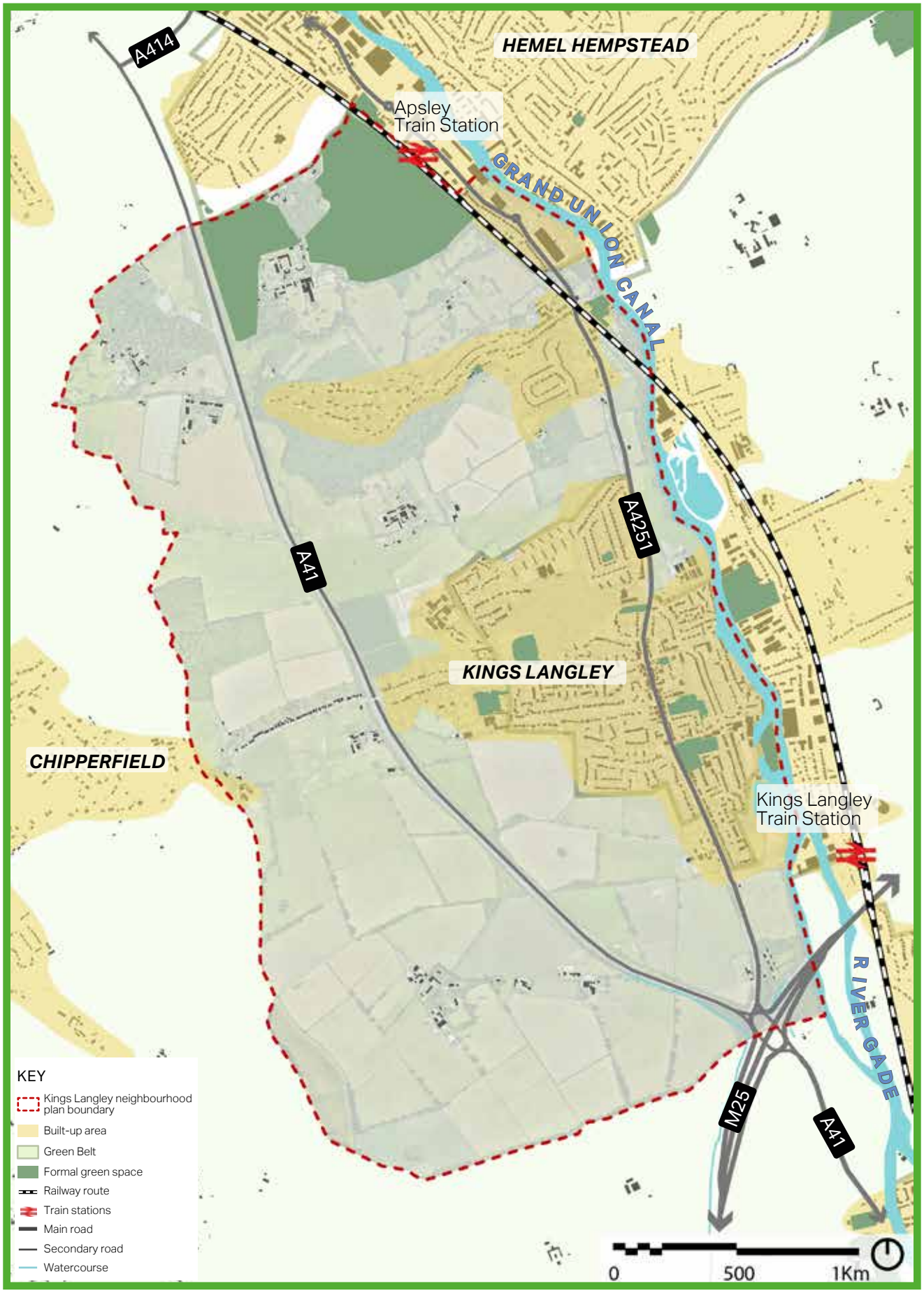


Figure 1: The Neighborhood Plan Area.

Analysis 02

2. Analysis

2.1. Introduction

It is important that all design proposals are based on an understanding of the context and this should be set out in planning applications. Context refers to the current, and sometimes future, condition at a number of scales including: the site, adjacent buildings, spaces and routes, and the wider village and countryside.

This chapter introduces elements of context at the parish scale and the concept of character areas.

2.2. Elements of context

Please refer to the plans on the following pages, which are presented in the same order as the introductory descriptions below.

Transport and mobility

Kings Langley is a very well connected village. Strategic links are provided by the M25 and A41, plus two railway stations. This makes the village attractive to commuters, although the stations are at both ends of the parish meaning that the vast majority of the population are more than 10 minutes walk (800 metres) away. The walking environment within the village is generally good although topography will affect the ability of some to cycle. The canal towpath provides north-south routes for active persons.

Green and blue infrastructure

Kings Langley is a green parish within the Green Belt. It is surrounded to the west by open countryside and the Common brings greenery into the heart of the village. 'Blue infrastructure' is dominated by the unique asset that is the Grand Union Canal on the western boundary. Some of the important local green spaces in Kings Langley include:

- Shendish Manor; Gardens and Woodlands
- Red Lion Allotments
- Kings Langley Common and Woodland
- Rucklers Lane playground
- Green Park
- School playing fields
- The Village Garden
- Home Park
- Beechfield Green Space and playground/ playing field
- The Biodynamic Allotments
- Sunderlands Yard Allotments

Housing

There is a mix of housing typologies in distinct areas. There are more terraced and semi-detached houses in the older parts of the village, although Coniston Road includes a mid-20th Century estate of terraces. Detached housing predominates to the west of the village centre.

Topography and views

Much of Kings Langley's special character comes from its river valley-side condition. Walking from the river/canal to the top of the Common involves a climb of more than 50 metres. This climb leads to beautiful views of the countryside, no least the eastern side of the valley. Other special views are north-south along the valley.

Heritage

There are 3 Scheduled Monuments: the site of the Dominican Priory, the site of the Royal Palace, and the Little London moated site and surrounding earthwork enclosures. The Kings Langley Conservation Area is split between the areas around the High Street, the old Palace/Priory and the Common. There are a number of listed buildings in the parish, mainly clustered within the designated sites above.

Character areas

The design code chapter of this document is based around eight character areas. Four of these were included and described in the 2006 Kings Langley Urban Design Assessment (Dacorum Borough Council) with the remainder identified by the Neighbourhood Plan Steering Group. The character areas reflect that the parish is not homogeneous and will require a different design response if development is proposed. As noted above, applicants will need to understand the context and demonstrate how their designs have responded to it. Short descriptions of the character areas are included in chapter 4.

The character areas are as follows:

- Village Centre Zone
- Inner Zone
- Semi-rural Zone
- Peripheral Zone
- Rucklers Lane Zone
- Shendish Zone
- London Road Zone
- Langley Lodge Zone

Land within the Parish but outside these character areas is assigned to a Rural Zone, where very little development is expected to take place.

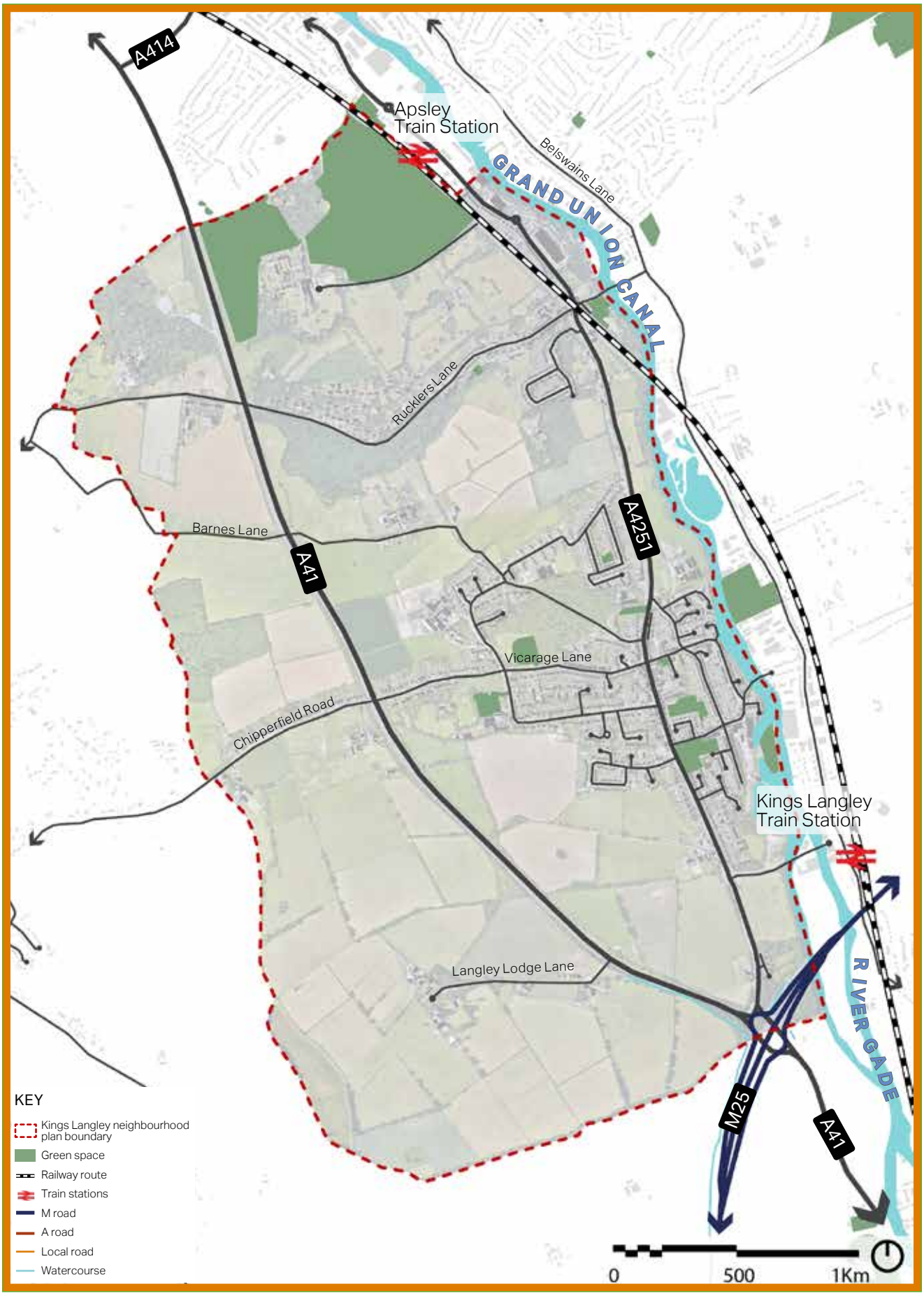


Figure 2: Transport and mobility map.

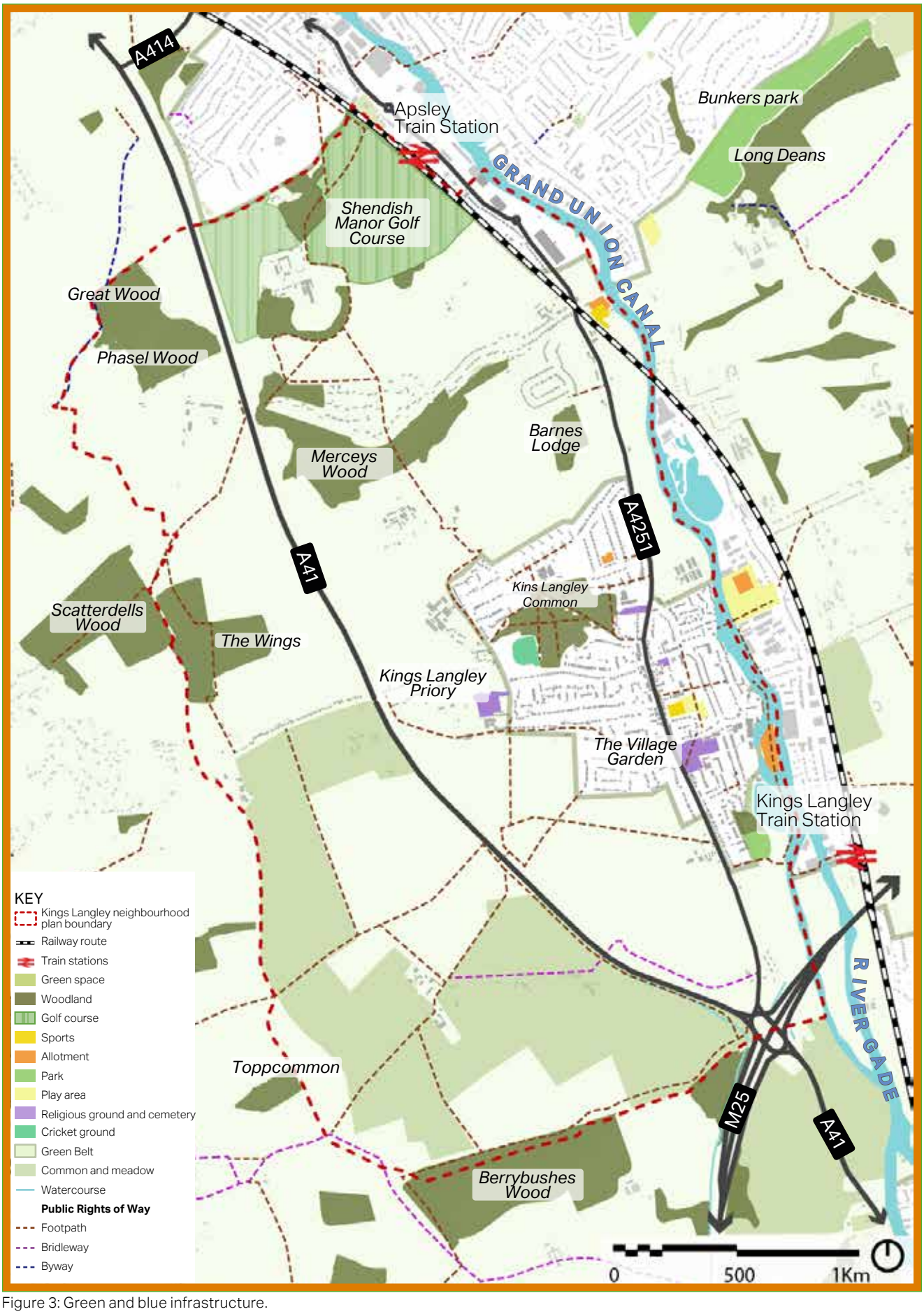


Figure 3: Green and blue infrastructure.

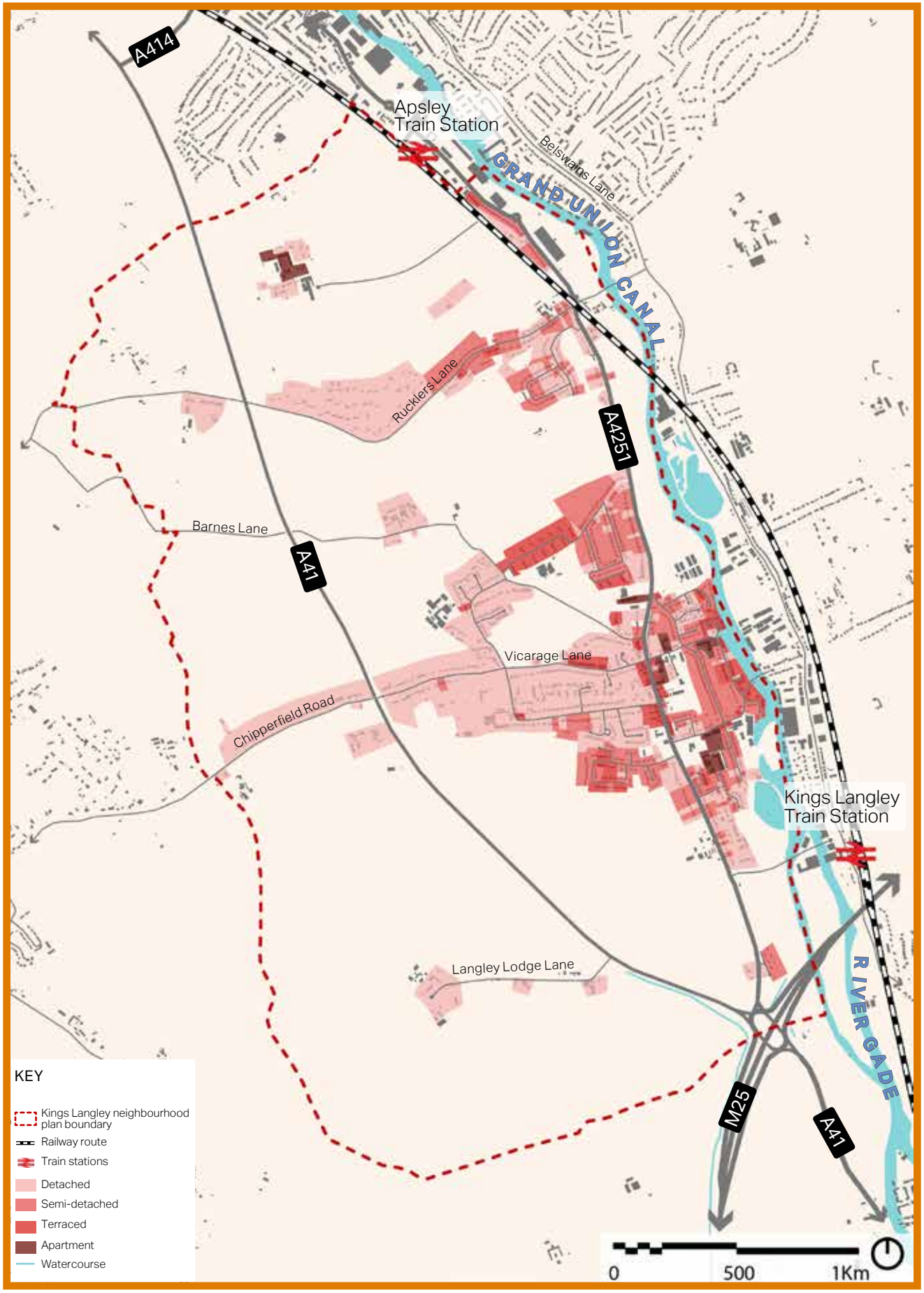


Figure 4: Predominant housing typologies.

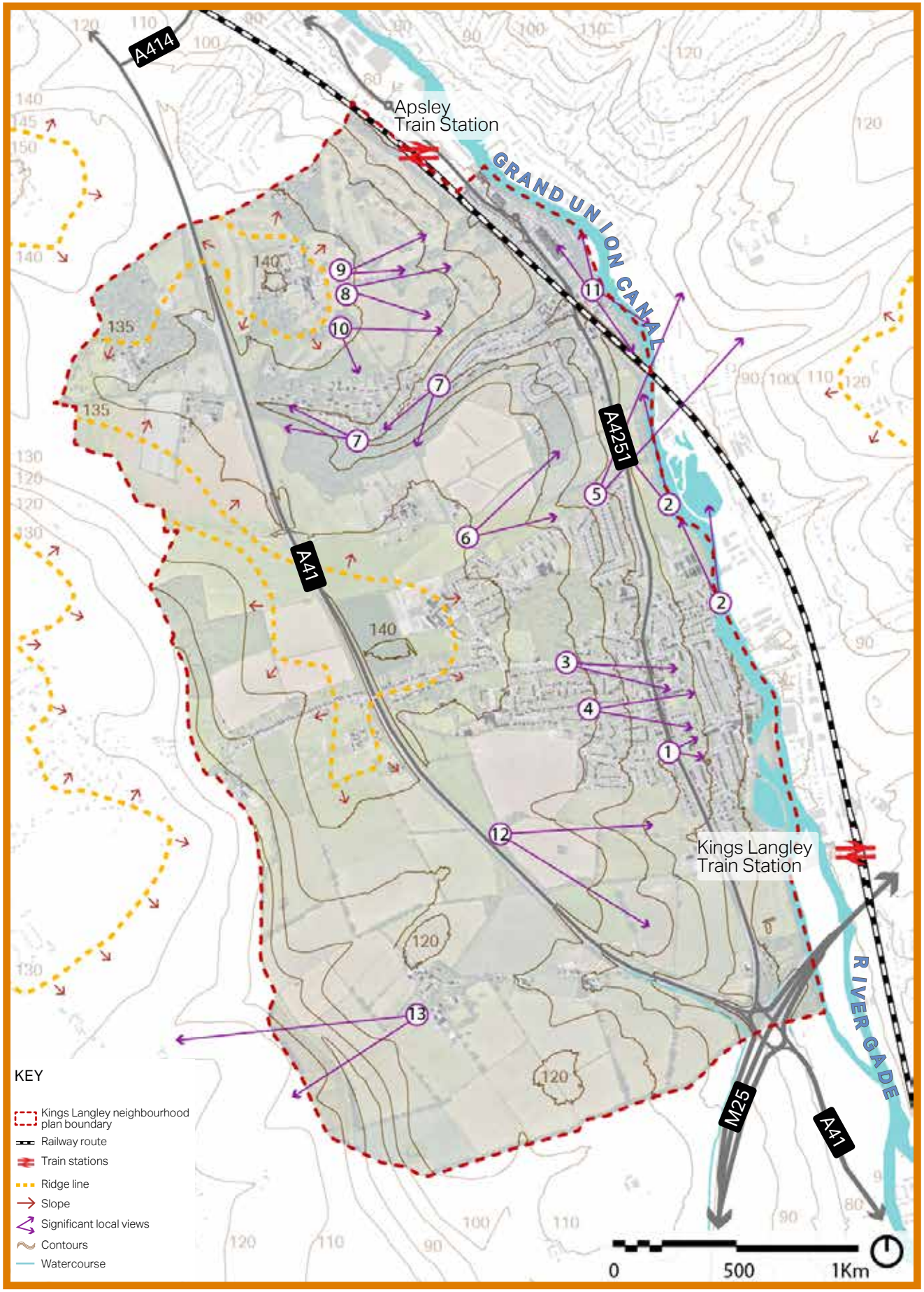


Figure 5: Topography and important views identified in the Neighborhood Plan.

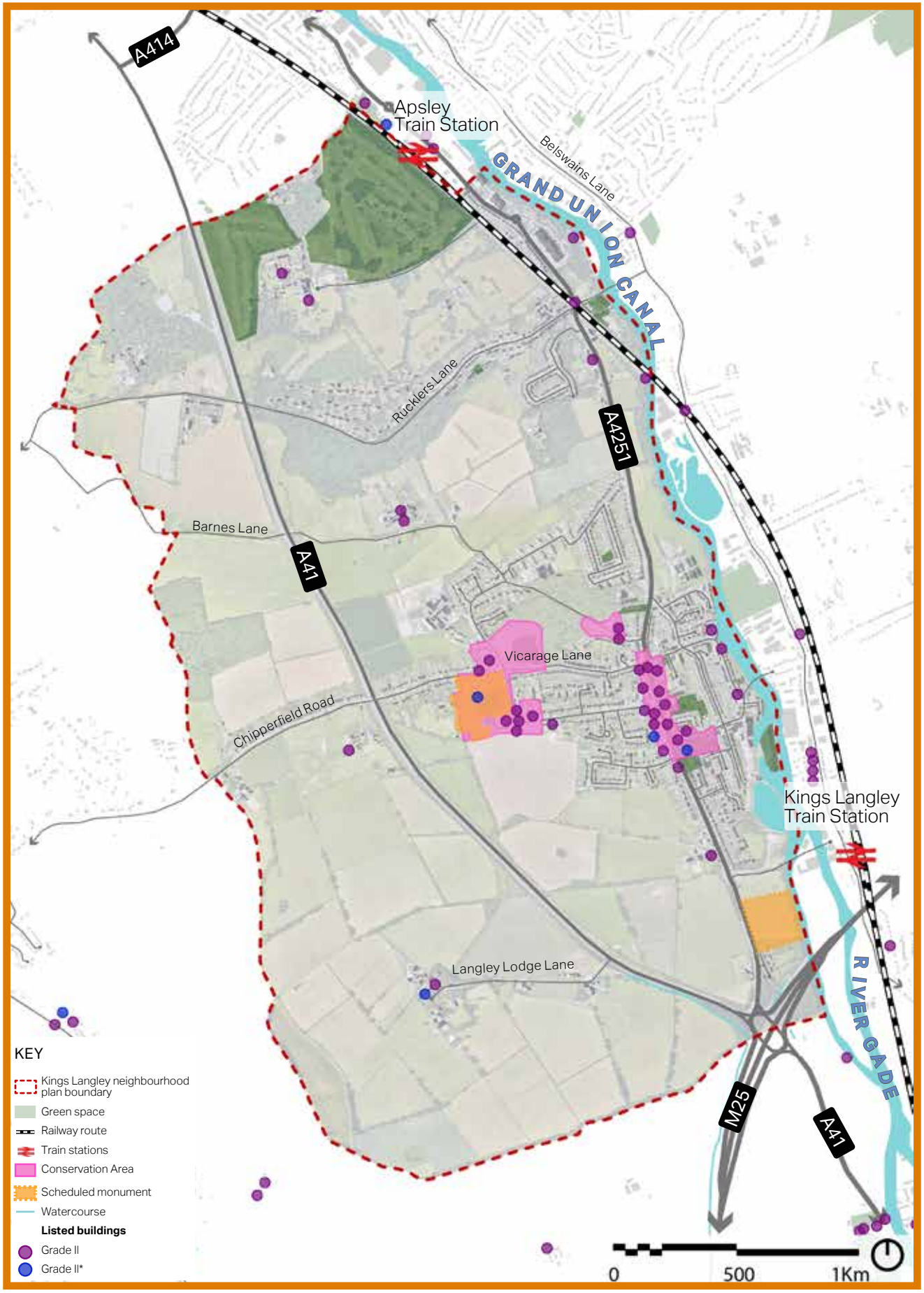


Figure 6: Heritage assets.

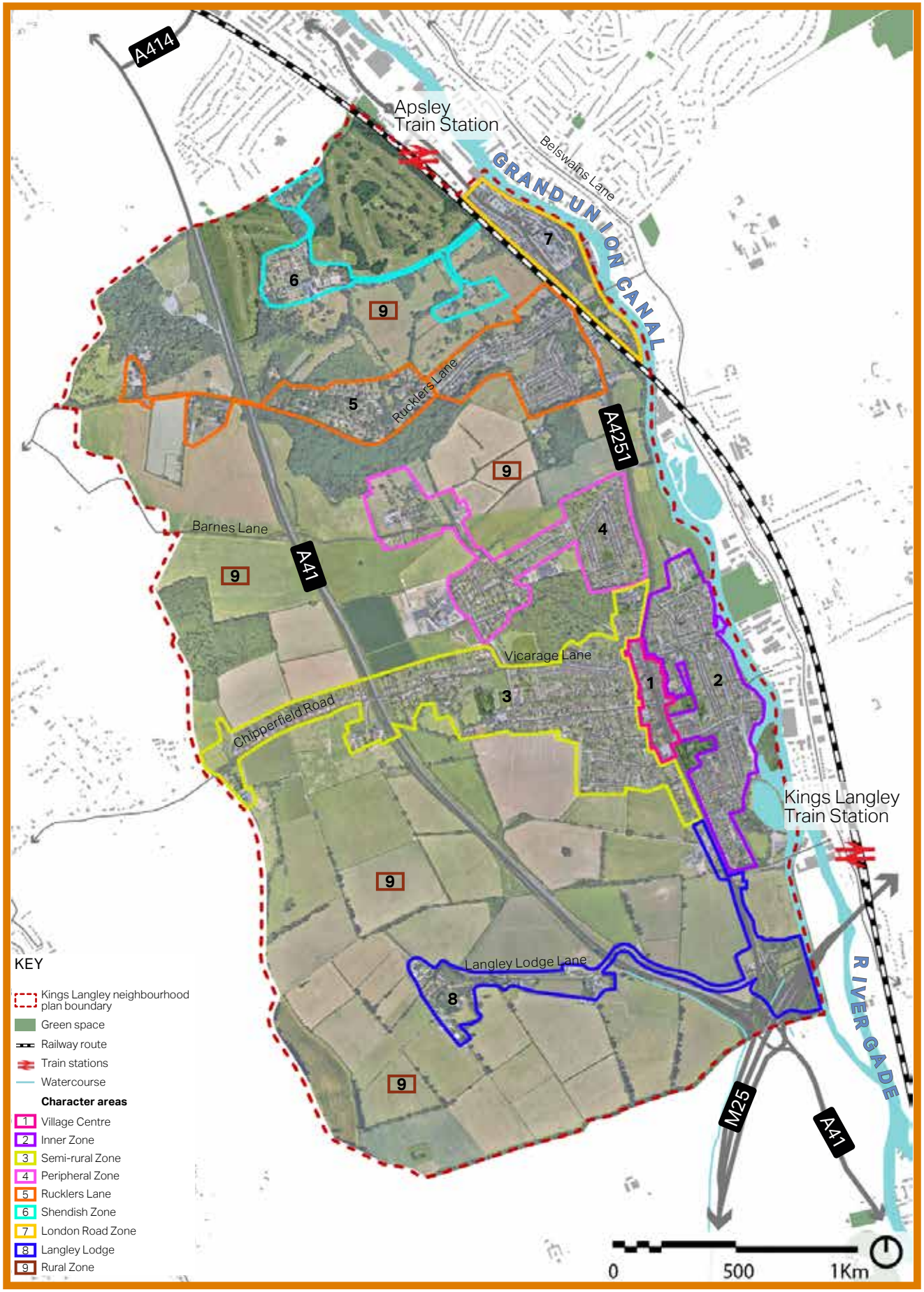


Figure 7: The character areas.

Design principles

03

3. Design principles

3.1. Introduction

This chapter introduces a set of design principles for Kings Langley.

New development, at any scale, should not be viewed in isolation.The design and layout must be informed by the wider context and respond to each character area.

The general design principles that will look at the pattern of streets and spaces, building traditions, materials and the natural environment should all respond to the character and identity of each character area, recognising that new building technologies are capable of delivering alternative building styles that may be more efficient.

It is important that the new design embodies the 'sense of place' and also meets the aspirations of people already living in that area, maintaining a harmony between any new development and its surroundings.

The set of design principles shown on the following pages are specific to Kings Langley and are based on the analysis of the village's character areas and discussions with members of the Neighbourhood Plan Steering Group.

LG Layout and grain

MO Mobility

HO Housing

MD Materials and details

CO Community

SU Sustainability

LG Layout and grain

LG.01 Pattern of developments

Kings Langley has a broadly linear pattern of development with its central spine on the A251. Over the years, the village expanded towards the canal to the east and also to the west. However, its linear pattern remains. Linear development provides a strong connection to the countryside, as gaps provide important views, especially from west to east and along the canal. Public footpaths offer access to fields both to the west and east of the settlements and along the canal.

Little development at scale is anticipated beyond the proposed Rectory Farm development. Most planning applications will be for infill and household extensions. All should reflect the local context ensuring that it makes a positive contribution to the existing built form.

To ensure a good fit between new and old it is important that any new development seeks to conserve and enhance the character of the existing settlement in terms of urban form as well as character.

i. Developments affecting the transitional edges between a settlement and the countryside should be softened by landscaping to complement the character of the adjacent or surrounding countryside;

ii. The views along the Grand Union Canal should be protected, and the impact of the massing, height and architectural quality of any new developments within the view corridor should be considered;

iii. The key views across the Gade river valley should be protected.

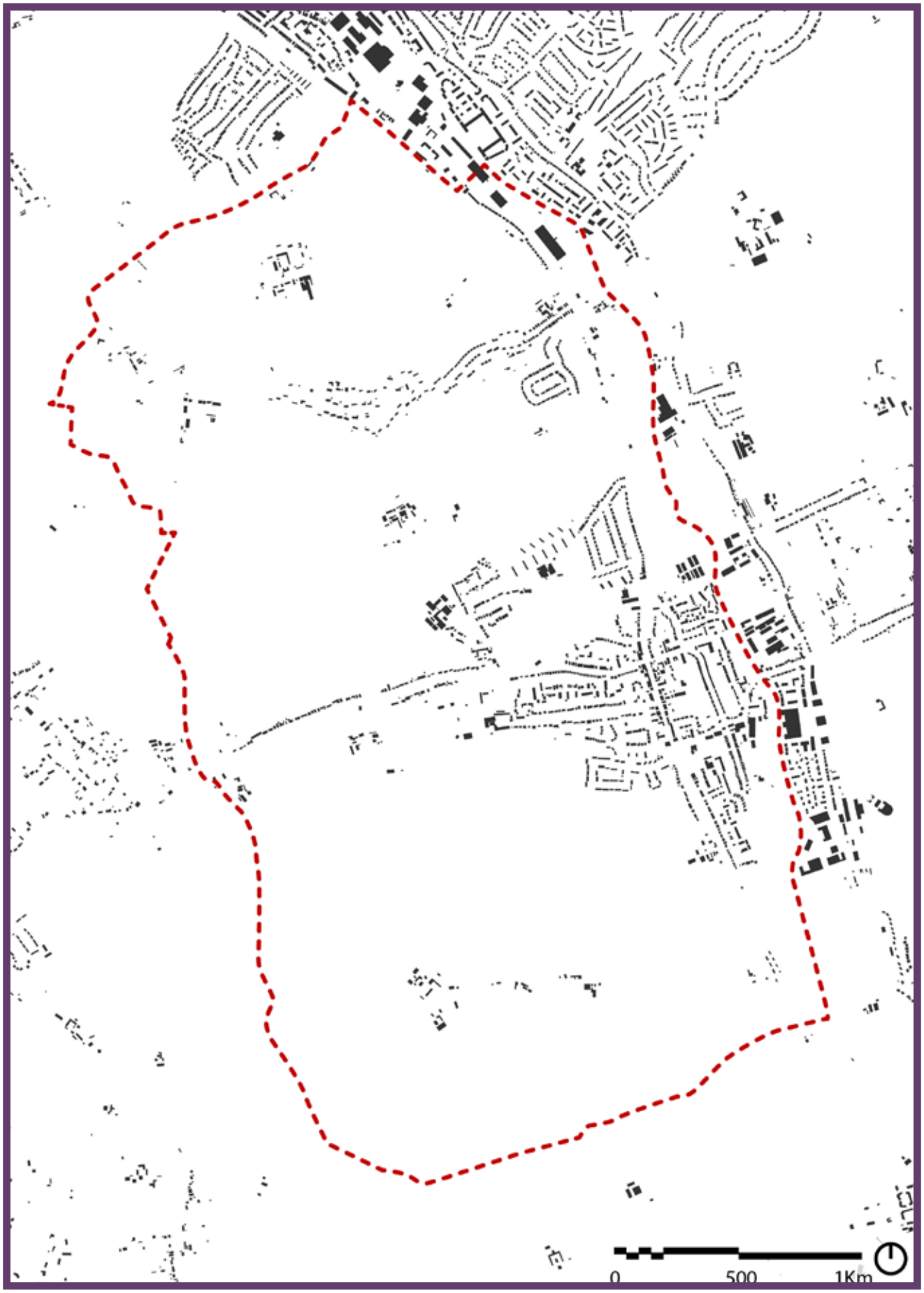


Figure 8: Kings Langley has a broadly linear pattern of development.

LG.02 Layout and grain

Future developments should be sympathetic to local character and history, and establish or maintain a strong sense of place. Understanding and appreciating the local historic environment and the different character areas will help to ensure that the potential new development is properly integrated with the existing settlement and does not result in the loss of local distinctiveness.

i. Developments should respect the historic locally distinctive grain with mix of form, layout and size;

ii. Siting and layout of new developments must be sympathetic to the specific character areas and must respect the historic heritage of the village;

iii. Developments which are high density and do not reflect the current grain of each character area should be avoided unless on a site identified for a different design approach. Proposals need to consider existing density and the relationship between buildings and plot sizes.

Figure 9: Fine grain on Vicarage lane in the Semi-rural Zone.

Figure 10: Medium grain on High Street in the Village Centre Zone.

Figure 11: Large grain in Shendish Zone.

MO Mobility

MO.01 Interconnected street network – connectivity

The arrangement and grouping of buildings, the relationship between one building and another and with the street, open spaces and the surrounding area, are all important elements in defining the character of an area.

Within Kings Langley the street layout is reflective of its historic development. The High Street is the most heavily used road and is where linear development began. Church Lane to the east, Vicarage Lane to the west and Rucklers Lane to the north-west are the main secondary routes that connect the High Street out of the village. Much of the newer development in Kings Langley is dominated by cul-de sacs, although best practice favours an interconnected street network as it offers a choice of routes, allowing for a higher level of pedestrian activity increasing social interaction.

Given the importance of the existing pedestrian routes, both along the existing footpaths and along the Canal, it is considered that a connected approach for future streets will be appropriate and should be adopted where possible.

i. Proposals should consider the existing relationship between buildings and the street or other surrounding open spaces and how the siting and position of any new buildings can positively respond to this;

ii. New streets should be considered a space to be used by all, not only vehicles. Therefore, it is essential that street design prioritises the needs of pedestrians, cyclists and public transport users.

iii. There should be a clear hierarchy of streets to facilitate different levels of activity. Streets should incorporate opportunities for landscaping, green infrastructure and sustainable drainage.

iv. The design of the street network should respond to the topography and natural desire lines.

Figure 12: Street networks and connectivity.

MO.02 Parking typologies

Adequate parking solutions need to be integrated into development.

There is no single best approach to domestic car parking. A good mix of parking typologies should be deployed and influenced by location, topography and policy requirements.

The main types to be considered are shown in this section. Generally:

i. For family homes, cars should be placed at the front or side of the property. For small pockets of housing a front or rear court is acceptable.

ii. Car parking design should be combined with planting to minimise the presence of vehicles.

iii. Parking areas and driveways should be designed to minimise impervious surfaces, for example through the use of permeable paving.

iv. When placing parking at the front, the area should be designed to minimise visual impact and to blend in with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings by means of walls, hedging, planting, and use of differentiated quality paving materials.

v. Cycle parking should be integrated into all new housing.

On-plot parking

i. On-plot parking can be visually attractive when it is combined with high quality and well designed soft landscaping. Front garden depth from the pavement back should be sufficient for a large family car.

ii. Boundary treatment is the key element to help avoid a car-dominated character. This can be achieved by using elements such as hedges, trees, flower beds, low walls, and high quality paving materials between the private and public space.

iii. Driveways should be constructed from porous materials to minimise surface water run-off.

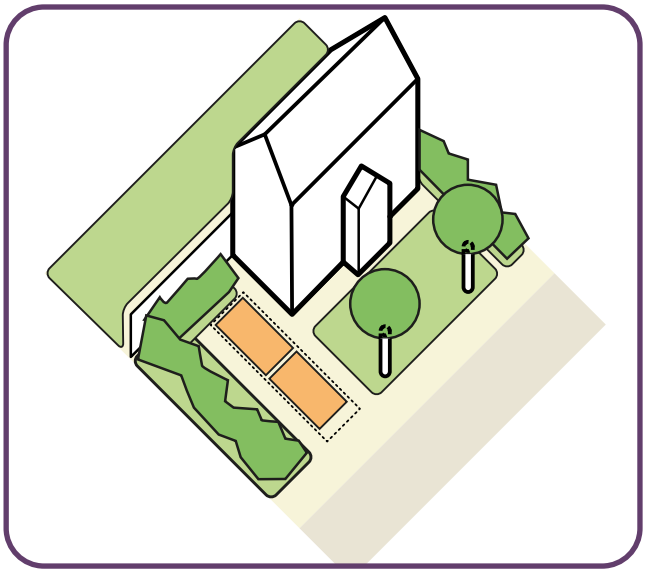


Figure 13: Diagram showing side-parking.

Figure 14: A bad example of parking which partially blocks the pavement.

On-plot parking with garage

i. Where provided, garages should integrate with the main building. They must complement and harmonise with the architectural style of the main building rather than forming a mismatched unit.

ii. Often, garages can be used as a design element to create a link between buildings, ensuring continuity of the building line. However, it should be considered that garages are not prominent elements and they must be designed accordingly.

iii. Consideration must be given to the integration of bicycle parking and/or waste storage into garages.

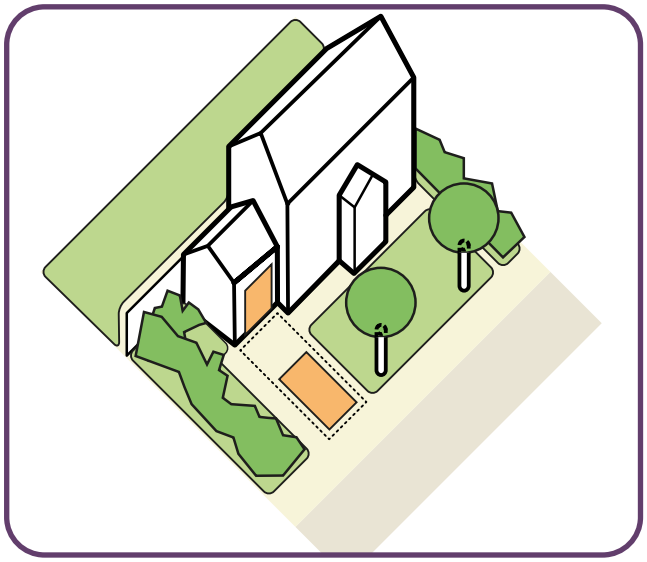


Figure 15: On-plot parking with garage.

Figure 16: On-plot parking in Semi-rural Zone.

Rear parking courtyards

i. Rear parking courtyards must be overlooked by neighbouring properties.

ii. Access to the parking courtyards should be through archways where possible to ensure the continuity of the street frontage.

iii. Car parking courtyards should be kept small in scale, limited up to maximum 8 cars (where possible), and they should be easily accessible.

iv. Public and private spaces should be very clearly defined to avoid confusion and necessary design mitigations should be applied for maximum safety such as gates or barriers.

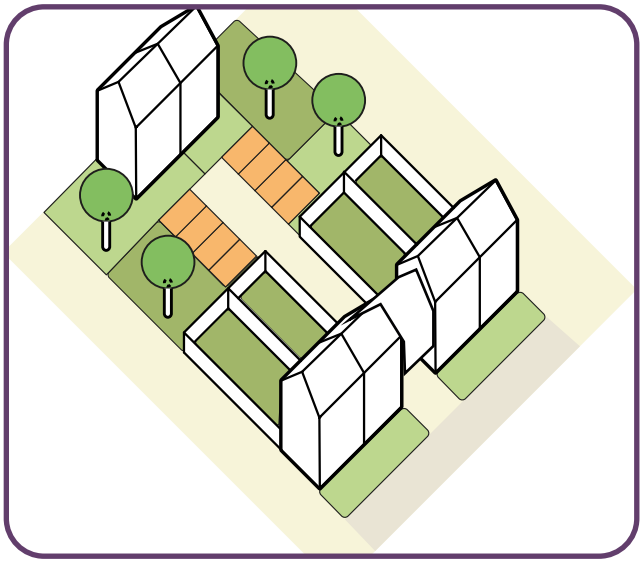


Figure 17: An overlooked rear parking courtyard.

Figure 18: Rear parking courtyard in Village Centre Zone.

On- street parking

i. Unallocated on-street parking uses land more efficiently than other types.

ii. Where possible, tree planting and other gaps between parking bays should be incorporated. It is suggested to insert trees every 5-6 parking spaces where possible.

iii. On-street parking can be in parallel, perpendicular or echelon in relation with the traffic speed and the traffic volume.

iv. On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function.

v. Parking bays can be inset between kerb build outs or street trees. Kerb build outs between parking bays can shorten pedestrian crossing distances and can host street furniture or green infrastructure. They must be sufficiently wide to shelter the entire parking bay in order to avoid impeding traffic.

vi. On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be clearly marked using changes in paving materials instead of markings but must be of a different level to the pedestrian way e.g. with a kerb. This will provide drivers with an indication of where to park. The street must be sufficiently wide so that parked vehicles do not impede motor vehicles or pedestrians.

vii. Opportunities must be created for new public car parking spaces to include electric vehicle charging points. Such provision must be located conveniently throughout the town and designed to minimise street clutter.

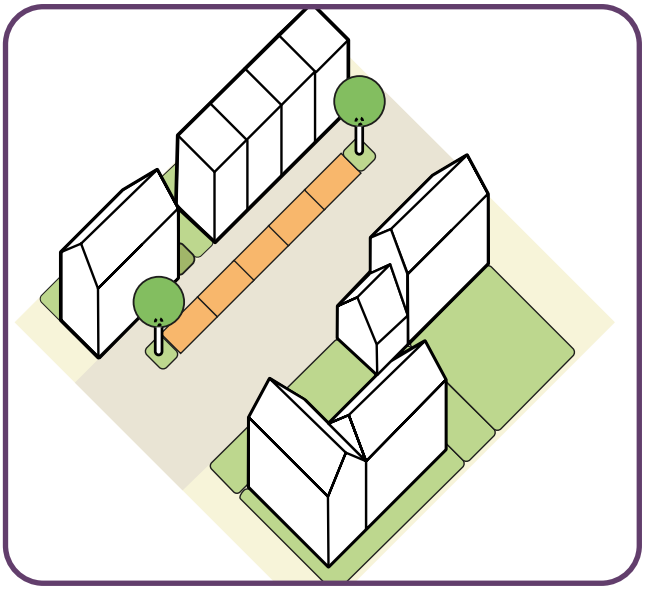


Figure 19: Diagram showing the on-street parking.

Figure 20: On-street parking on the High Street.

MO.03 Cycle parking

A straightforward way to encourage cycling is to provide secured and covered cycle parking within all new residential developments and publicly available cycle parking in the public realm.

Houses without garages

i. For residential units, where there is no on-plot garage, covered and secured cycle parking should be provided within the domestic curtilage.

ii. Cycle storage should be provided at a convenient location that is easily accessible.

iii. When provided within the footprint of the dwelling or as free standing shed, cycle parking should be accessed by means of a door at least 1300mm and the structure should be at least 2m deep.

iv. Parking should be secure, covered and it should be well integrated into the streetscape if it is allocated at the front of the house.

v. The use of planting and smaller trees alongside cycle parking can be used to mitigate any visual impact on adjacent spaces or buildings.

Houses with garages

i. The minimum garage size should be 7mx3m to allow space for cycle storage.

ii. Where possible cycle parking should be accessed from the front of the building either in a specially constructed enclosure or easily accessible garage.

iii. The design of any enclosure should integrate well with the surroundings.

iv. The bike should be removed easily without having to move the vehicle. New development should promote cycling by providing more cycle routes and monitor the condition of the existing ones.

v. In the case of apartments, cycle parking should be allocated at the basement or ground floor.

MO.04 Legibility and signage

A legible and well signposted place is easier for the public to understand as people can orient themselves with visual landmarks and direct routes. Being able to navigate around a place makes people feel safer and creates a more pleasant living environment that functions well.

i. Kings Langley should use a variety of identifiable landmarks, gateways and focal points to create visual links and establish a clear hierarchy between places.

ii. The village should be complemented by distinctive architectural elements around gateways and nodes.

iii. New developments should be designed around a series of nodal points focusing on the relationship with the existing character areas as well as the surrounding landscape and the canal.

iv. Wayfinding must be clearly established throughout the village, particularly along pedestrian and cycle routes and should be designed to complement and not clutter the public realm.

Figure 21: Blue Court, a Grade II listed building marks the entry to Kings Langley Village Centre.

Figure 22: Blue infrastructure as a focal point in the Inner Zone.

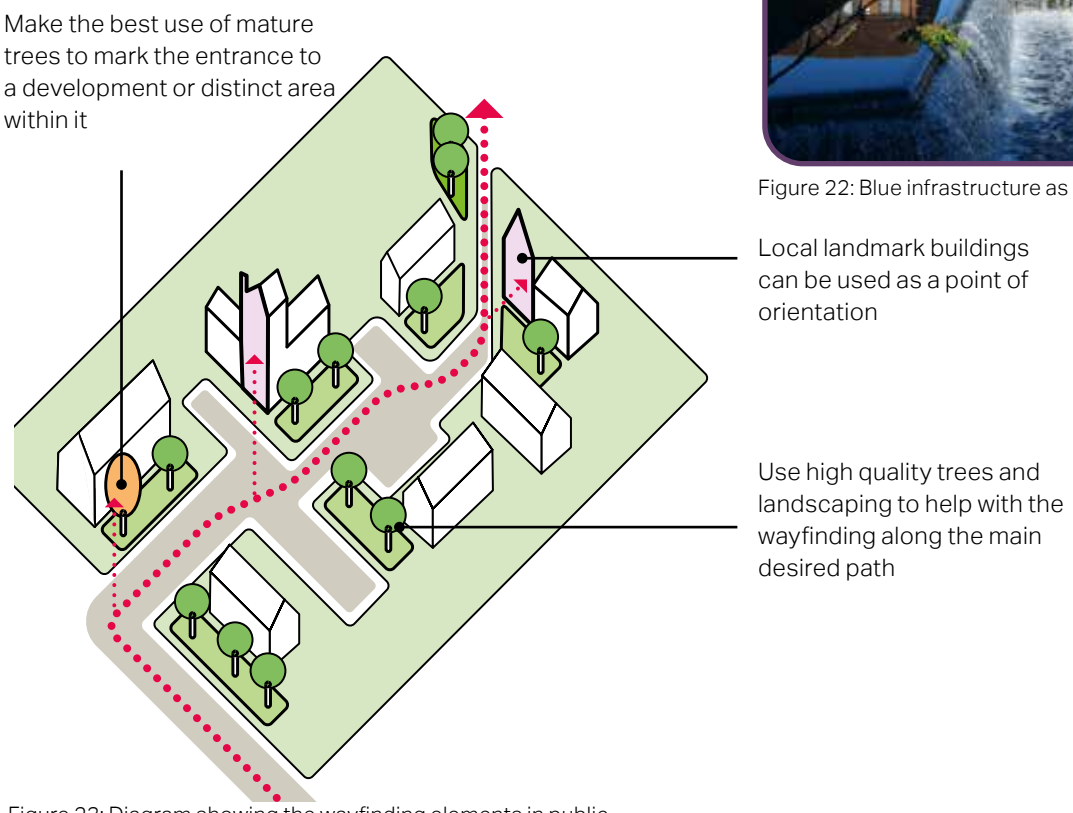


Figure 23: Diagram showing the wayfinding elements in public realm.

HO Housing

HO.01 Scale form and massing

The scale, form and massing of buildings are important to the character of a place; therefore, the existing context needs to be considered and new development needs to react sensitively to preserve and enhance the best characteristics of a place ensuring a harmonious relationship with neighbouring buildings, spaces and streets.

Building heights within Kings Langley are very consistent, with the majority of the buildings being two-storey.

i. The scale and massing of new buildings should be consistent with the form and massing of neighbouring properties.

ii. New developments should seek to respond to the surrounding context by using similar configurations with a modern interpretation. Buildings and developments that do not respect the existing townscape should be avoided.

iii. The height of new buildings should respond to the surrounding context and should not be over-bearing or dominant in the existing street scene.

iv. Development within Kings Langley should be of a scale and design to reinforce the locally distinctive character of each character area.

Figure 24: Massing and building heights along the High Street.

Figure 25: A row of two-storey detached houses along River Gade in Inner Zone.

Figure 26: Timber-framed houses massing in the Peripheral Zone.

HO.02 Well defined public and private space

A clear definition between public and private space is a fundamental principle for good place-making. Buildings fronting the streets and open spaces give life to the public realm, primary access and principal frontages should therefore always face onto public spaces.

i. In residential areas, the distances between the backs of the properties need to be proportioned in consideration with privacy.

ii. Setbacks from the street and front garden landscaping, together with more detailed architectural design should seek to balance privacy for front living rooms with natural surveillance of the streets, and the need for street enclosure.

iii. The privacy distance between the backs of the properties should be a minimum of 20m. When this is not possible, the layout should be a back to-side arrangement, or use single-aspect buildings (north facing single aspect units should be avoided) to avoid creating overlooking issues.

iv. Appropriate boundary treatments including low walls, hedges and railings must be incorporated into design proposals to clearly distinguish public and private space.

v. Private open amenity space is important to wellbeing and is, in the form of back gardens, also part of the character of Kings Langley. All new houses will be expected to have usable outside amenity space, with the exception of the town centre character area where more compact building typologies, such as the mews house, may be appropriate.

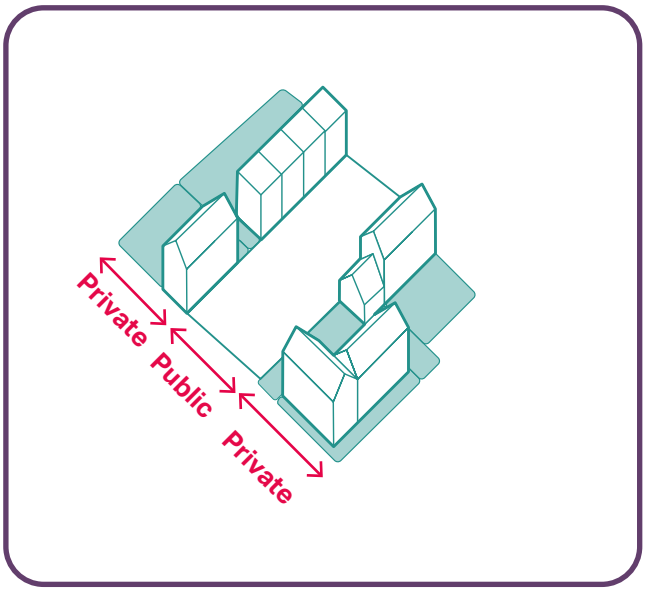


Figure 27: Public and private spaces in Village Centre Zone.

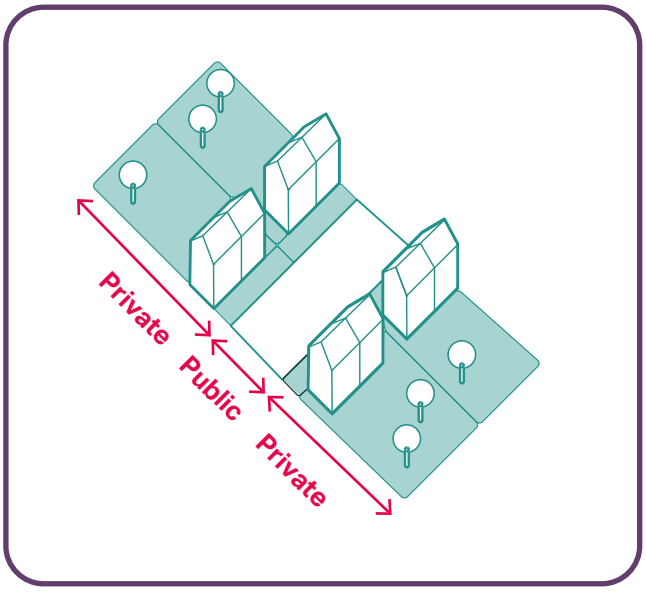


Figure 28: Public and private spaces in Inner Zone.

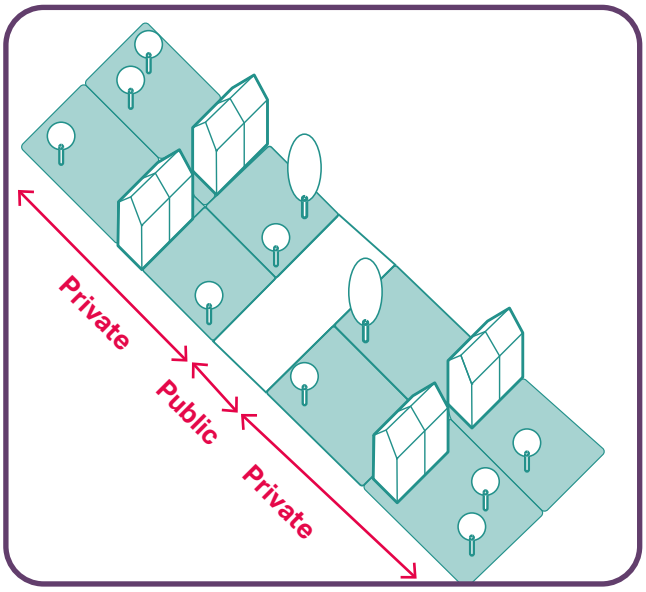


Figure 29: Public and private spaces in Semi-Rural Zone.

HO.03 Roofline

Kings Langley has a varied roofline, with gables and pitched roofs adding to the character of the area.

i. Varied rooflines can help to create a more visually appealing and distinctive townscape.

ii. The scale of the roof should be in proportion with the dimensions of the building with subtle changes in the roofline to avoid monotonous elevations.

iii. Rooflines should respect view corridors and not obstruct them. They should also be considerate of topography and existing landmarks.

Figure 30: Two-storey buildings with hipped and gabled roof in the Inner Zone Area.

Figure 31: A mix of pitched roof with chimney stacks in the Semi-rural Zone.

Figure 32: Semi-detached properties with hipped roof on Rucklers Lane.

HO.04 Building line and setbacks

The use of continuous building lines and setback distances contribute to the overall character of the area and the sense of enclosure of the streets and public spaces. Continuous building lines with a minimum gap create a strong distinction between public and private spaces, and provide definition to the public realm. Where buildings are more generously set back from the carriageway, the threshold spaces should be well landscaped.

i. To ensure sufficient street enclosure, private front thresholds should have a modest depth and accommodate a small garden or area for plantation.

ii. Low to medium density developments in residential areas can vary setbacks in order to respond to the landscape context and the more open character of the area.

iii. Front gardens can be much deeper where the topography requires so or to respond to the existing character area. It also helps to create a softer transition between countryside, green spaces, canal edge and built environment.

Figure 33: Building with no set back on the High Street.

Figure 34: Building set back varied which provides interesting streetscape in Inner Zone.

Figure 35: Deep front garden in Rucklers Lane Zone and the building line follow the road layout.

HO.05 Corner buildings

An important townscape principle is for buildings to satisfactorily address the corner. Where corner sites are visually prominent buildings should define the corner architecturally.

i. Buildings should have multiple entrances if possible and two active frontages should be created by incorporating prominent entrances and windows.

ii. On corners which are less visually prominent, such as within the lower density residential areas, continuous built frontage should address the corner by using a series of linked dwellings where possible.

iii. When a terraced, detached or semi-detached house faces out onto the corner, the buildings should have the main entrance and habitable room windows facing both sides to create activity, and should overlook the street. This building can also be taller or have a distinctive architectural element to ensure a greater presence.

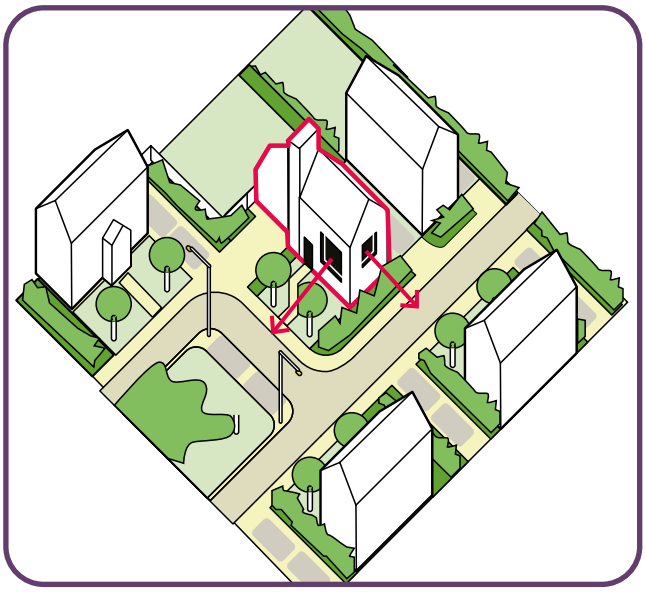


Figure 36: Diagram showing the corner building with two active frontages.

Figure 37: Corner building with multiple entrances in the Semi-rural Zone.

Figure 38: Inner Zone building facing both ways.

HO.06 Active frontages

Active frontages bring life and vitality to streets and public spaces.

i. Introducing regular doors, windows, front gardens and front parking, providing it does not dominate, can stimulate activity and social interactions.

ii. Narrow frontages with a vertical rhythm can create a more attractive and interesting streetscape, while articulation on façades and use of bays and porches can create a welcoming feeling.

iii. Exposed blank façades facing the public realm must be avoided. They should generally be fenestrated.

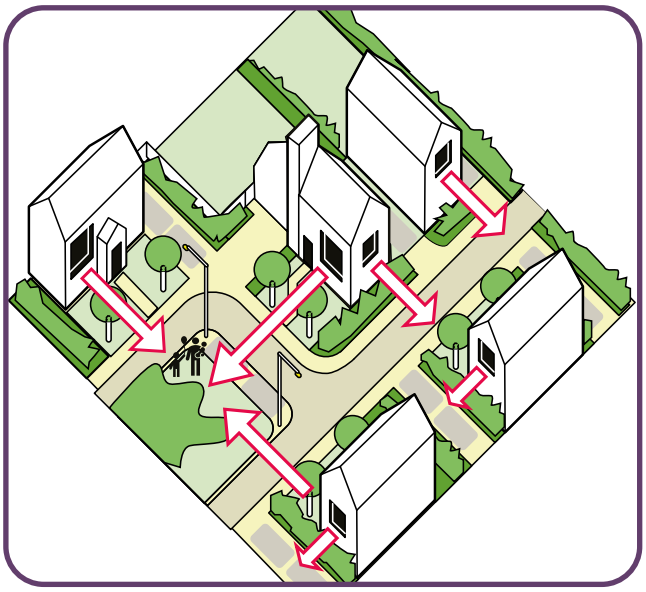


Figure 39: The active frontages with a well-supervised public realm.

Figure 40: Active frontage in the Semi-rural Zone with the front garden and fenestration looking to the street.

HO.07 Aspect and orientation

Buildings should be designed to maximise solar gain, daylight and sun penetration, while avoiding overheating. Subject to topography and the clustering of existing buildings, they should be orientated to incorporate passive solar design principles. These principles include:

i. One of the main glazed elevations should be within 30° due south to benefit from solar heat gain. Any north-facing facades might have a similar proportion of window to wall area to minimise heat loss on this cooler side (See Figure 41).

ii. If houses are not aligned east-west, rear wings could be included so that some of the property benefits from solar passive gain (See Figure 42).

iii. Homes should be designed to avoid overheating through optimisation of glazed areas, natural ventilation strategies including high- and low- level openings, longer roof ovehangs, deep window reveals and external louvres/ shutters to provide shading in hotter summer months (See Figure 41).

iv. North facing single aspect units should be avoided or mitigated with the use of reflective light or roof windows.

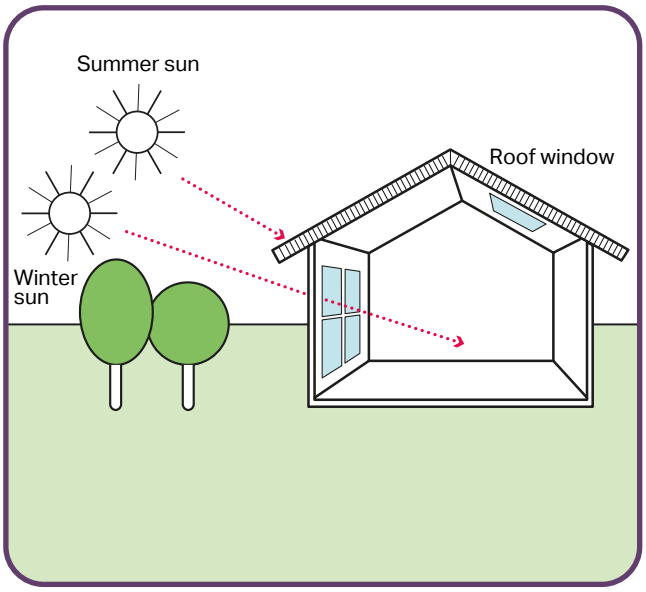


Figure 41: The use of roof window, pitch roof, location and size of windows in favour of maximising solar gain

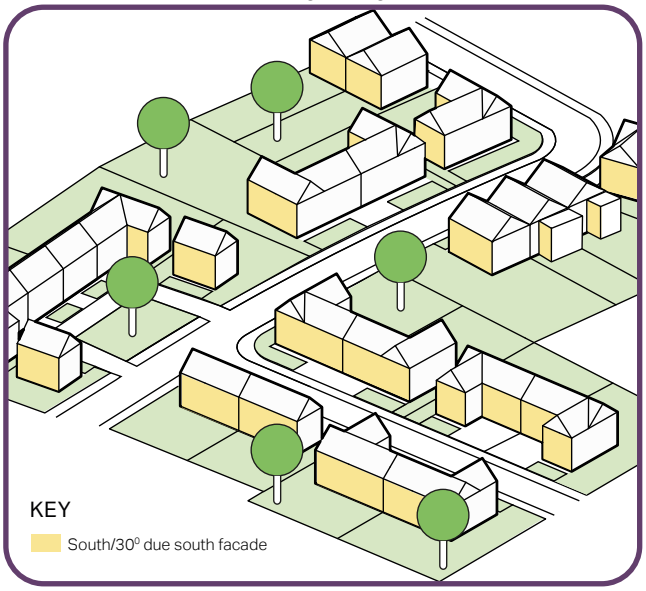


Figure 42: Elevations that would benefit from passive solar gain

HO.08 Building proportion

The relationships between the building and its elements can provide visual interest and enhance local character.

i. A building's elements should be proportional and related to the scale of the building itself.

ii. The proportions should be dictated by and respond to the type of activity proposed as well as the composition of the existing streetscape.

iii. The front elevation of the buildings must be arranged in an orderly way to avoid creating cluttered façades.

iv. Features such as windows, doors and solid walls should create vertical and horizontal rhythms along the façade providing variety.

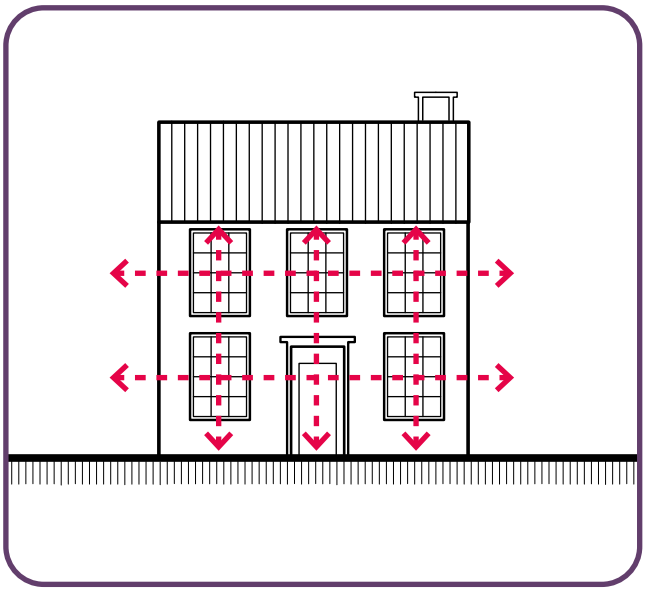


Figure 43: Elevation showing typical building proportion in a detached house.

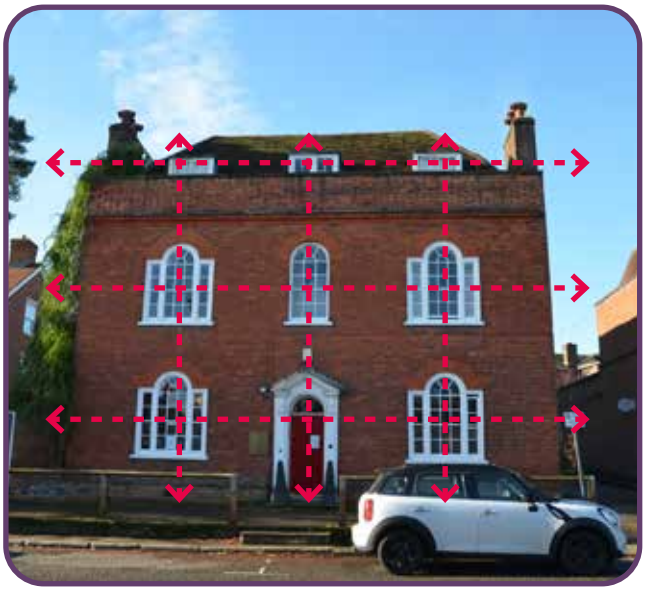


Figure 44: Horizontal and vertical window alignment on the high Street.

Figure 45: Windows spaced evenly along the building elevations in Rucklers lane..

HO.09 Landmarks and articulation

Landmark buildings should be easily recognisable and memorable as they often mark the end of vistas or long views as well as being able to address prominent corners.

i. Buildings should be designed with a number of different features that can create a landmark, such as, projecting bays, large window openings, expressive roof forms and taller elements.

ii. To provide articulation and a welcoming feeling, building façades should have occasional projections such as bays and porches.

iii. New developments should include some landmark buildings to improve legibility and provide varying features to create articulation which allows visual interest.

Figure 47: Wayside Farm , and important landmark. Cedar Lodge, a Grade II listed building with flint and white quoins.

Figure 48: A view along the Grand Union Canal.

Figure 46: All Saints Church, a 14th century building built with flint and Totternhoe Stone.

Figure 49: Blue Court as a landmark give a sense of welcoming on the High Street.

HO.10 Enclosure

Enclosure is the relationship between public spaces and the buildings or other features that surround them. A more cohesive and attractive urban form is achieved where this relationship is in proportion.

The following principles serve as general guidelines that should be considered to achieve a satisfactory sense of enclosure:

i. Façades should have an appropriate ratio between the width of the street and the building height.

ii. Buildings should be designed to turn corners and terminate views.

iii. Narrow gaps between buildings must be avoided, they should be either detached/semi-detached or properly linked.

iv. Building lines should run parallel to the back of the pavement.

v. In lower density areas, the sense of enclosure can be provided from the use of natural elements such as trees and hedges.

vi. In the case of terraced buildings, it is recommended that a variety of plot widths and façade alignments should be considered during the design process to create an attractive townscape.

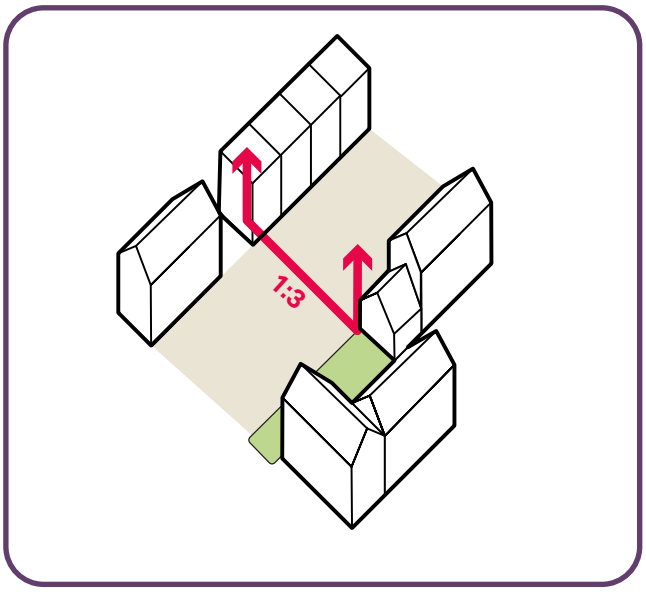


Figure 50: Enclosure in Village Centre. The enclosure ratio is typically 1:3.

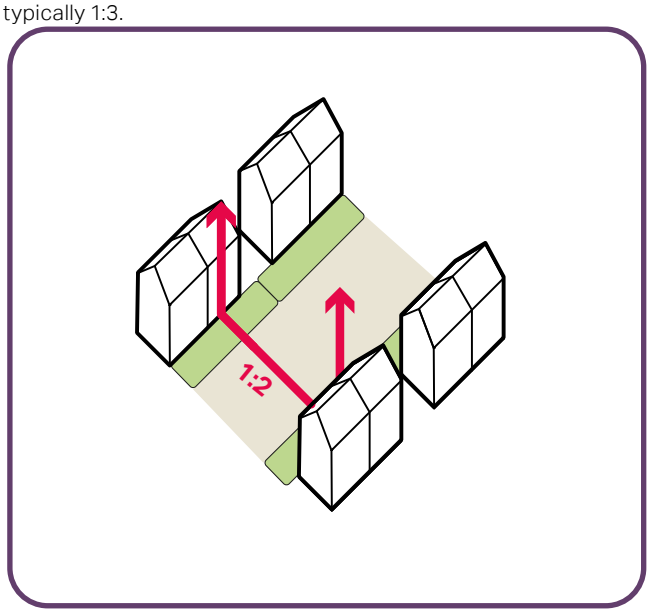


Figure 51: Enclosure ratio in Inner Zone area is about 1:2.

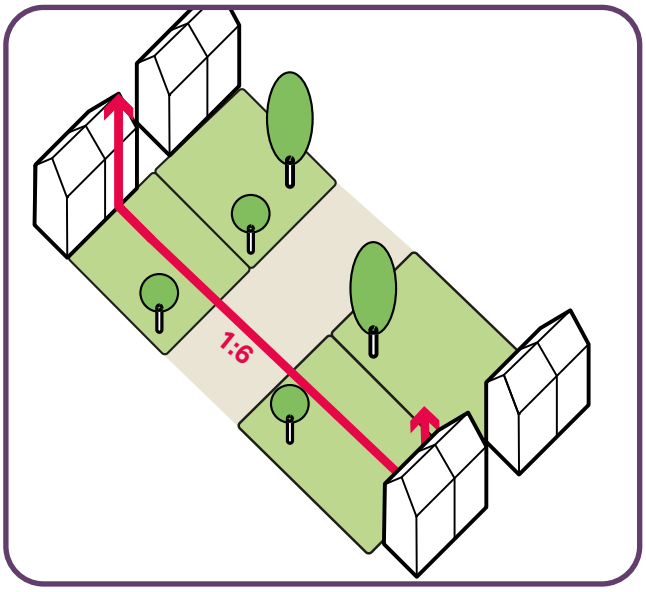


Figure 52: Enclosure ratio in Semi-Rural Zone can be more than 1:6.

HO.11 Extension and alteration

There are multiple ways to create extra space within a building using different types of extensions. Extensions must be designed to an appropriate scale and be secondary to the original building. The pitch and form of a building's roof forms part of its character; therefore, extensions should respond by enhancing the existing character. Extensions should consider the materials, architectural features and proportions of the original building and be designed to complement these existing elements.

Many household extensions are covered by permitted development rights, meaning that they do not need planning permission. There are exceptions, though, that will be relevant here, such as conservation areas. Check the latest guidance here: https://www.planningportal.co.uk/info/200130/common_projects/17/extensions

i. The character of the existing building, along with its scale, form, materials and details should be taken into consideration when preparing proposals for alterations and/or extensions.

ii. External extensions should respect or enhance the visual appearance of the original buildings and the character of the wider street scene.

iii. Extensions should be subordinate in term of scale and form and shall not be visually dominant or taller than the existing building.

iv. Extensions should be recessed or in line with the existing building façade and shall use lower ridge and eaves levels to ensure that the length and width of the extension are less than the dimensions of the original building.

v. Extensions should be designed using materials and details to match the existing building or alternatively, use contrasting materials and details with a contemporary design approach. However, in either case, extensions should create an overall harmonious composition and a strong degree of unity with the original building.

vi. Extensions should safeguard the privacy and daylight amenity of neighbouring properties.

vii. Extensions should retain on-site parking capacity and a viable garden area to meet the needs of future occupiers.

viii. Extensions of existing buildings should help to reduce carbon emission by complying with high energy efficiency standards and utilising low energy design.

Side extensions

Side extensions are a popular way to extend a building to create extra living space. However, if poorly designed they can negatively affect the appearance of the street scene, disrupting the rhythm of spaces between buildings. Side extensions should be set back from the main building and complement the materials and detailing of those on the original building, particularly along the street elevation. The roof of the extension should harmonise with that of the original building; flat roofs should be avoided. Side windows should also be avoided unless it can be demonstrated that they would not overlook neighbouring properties.

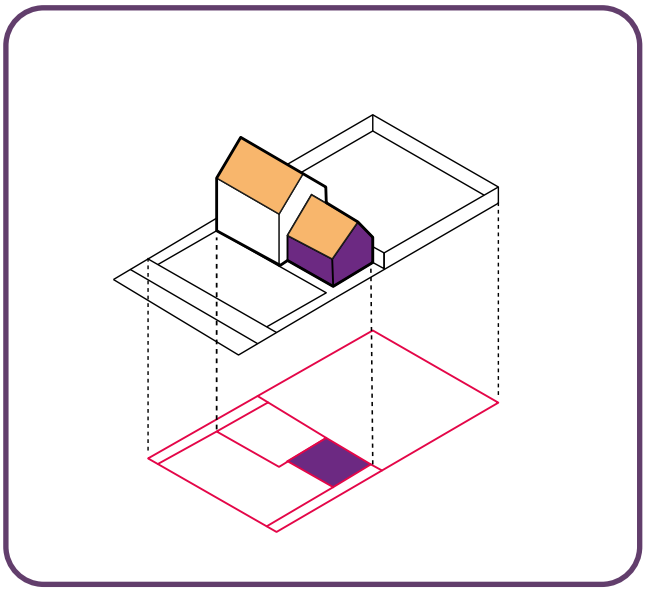


Figure 53: An example diagram of a side extension.

Rear extensions

Single storey rear extensions are generally the easiest way to extend a house and provide extra living space. The extension should be set below any first-floor windows and designed to minimise any effects of neighbouring properties, such as blocking day light. A flat roof is generally acceptable for a single storey rear extension.

Double storey rear extensions are not common as they usually affect neighbours' access to light and privacy, however, sometimes the size and style of the property allows for a two-storey extension. In these cases, the roof form and pitch should reflect the original building and sit slightly lower than the main ridge of the building.

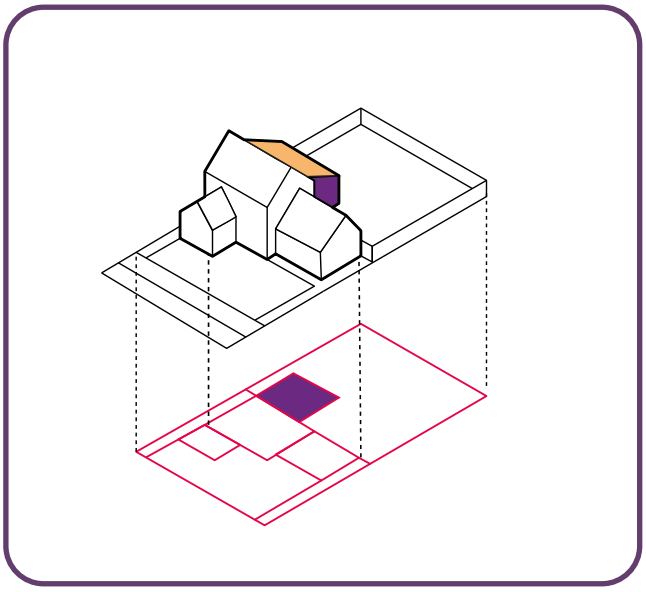


Figure 54: An example diagram of a rear extension.

HO.12 Views

Considering that Kings Langley has a steep topography, the following principles should be taken into consideration:

i. Development should preserve the existing views and sight-lines to and from current built-up areas.

ii. The impact of the massing, building height and architectural details of any new development within the main view corridors should be carefully designed.

iii. The view along the Grand Union Canal should be protected, and the impact of the massing, height and architectural details of any new development within the view corridor should be attentively designed. Important local views should be safeguarded from inappropriate development from inappropriate development.

iv. Longer distance views across the valley and short views which contribute to the character of Kings Langley should be preserved.

v. Individual views that hold particular local significance and that contribute to the significance of a local heritage asset should be protected and any new development should be designed in a way that safeguards the locally-significant views.

Figure 55: View eastwards across the valley.

Figure 56: Treasured canal view.

HO.13 Boundary treatment

Boundary treatments, such as hedges, low walls and railings should be included in design proposals to clearly distinguish public and private spaces.

i. Boundary treatments should reflect locally distinctive forms and materials, consisting of predominantly of red brick and wooden fence but also occasional use of flint for boundary walls; or hedgerows, trees or wooden fence.

ii. Development shall identify existing boundary treatments in the context of the site and consider appropriate boundaries for new development to ensure integration with existing context.

iii. Existing boundary trees and hedgerow should be retained and should be reinforced with native species.

iv. Boundary treatments should use locally distinctive traditional materials or hedging comprising native species.

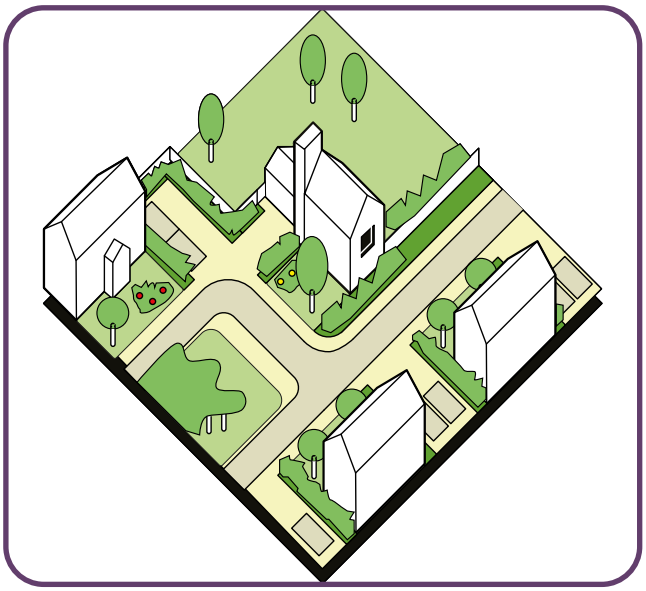


Figure 57: Diagram showing the boundary treatment such as low wall and hedges in front of houses.

Figure 58: Hedges used as a boundary treatment in semi-rural Zone.

Figure 59: Low wall creating a strong definition between public and private space.

MD Materials and details

MD.01 Materials

There are a range of architectural styles used within the village for walls, roofscape and fenestration.

i. The materials and architectural detailing used in Kings Langley contribute to historic character of the village.

ii. Architectural design shall reflect high quality local design references in both the natural and built environment and reflect and reinforce local distinctiveness.

iii. Any future development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

Scalloped Terracotta tiling

Red brick

Mix of red and yellow brick

White render

Pebbled dash and timber frame

Mix of flint and yellow brick

Slate roof

Mix of timber frame and red brick façade

White render with Dutch gable

Red hung tile

Hipped dormer

Traditional flint

Timber-framed dormer

Gravel as porous materiel for ground

Window with red brick details

Bay window with hung tile details

MD.02 Windows

The detailing, materials and fenestration of windows along building façades can inform the character of the street. Within Kings Langley, there are a variety of window styles which should be used as guidance for future windows in the town.

i. Windows should match the general orientation, proportion and alignment of other windows in the same building as well as those on adjacent properties, reinforcing the continuity of the streetscape.

ii. Window subdivisions should be arranged symmetrically about the horizontal and vertical areas of the openings. Large panes of glass that are not subdivided should be avoided, as they can distort the visual scale of the building.

iii. Windows in new developments should have consistent colour, thickness of frame and quality of windows across all elevations.

iv. Windows should employ a particular design approach by adopting either a contemporary or traditional style. Contemporary style buildings can have a variety of window designs whereas traditional building styles should have a limited range of patterns.

Figure 61: Multipane sash window in the Village Centre Zone..

Figure 62: Casement window in the Inner Zone.

Figure 60: Bay window in the Peripheral Zone.

Figure 63: Casement window in the Semi-rural Zone.

MD.03 Doors

Different types of doors are used throughout Kings Langley contributing to an interesting and varied streetscape.

i. New development could use the existing architectural styles as inspiration.

ii. Small porches at the entrance of buildings should respect the building line of the street, particularly where a strongly defined building line is an important characteristic of a street. The roof pitch should match that of the original building to ensure it blends in with the building.

Figure 65: A protruding porch, High Street.

Figure 66: Wooden door with clay pantile roof in the Inner zone.

Figure 64: The rectangular and Roman door style door in Shendish.

Figure 67: A modern door style in the Peripheral Zone.

MD.04 Roofscape

The scale of a roof should be designed in proportion to the height of the elevation. Subtle changes in angle of the roof pitch provides a variety of roofscapes, avoiding monotonous building compositions.

i. Roofs should have a simple form and avoid shallow pitches. Ridge heights should be limited by narrowing the plan depth rather than lowering the roof pitch.

ii. Development shall use a common palette of locally distinctive vernacular building material, comprising of slate and red clay pantiles for gable and pitched roofs.

iii. Roof renovation should consider any existing features of interest and ensure the use of matching details and materials.

iv. Where plain clay tiles are used, roofs must have a pitch of 50^0. Roofs with pitches in the range of 35^0-40^0 should use slates.

Figure 69: Pitched roof with pitched dormers.

Figure 70: Pitched and hipped roof in London Road Zone.

Figure 68: Hipped roof with slate in the Semi-rural Zone.

Figure 71: Roofscape in the Peripheral Zone with varied elevation.

MD.05 Chimneys

Chimneys can be seen across the village in all housing types, therefore they can be placed in several locations. A modern approach should be taken to chimney design and should only be incorporated where they serve a function.

i. Chimneys should match the primary elevation material and be placed symmetrically to the ridge line.

ii. Chimneys should rise above the roof and when on an end elevation should connect to the ground.

iii. Chimneys should be positioned on the roof ridges, centrally on a gable end or against an out scale wall and should have pots.

Figure 73: Chimney stack with yellow brick and the sunlight dormer in the Village Centre.

Figure 74: Tall chimney stacks with yellow brick in the Semi-rural Zone.

Figure 72: Chimney stack with red brick in the Inner Zone.

Figure 75: Tall chimney in the Semi-rural Zone.

CO Community

CO.1 Biodiversity

Kings Langley has a rich and varied landscape character. The Green Belt occupies the majority of the area. In addition, there are many natural features and assets, such as trees, woodlands, hedgerows, the Grand Union Canal, the Common, verges, front and back gardens. They all contribute to provide habitats for biodiversity to flourish. Therefore, any new development or any change to the built environment should:

i. Protect and enhance woodlands, hedges, trees and road verges, where possible. Natural tree buffers should also be protected when planning for new developments.

ii. Avoid abrupt edges to development with little vegetation or landscape on the edge of the settlement and, instead, aim for a comprehensive landscape buffering.

iii. Strengthen biodiversity and the natural environment.

iv. Ensure habitats are buffered. Widths of buffer zones should be wide enough and based on specific ecological function.

v. Include the creation of new habitats and wildlife corridors in the schemes. This could be by aligning back and front gardens or installing bird boxes or bricks in walls.

vi. Propose wildlife corridors in the surrounding countryside by proposing new green links and improving the existing ones. This will enable wildlife to travel to and from foraging areas and their dwelling areas.

vii. Protect mature and veteran trees, wide green verges and species-rich hedgerow as they are essential for biodiveristy. Hedgerows are a particularly good habitat for fauna and also prevent soil erosion.

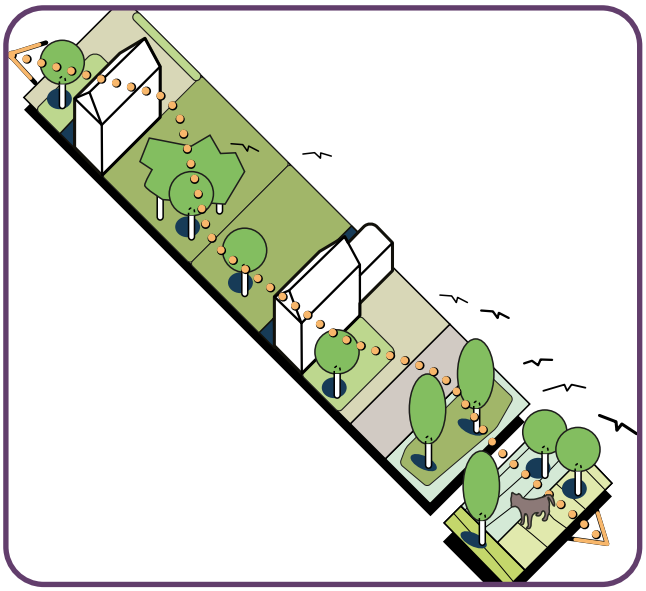


Figure 76: Diagram to highlight the importance of creating wildlife corridors.

Figure 77: Examples of a frog habitat decorating rear gardens or public green spaces.

Figure 78: Examples of a bughouse decorating rear gardens or public green spaces.

CO.02 Open Space

Kings Langley has a good network of footpaths and wide range of green spaces. Future open spaces should be planned by considering the following principles:

i. Design new open space to incorporate existing landscape features to create an informal park with opportunities for natural play and recreation.

ii. All existing good quality woodland, hedgerows, trees and shrubs to be retained within the layout of the parks and enhanced with improved management.

iii. New trees, grassland and shrubs to be planted to supplement existing vegetation.

iv. Active frontages to face onto green spaces.

v. Provide allotments or other community garden facilities where appropriate.

vi. Allow for flexible use of the space allowing temporary uses to fluctuate with a changing programme of events and use.

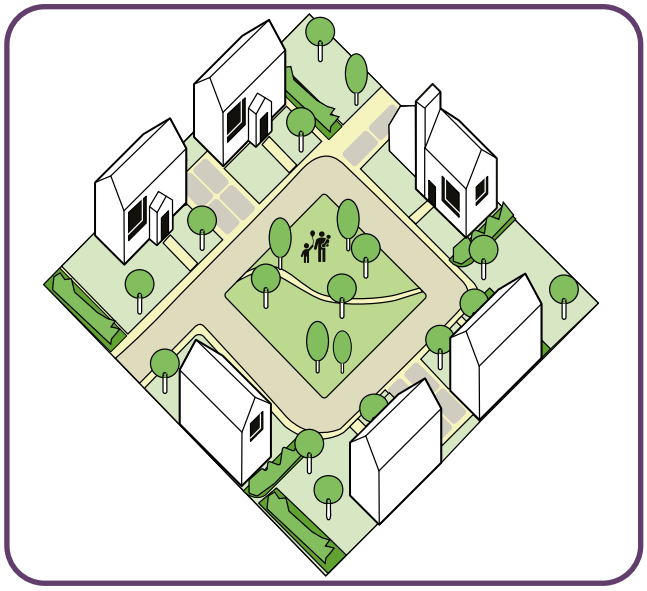


Figure 80: Green space at the heart of a development.

Figure 81: Aerial view showing the allotment by the canal in Inner Zone.

Figure 79: An aerial view to Kings Langley Common and the Kings Langley Cricket Club.

Figure 82: An aerial view from south to north to Green Park and Green Lane.

SU Sustainability

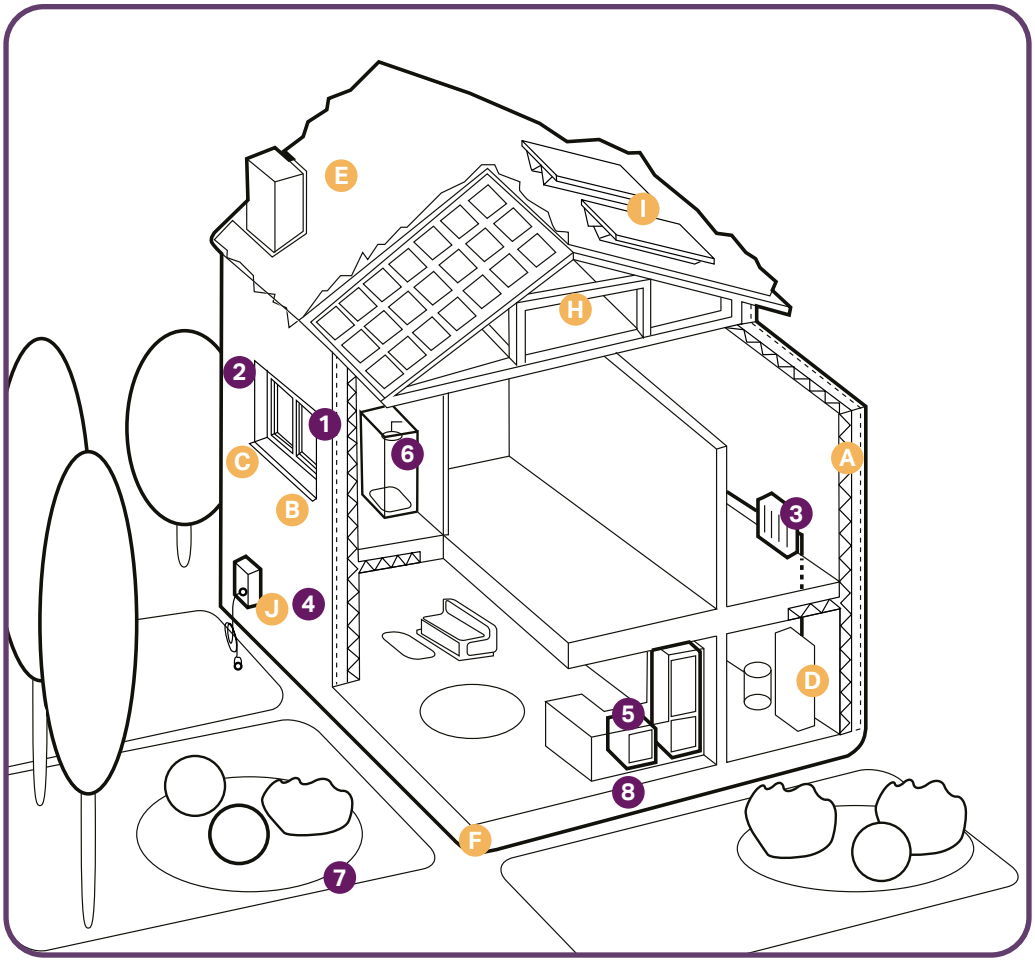
This section introduces energy efficient technologies and strategies that could be incorporated in buildings, landscapes and neighbourhoods.

SU.01 Energy efficient housing and energy production

Low-carbon home

Energy efficient or eco design combines all-round energy efficient construction, appliances, and lighting with commercially available renewable energy systems, such as solar water heating and solar electricity.

Starting from the design stage, there are strategies that can be incorporated towards passive solar heating, cooling and energy



Existing homes

1. **Insulation** in lofts and walls (cavity and solid)
2. **Double or triple glazing with shading** (e.g. tinted window film, blinds, curtains and trees outside)
3. **Low- carbon heating** with heat pumps or connections to district heat network
4. **Drought proofing** of floors, walls, windows and doors
5. **Highly energy- efficient appliances** (e.g. A++ and A+++ rating)
6. **Highly waste- efficient devices** with low-flow showers and taps, insulated tanks and hot water thermostats
7. **Green space (e.g. gardens and trees)** to help reduce the risks and impacts of flooding and overheating
8. **Flood resilience and resistance** with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

New build homes

A. **High levels of airtightness**
B. **More fresh air** with the mechanical ventilation and heat recovery, and passive cooling
C. **Triple glazed windows and external shading** especially on south and west faces
D. **Low-carbon heating** and no new homes on the gas grid by 2025 at the latest
E. **Water management and cooling** more ambitious water efficiency standards, green roofs and reflective walls
F. **Flood resilience and resistance** e.g. raised electrical, concrete floors and greening your garden
H. **Construction and site planning** timber frames, sustainable transport options (such as cycling)
I. **Solar panel**
J. **Electric car charging point**

efficient landscaping which are determined by local climate and site conditions. The retrofit of existing buildings with eco design solutions should also be encouraged.

The aim of these interventions is to reduce overall home energy use as cost effectively as the circumstances permit. The final step towards a high-performance building would consist of other on site measures towards renewable energy systems.

It must be noted that eco design principles do not prescribe a particular architectural style and can be adapted to fit a wide variety of built characters. A wide range of solutions is also available to retrofit existing buildings, included listed properties, to improve their energy efficiency[1].

1. Historic England. https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/

SU.02 Sustainable drainage systems

The term SuDS stands for Sustainable Drainage Systems. It covers a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits.

SuDS work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system. Usually, the most sustainable option is collecting this water for reuse, for example in a water butt or rainwater harvesting system, as this has the added benefit of reducing pressure on important water sources.

Where reuse is not possible there are two alternative approaches using SuDS:

i. Infiltration, which allows water to percolate into the ground and eventually restore groundwater.

ii. Attenuation and controlled release, which holds back the water and slowly releases it into the sewer network. Although the overall volume entering the sewer system is the same, the peak flow is reduced. This reduces the risk of sewers overflowing. Attenuation and controlled release options are suitable when either infiltration is not possible (for example where the water table is high or soils are clay) or where infiltration could be polluting (such as on contaminated sites).

The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination. A number of overarching principles can however be applied:

iii. Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow water flow so that it does not overwhelm water courses or the sewer network.

iv. Integrate into development and improve amenity through early consideration in the development process and good design practices.

v. SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream.

vi. Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity in an area.

vii. Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water.

viii. SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

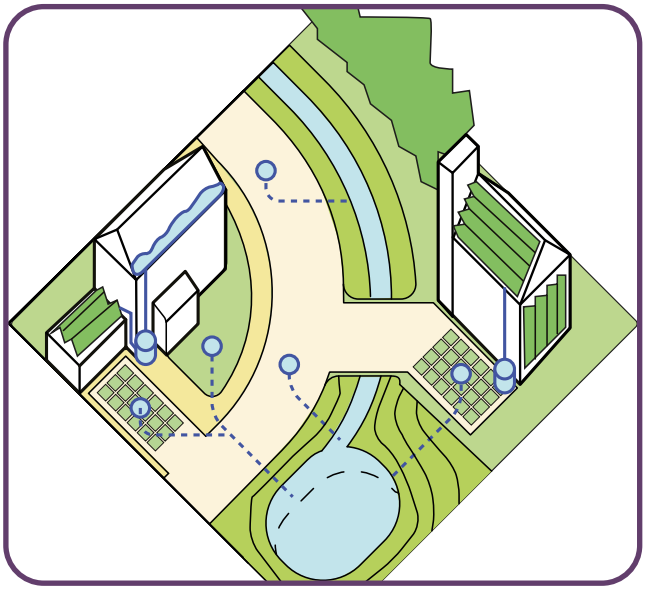


Figure 83: Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs..

Figure 84: Examples of SuDS designed as a public amenity and fully integrated into the design of the public realm, Sweden.

SU.03 Permeable pavements

Most built-up areas, including roads and driveways, increase impervious surfaces and reduce the capacity of the ground to absorb runoff water. This in turn increases the risks of surface water flooding. Permeable pavements offer a solution to maintain soil permeability while performing the function of conventional paving. The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts.

Permeable paving can be used where appropriate on footpaths, public squares, private access roads, driveways, and private areas within the individual development boundaries. In addition, permeable pavement must also:

i. Flood and Water Management Act 2010, Schedule 3.[1]

ii. The Building Regulations Part H – Drainage and Waste Disposal.[2]

iii. Town and Country Planning (General Permitted Development) (England) Order 2015.[3]

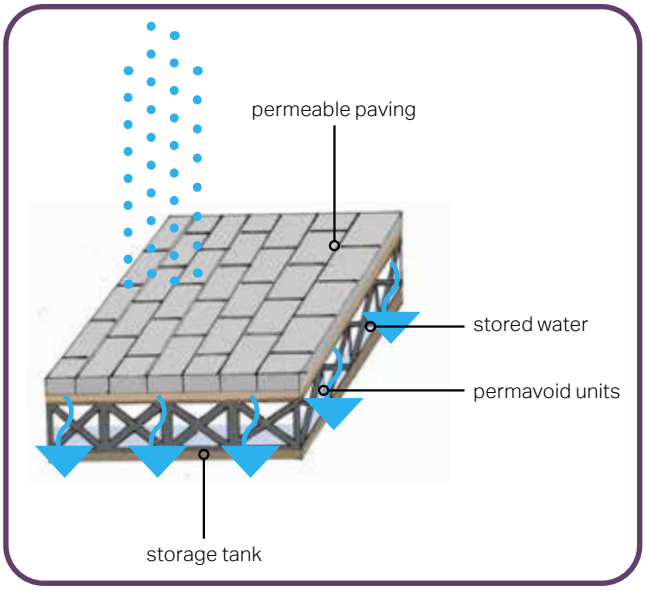


Figure 85: Diagram illustrating the functioning of a soak away.

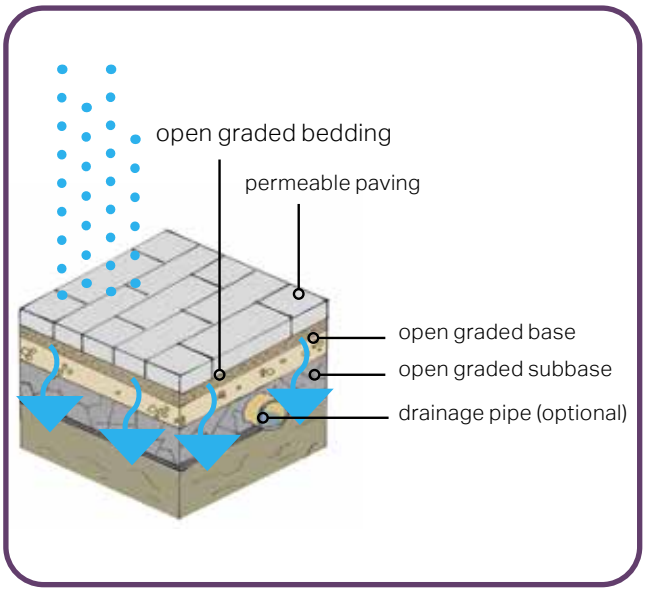


Figure 86: Diagram illustrating the functioning of a soak away.

1 Great Britain (2010). Flood and Water Management Act, Schedule 3. Available at: http://www.legislation.gov.uk/ukpga/2010/29/schedule/3

2 Great Britain (2010). The Building Regulations Part H – Drainage and Waste Disposal. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/442889/BR_PDF_AD_H_2015.pdf

3 Great Britain (2015). Town and Country Planning (General Permitted Development) (England) Order 2015. Available at: http://www.legislation.gov.uk/uksi/2015/596/pdfs/uksi_20150596_en.pdf

Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage are listed below:

i. Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems.[1]

ii. The SuDS Manual (C753).[2]

iii. BS 8582:2013 Code of practice for surface water management for development sites.[3]

iv. BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers.[4]

v. Guidance on the Permeable Surfacing of Front Gardens.[5]

SU.04 Storage and slow release

Rainwater harvesting refers to the systems allowing the capture and storage of rainwater as well as those enabling the reuse of on-site grey water.

Simple storage solutions, such as water butts, can help provide significant attenuation. To be able to continue to provide benefits, there has to be some headroom within the storage solution. If water is not reused, a slow release valve allows water from the storage to trickle out, recreating capacity for future rainfall events.

New digital technologies that predict rainfall events can enable stored water to be released when the sewer has greatest capacity to accept it.

These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design. Therefore, some design recommendations would be to:

vi. Conceal tanks by cladding them in complementary materials.

vii. Use attractive materials or finishing for pipes.

viii. Combine landscape/planters with water capture systems.

ix. Underground tanks.

x. Utilise water bodies for storage.

Figure 87: Water butts used for rainwater harvesting.

1 Great Britain. Department for Environment, Food and Rural Affairs (2015). Sustainable drainage systems – non-statutory technical standards for sustainable drainage systems. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf

2 CIRIA (2015). The SuDS Manual (C753).

3 British Standards Institution (2013). BS 8582:2013 Code of practice for surface water management for development sites. Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000030253266

4 British Standards Institution (2009). BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers. Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000030159352

5 Great Britain. Ministry of Housing, Communities & Local Government (2008). Guidance on the Permeable Surfacing of Front Gardens. Available at:https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf

SU.05 Bioretention systems

Bioretention systems, including soak away and rain gardens, can be used within each development, along verges, and in semi-natural green spaces. They must be designed to sit cohesively with the surrounding landscape, reflecting the natural character of the Parish. Vegetation must reflect that of the surrounding environment.

They can be used at varying scales, from small-scale rain gardens serving individual properties, to long green-blue corridors incorporating bioretention swales, tree pits and mini-wetlands, serving roads or extensive built-up areas.

These planted spaces are designed to enable water to infiltrate into the ground. Cutting of downpipes and enabling roof water to flow into rain gardens can significantly reduce the runoff into the sewer system. The UK Rain Garden Design Guidelines provides more detailed guidance on their feasibility and suggests planting to help improve water quality as well as attract biodiversity.[1]

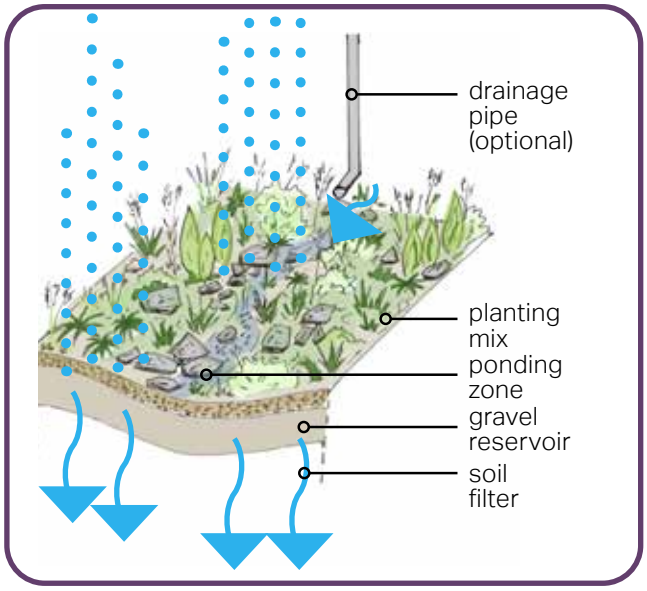


Figure 88: Diagram illustrating the functioning of a rain garden.

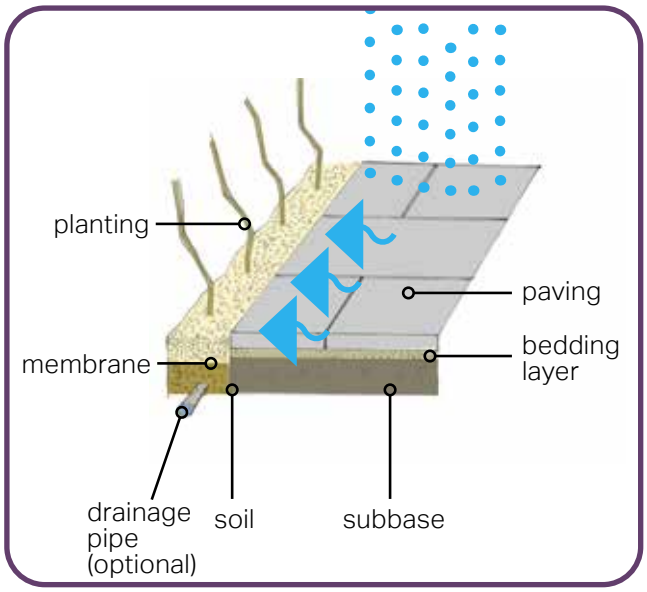


Figure 89: Diagram illustrating the functioning of a soak away garden.

1 UK Rain Gardens Guide. Available at: https://raingardens.info/wp-content/uploads/2012/07/UKRainGarden-Guide.pdf

Design guidance and codes for character areas

04

4. Design guidance and codes for character areas

4.1. Introduction

As stated previously in this document, applicants are expected to show in their proposals how the design has been considered in relation to the site context. The appropriate design response will vary and it is not possible for the design guidance and codes presented below to specify what should happen in every instance. However, they can set out expectations, parameters and suggestions to a considered design response.

Some of the content in this chapter is general. This is design *guidance*. Some is more specific, with defined numerical requirements. These elements are what we mean by *code*.

This chapter is structured around the character areas introduced above. Each section starts with a brief description of the character area in question, before presenting the guidance and codes in a repeated table format (areas 1-8).

The Character areas identified (see Figure 90, next page) are the following:

- Character area 1: Village Centre zone
- Character area 2: Inner zone
- Character area 3: Semi-rural zone
- Character area 4: Peripheral zone
- Character area 5: Rucklers Lane zone
- Character area 6: Shendish zone
- Character area 7: London Road zone
- Character area 8: Langley Lodge zone

Finally, a ninth character area, the rural zone, includes the open countryside between the other character areas. Any new development within the rural zone should seek to reduce its impact on the existing open nature of the parish. Due to the very limited amount of development expected in this zone, specific codes are not included in this document.

This section includes also a chapter on potential future developments, which highlights further guidance to be considered in case major future developments should come forward.

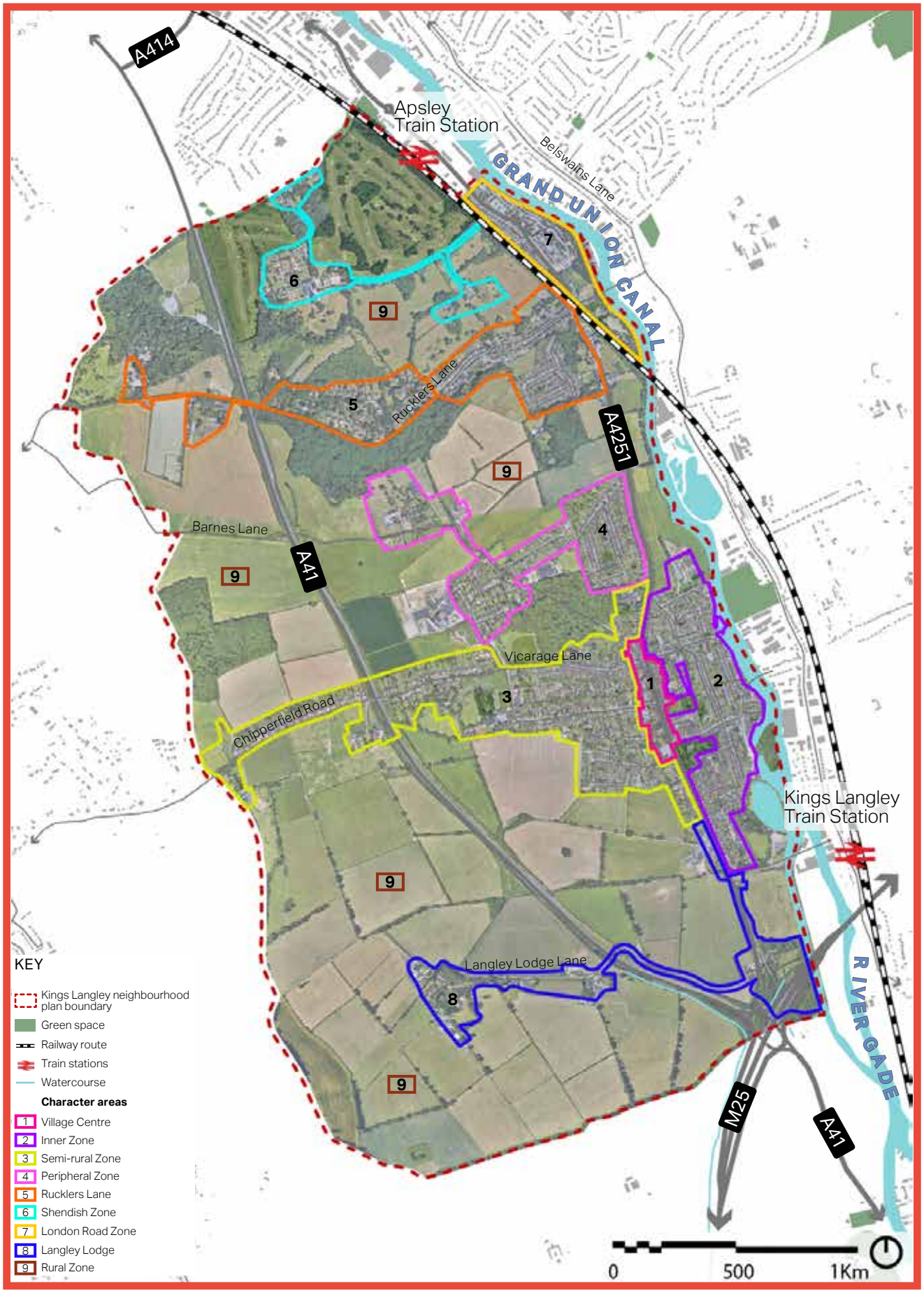


Figure 90: The 8 character areas.

4.2. Character area 1: Village Centre zone

The Character Area 1 is part of the conservation area and is centred on the historic High Street from Great Park in the south to Common Lane in the north.

Land use is typical of a mixed use high street, with residential and care homes alongside shops, pubs, cafés and services. They should be protected and enhanced as essential to the character of the area. With some landmark exceptions, the majority of buildings are two-storey.

Residential buildings typically have narrower footprints than elsewhere in the village.

Figure 91: Village Centre Zone Character Area.

Place-making	
Morphology	Emphasise the existing street hierarchy, highlighting the primacy of the High Street within the village compared to the secondary roads that branch off from it. Also the **historic character** and the **listed buildings** should be preserved and enhanced.
Enclosure	The village centre has a strong sense of enclosure and a ratio of **1:2 to 1:3** should be generally maintained.
Legibility and wayfinding	Distinctive landmark buildings, and their setting, should be protected. **Listed buildings** (Blue Court, for example) should be used as landmark and any new development should be respectful with adequate distance and scale.
Extension and alteration	**Rear extensions** along the High Street could be appropriate subject to conservation area restrictions.
Public and private space	Maintain a clear distinction between the **private** (shop frontages, front and back gardens) - and **public space** (footpaths, streets, car parking).
Topography	New buildings should **respect the existing topography** sloping from the western side of the High Street to the eastern.
Views	Protect the views to **Church of All Saints' tower** and its **short spire** and use the topography to accentuate the views from west to the east.

Building scale and form	
Density	As a guide, development density should be from around **50-60 dph (dwellings per hectare)**.
Typology	**Terraced houses** and **town houses** are an appropriate typology for the High street.
Building heights	**Two-storey buildings** with some at **three storeys**.
Building lines and set backs	Buildings should have **no set back** from the main street with **a few set back occasionally**. **Building lines** should be **continuous** and define a strong edge along the road.
Front and back garden	The existing building line suggests that front gardens are not to be expected.
Active frontages	Buildings should have the front facing the street and promote active frontages onto the High Street with entrances accessible from the footpaths.

Materials and details	
Roofs	The use of high quality **traditional brick** should be encouraged and **ceramic tile** and **slate** should be used for the roofscape within this zone.
Aspect and orientation	Buildings should **face the street** with accessible entrances along the High Street.
Boundary treatment	Building walls should set right along the pavement with **a discrete boundary treatment** (low walls or a combination of low walls and railing) if a buffer is desired.
Materials	The use of **red, brown and yellow bricks**, **knapped flint**, **timber**, **white render** for walls with **some red bricks detailing around the windows**,

Green and blue infrastructure	
Open space	Protect and enhance the **Church of All saints' yard** and the **open space between the high Street and Blackwell Road**, both located to the east of the High Street.
Public realm	The **quality of the street furniture** as well as **paving materials** should be consistent with the existing (promote use of timber and metal) and **spill out spaces** should be encouraged without obstructed the pedestrian flow along the High Street.

Access, movement and street design	
Street typologies	The High Street should act as **primary street.** Any changes should respect that is has an important place function, more so than for the simple movement of vehicles.
Pedestrian movement	The pavement width along the High Street should **not be less than 2m** where possible. **3 metres** is ideal.
Parking typologies	**Courtyard parking** is usually most appropriate here.

Shop frontage guidance

Signage

The fascia is the most important area of a shopfront for advertising the business. Maintain the signage within the established proportions and confines of the fascia board. Large box signs or additional flat boards should be avoided as they create disproportionate depth and height.

The most appropriate signage at fascia level is individual letters applied or painted directly onto the fascia board.

Hanging signs should be appropriately sized in relation to the building and street. They should not dominate the pavement space. They should use an appropriate material, shape, and form avoiding large box signs.

Hanging signs should be held by slender, well-designed brackets using a high quality material.

In the case of corporate brands, those should be sensitive to the existing context, size and scale and use materials and textures from the local vernacular of the area.

Lightning

Avoid using visually distinct sources of illumination that result in disproportionate signage, such as internally-illuminated box signs.

Safety

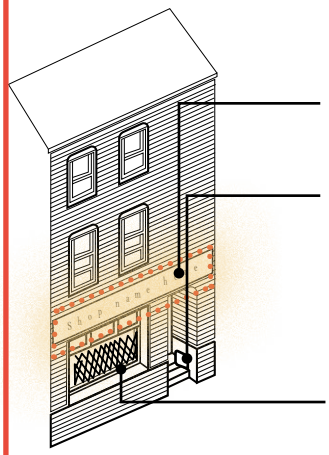
Avoid using external roller shutters and grilles. Favour the use of internal open grilles which cover only the glazed part of the shop front.

Conceal alarms from the shop front façade and integrate them discretely within the shop front design or to the side of a building.

Character & Design

Integrate the shop front with the surrounding streetscape. Consider adjacent buildings and typical details in the area

Incorporate the overall proportion, form, and scale of the building's upper floors into the design of the shop front

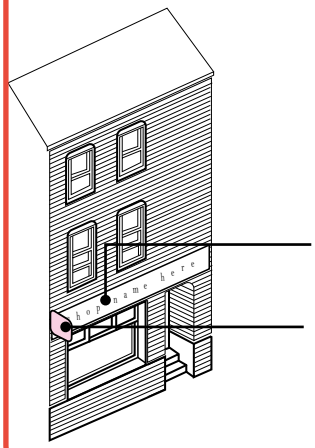


Lighting & Safety

Avoid using internally-illuminated box signs

Conceal alarms from the shop front façade and integrate them in the design

Avoid using external roller shutters and grilles. Favour the use of internal open grilles which cover only the glazed part of the shop front



Signage

Avoid unnecessary visual clutter

Signage should not be placed on upper floors

Use the fascia as the predominant position for signage

Hanging signs should be in proportion to the building and street and should not dominate pavements

Good examples of shop front design

Stall riser

A stall riser should be incorporated into the design for the full width of the shopfront, except for the door opening. The height of the stall riser should be between 0.3m and 1m.

Materials

Window frames, doors, pilasters and fascias should be of timber construction with a painted finish and not a stained finish.

Panelling

Any timber panelling used in doors, stall risers, pilasters or other elements of the shop front should comprise a constructional timber panel and should not comprise the application of timber beading to a flat timber surface.

Fascia

The shop front design should include a full-width projecting fascia. The fascia should consist of a surrounding frame, creating an area for a shop-sign. Fascia with lettering of between 250mm and 300mm will read well from street level and from across the road. The size of the fascia is defined by the building typology or detailing, the font size should be proportionate to the fascia.

Lighting

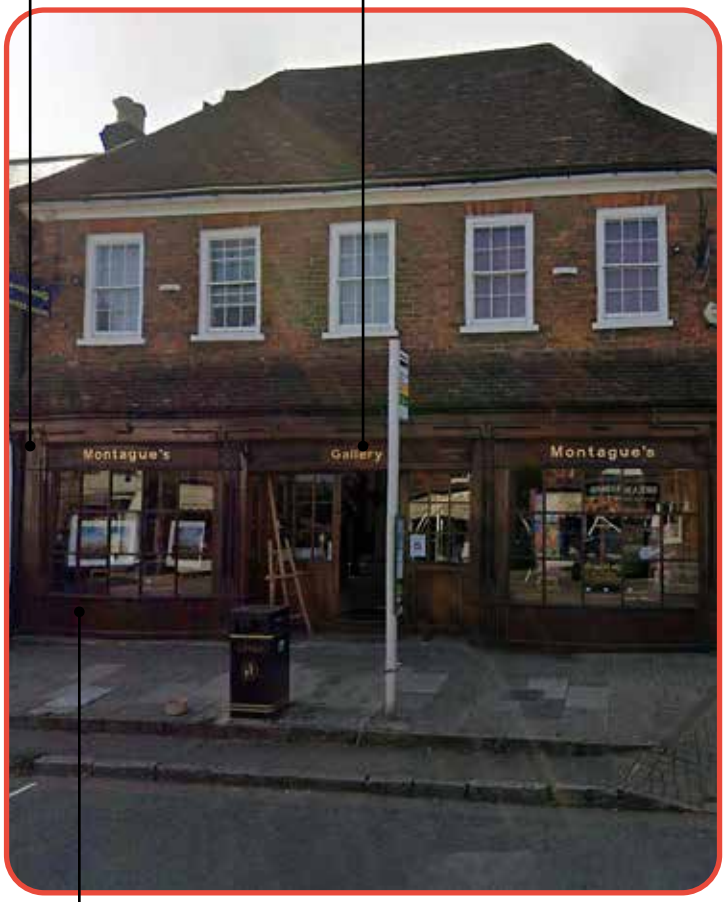
If lighting is incorporated into the design of the shop front, then it should comprise projecting light to create external illumination of the shop sign area.

Shutters

If shutters and shutter boxes are incorporated into the design, then they should be placed internally, behind the shop front. When in an open position, shutters should not block the shop window opening.

Window frames, doors, pilasters and fascia should be of timber construction with paint finish and not stain finish

Fascia should be projected with full width with shop sign lettering



Timber framing should be used as panelling for doors, windows, stall risers and other elements of shop front. Use of plastic or constructional timber should be avoided

Public realm

The public realm is physically, visually and culturally accessible to the public and is vital to the quality and identity of Kings Langley.

Well-connected public spaces of high quality are essential because they create informal meeting places and venues, as well as offer a place to rest, gather and organise community events.

The public realm within the village centre should be coordinated and strengthen local distinctiveness to enhance user-friendliness and aid wayfinding.

Furthermore, pedestrian flow and access to the cycle stands should be facilitated. For that reason, new railings should be avoided to create the feeling of a more shared space, whilst traffic calming measures could be used instead to monitor traffic speed and protect pedestrians from the vehicles,

Figure 92: Spilling out into the public realm.

Figure 93: Alfresco use not impeding the pedestrian flow.

Street furniture

Street furniture provides a primary function in the public realm by unifying the street scene. It also helps create a sense of place and identity and makes a place feel welcoming.

Street furniture design should be simple, robust and easy to maintain. Street furniture design across Kings Langley village centre should be complementary based on a unified design palette for Village centre Zone and should be used to strengthen the legibility of key routes and spaces.

Benches

Benches should be wide enough for at least three people and should be of a simple design. In addition, they should also cater for different user groups.

Bins

Bins should be well designed and covered. They can be traditional or more contemporary in design and material.

Planters

Planters should be robust and simple in design. They should be well integrated within the public realm and should be spaced sensibly to avoid street clutter.

The planters used within Kings Langley are good examples of robust and simple design. The use of planters for shrubs, grasses and small trees should be considered to enhance the green streetscape.

Bollards

Bollards should be simple in design and well integrated within the public realm to avoid street clutter.

Figure 94: Avoid cluttering pavement. Alfresco space and well-kept planter on High Street.

Figure 95: Example of timber bench.

Figure 96: Existing bin on High Street.

4.3. Character area 2: Inner zone

The Character area 2 is located between the High Street and the Grand Union Canal. The Inner Zone is a residential area with streets that run parallel to the canal and the High Street with some cul-de-sacs.

The main building typologies are semi-detached with some detached and terraced houses. The properties have generally small front gardens and larger back gardens. Overall the density in the Inner Zone is medium. The area presents a strong link to the village centre to the west and the train station to the south.

Figure 97: Inner Zone Character Area.

Place-making	
Morphology	The morphology of this character area should reflect **the alignment of the residential streets** such as Waterside and Backwell Road that are running **parallel** to the canal and High Street.
Enclosure	The **enclosure ratio** should typically be **1:2** in Inner Zone area.
Legibility and wayfinding	**All Saint Church** acts as **landmark and gateway** in the character area. The access to the **Grand Union Canal** should be **much better signposted** and act as landmark.
Public and private space	A clear distinction between **public** and **private** space should be promoted with the use of boundary treatments.
Topography	The properties built on sites running up the valley slope should have a **lower height** than the building located below them to **respect privacy.**
Views	Maintain and respect the **view along the canal** and green spaces.

Building scale and form	
Density	Density should be in the guide range of **40-55 dph.**
Typology	Typologies to be used are: **detached**, **semi-detached** and **terraced houses**. **Apartment blocks of 2 or 3 storeys** could be considered within this area.
Building lines and set backs	Overall properties should have a **medium set back** from the street. **Building lines** should be **continuous** along the road.
Front and back garden	Any future development should provide modest front gardens between **2 and 3m** to **provide a buffer and private amenity space**. Also front gardens of **5 - 5.5 m** should be recommended when on plot car parking are allocated.
Active frontages	Most of the properties should have standard proportion of fenestration **overlooking streets**.

Materials and details	
Roofs	The **hipped** and **pitched roof** should be encouraged in the area.
Aspect and orientation	Avoid black façade towards open spaces between the Hight Street and Blackwell Road. Any future development should be designed to **face open spaces** and **streets**.
Building heights	**Two-storey** residential buildings should be encouraged.
Boundary treatment	**Well-kept hedges, a mix of low wall and hedges**.
Materials	Incorporating **traditional brick, timber** for walls, **clay, tile or slate** materials for roofscape should be encouraged along with the use of **flint** to respect the **vernacular architecture.**

Green and blue infrastructure	
Open space	**Green Park, the Village Community Garden** and **Home Park** next to Gaywoods Fishing Lake should be protected. The quality of these places should be promoted and improved where possible. The allotments along the canal should also be maintained.
Water	**Grand Union canal** located to the right of the zone along with Gaywoods Fishing Lake should be protected.
Public realm	Promoting the **street lighting** and **footpaths**.

Access, movement and street design	
Street typologies	Blackwell Road should act as a **secondary road** and form the main structure of this zone with other tertiary roads defining the morphology of the area.
Pedestrian movement	Roads should have **footways** on either sides. They should be between **1.5m to 2m**. Footpaths should be provided in any new development to increase the pedestrian safety.
Parking typologies	**On-street**, **on-plot** and **courtyard parking** should be encouraged. Careful attention should be given to allocate courtyard parking.

4.4. Character area 3: Semi-rural zone

The semi-rural zone is located to the west of the High Street and to the south of the Common. The main streets, Langley Hill and Vicarage Lane are running perpendicular to the A4251. This existing topography provides interesting views across the valley, from west to the east.

The majority of the properties are two-storeys, detached houses with spacious front and back gardens. Consequently the density of Semi-rural Zone is low. Some cul-de-sacs branch off from the main streets, especially in the south of the zone.

Figure 98: Semi-rural Zone Character Area.

Place-making	
Morphology	**The buildings** and the **relationship with the streets and open spaces** should be harmonious with the existing morphology.
Enclosure	**Enclosure ratio** should vary between **1:2** in the areas with cul-de-sacs, **1:3** in Great Park and Vicarage Lane and **1:6** in Langley Hill.
Legibility and wayfinding	Use the location of **Kings Langley Common** and **Cricket Pitch** as wayfinding.
Public and private space	Clearly define **public** and **private** areas with the use of boundary treatments, such as **front gardens, low walls with hedgerows and hedges**.
Topography	Any new development should respect the topography which **slopes from west to the east** with about **40m difference.** The location of any future development should respect the buildings privacy.
Views	Interesting views across the valley should be protected such as the **view from Vicarage Lane and Langley Hill down to Common.**

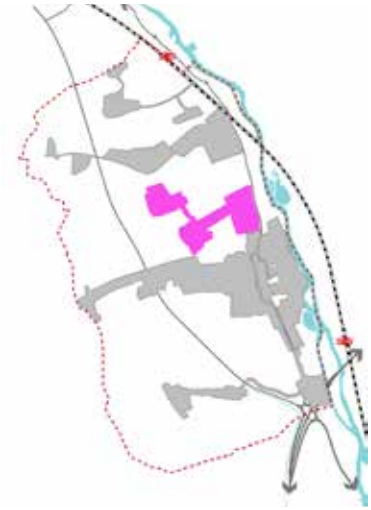
Building scale and form	
Density	Future development should have density between **30-50 dph**.
Typology	Building typologies should be mainly two-storey **detached houses** with some **semi-detached house** and scattered **terraced houses** to allow for housing mix,
Building lines and set backs	Overall the properties should have **medium set back. Building lines** should be **continuous** along the road.
Front and back garden	Houses may have **large back gardens** with the range between **11-30m** and **medium to large front gardens** between **5-20m**.
Active frontages	Buildings should have active frontages and **overlooking** the main streets.

Materials and details	
Roofs	The **hipped** and **pitched roof** should be used in the area.
Aspect and orientation	The properties should **face onto the streets**.
Building heights	Properties should be mostly **two-storeys.**
Boundary treatment	**Mature trees** should be used in properties with deeper front gardens. **Low wall with hedges** should be used in small to medium-sized front garden. Properties with no boundary treatment should be discouraged.
Materials	**Brickwork** is used traditionally in the whole village. Use of **clay** and **slate** should be encouraged for roofs with **hipped and pitched roof style** which is predominant in the zone.

Green and blue infrastructure	
Open space	Open spaces should be protected such as **Sunderlands Yard Allotments** located to the west and **Kings Langley Common and Woodland** situated to the north.
Public realm	Some of the road should have **wider pavement** along **large green verges** on both side of the roads. **Spacious front garden** should be encouraged to give a feeling of openness in the area, especially in Langley Hill. The street furniture should be minimised in the area.

Access, movement and street design	
Street typologies	**Langley Hill** and **Vicarage Lane** should act as secondary streets in this area which runs up the hill. .
Pedestrian movement - Pavement	**Discourage on-street parking** especially on the pavement to **avoid any pedestrian impediment**. The average pavement width is about **2m.** Accessibility to **Kings Langley Common** should be improved where practical.
Parking typologies	**On-plot parking** and **on-street parking** are recommended.

4.5. Character area 4: Peripheral zone



The zone is located to the north of Kings Langley Common and has the main access from Hempstead Road to the east. The area is characterised by a variety of typologies with densities from low to medium with the average of 40dph.

There is a prevalence of detached houses with deep front and back gardens situated to the west in the proximity of Kings Langley Secondary School. Some Modern terrace houses located perpendicular to Coniston Road close to Kings Langley Primary School. There are also semi-detached properties with narrow front gardens arranged in perimeter blocks to the east.

This zone plays a key role of transition between the main village and the countryside.

Figure 99: Peripheral Zone Character Area.

Place-Making	
Morphology	The **rural character** should be encouraged and the relationship between the streets and the buildings should be strong and continuous such as the perimeter block arrangement to the east. On the contrary, a more loose approach close to Kings Langley Common is promoted.
Enclosure	**Enclosure ratio** should be between **1:3** to **1:4**. The **mature trees** and **boundary treatment** such as tall hedges in areas like Love Lane should help to define more enclosed areas.
Legibility and wayfinding	The link to **Kings Langley Common** should be improved. **Kings Langley Primary School** and **Secondary School** should be used to increase the legibility and orientation in the character area.
Public and private space	A clear difference between **public** and **private** space is recommended. The use of hedges and hedgerows along Love Lane or a mix of low walls and hedges along Coniston Road should be used to define the different use of the space.
Topography	The new development should respect the topography **sloping from the west to the east edge** on Hempstead Road. Houses on streets running up the valley slope should be lower than the building below.
Views	The view toward **Gade Valley** should be protected.

Building scale and form	
Density	The density of new housing should be a **minimum 40 dph**.
Typology	**Detached, semi-detached** house and **terraced** houses should be the preferred typology.
Building lines and set backs	Overall the properties should have **medium or large set back** from the streets. A consistent and strong edge is not advised at low densities.
Front and back garden	Varied front garden and back garden sizes should be provided with the **average of 7m and 25m** respectively.
Active frontages	**Standard proportion of windows and other forms of fenestrations** are encouraged in any new properties.

Materials and details	
Roofs	**Pitched roofs** should be used in most new buildings.
Aspect and orientation	The front of the buildings should **face the roads** to **increase the natural surveillance** and where possible the properties should **face south** to improve the **natural light gain**.
Building heights	Buildings should ordinarily be **two storey**.
Boundary treatment	**Tall hedges** as boundary treatment should be encouraged to improve enclosure especially for properties with large front gardens. Alternatively, a **mix of brick low wall, hedges and hedgerows** should be provided.
Materials	**Yellow, red bricks, timber frame** and **white render** for walls and **clay tile and slate** for roofing should be encouraged.

Green and blue infrastructure	
Open space	The **regular green verge** should be encouraged along the road. **Preserving mature trees** in the whole area, especially to the edge between the Peripheral Zone and Kings Langley Common should be encouraged.
Public realm	There is not a particular need for street furniture; however, wherever the use of lightings are needed they should not be complicated in terms of design.

Access, movement and street design	
Street typologies	**Tertiary road** would be the appropriate typology if new roads are ever required.
Pedestrian movement	Pedestrian footpaths should be at least **2m** and the **mix with green verge** along the road should be provided in any future development. The **pedestrian connection to Kings Langley Common to the south and into Green Belt** should be provided.
Parking typologies	**On-plot and on-street parking** should be used.

4.6. Character area 5: Rucklers Lane zone

Rucklers Lane zone lies to the north-west of Kings Langley and is mainly served by a single road, Rucklers Lane. This area has a single access from Hempstead Road and a linear pattern of growth running parallel to Rucklers Lane. However, it includes also a more compact development at Abbots View.

Character area 5 has two components: the 'wooded zone' with a more open and dispersed character to the west and close to the Green; and the 'rural area' to the east, characterised mainly by a single row of houses both side of Rucklers Lane and the presence of bungalows.

This area provides a strong connection between the village and the open countryside and acts as a transition between the two, especially in the proximity to the Green (the wooded zone) where the detached houses present specious front gardens. The area includes four distinct style of architecture: Victorian terrace housing, Council houses from the 1920s and 1960s, character houses in the proximity of the Green and bungalows in the woods.

The typologies used in the area are mainly detached and semi-detached houses with deep front and back gardens. Bungalows and a few terraced houses are also present. The density is low at about 23dph.

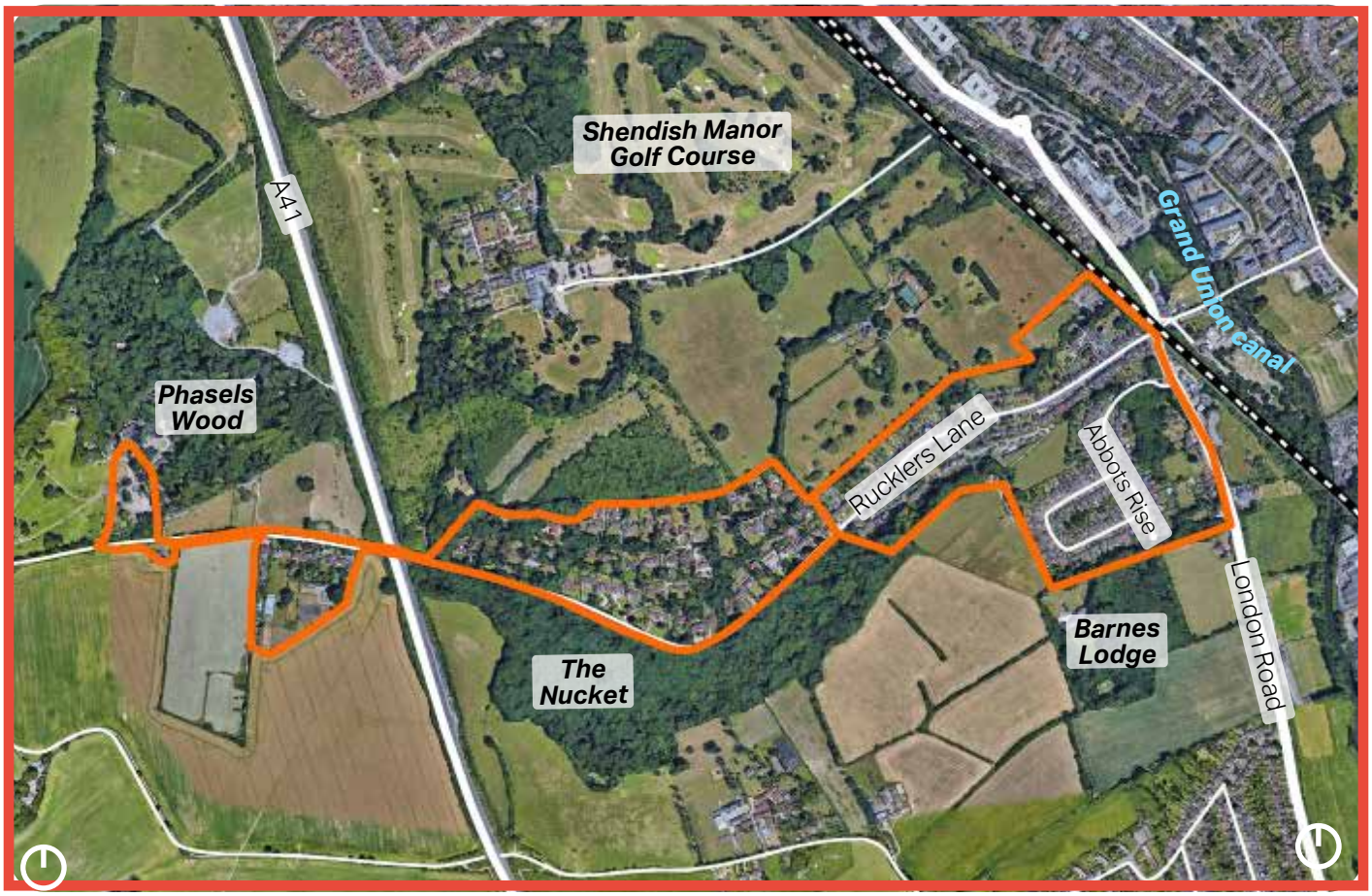


Figure 100: Rucklers Lane Zone Character Area.

Place-making	
Morphology	Respect the **linear layout of Rucklers Lane** which should be considered in time of designing any new development.
Enclosure	The average ratio should be **1:4**. In the 'wooded zone', Rucklers Green the ratio should be **1:6** to reflect the feeling of openess in the area.
Legibility and wayfinding	Views should terminate at a landmark. such as a building with **distinctive architectural style**. The view on Rucklers Lane to the west should be terminated toward **Merceys Wood (The Nucket).**
Extension and alteration	The **rear and side extensions** should be encouraged.
Public and private space	A clear distinction between **public** and **private** space should be considered to create a good place.
Views	The views toward **Merceys Wood (The Nucket)** should be protected.

Building scale and form	
Density	The density should be **minimum 30 dph**.
Typology	**Detached**, **semi-detached** and **bungalows** properties should be used.
Building lines and set backs	Building should be **well set back** from the road.
Front and back garden	The building front garden should be at least **3m**, although it could reach 15-20m in the 'wooded zone' to the west to reflect the existing spacious character. The back garden vary and should be at least **10m.**

Materials and details	
Roofs	**Pitched roofs**, sometimes with **chimneys**, should be used.
Aspect and orientation	The properties should **face the streets**.
Building heights	Bundlings should be **two storesy**.
Boundary treatment	**Low wall** and **hedges** should be uses.
Materials	Use of **timbers** and **flint** highly encouraged. **Slate** and **clay tile** should be used on roof.

Green and blue infrastructure	
Open Space	The Tree Preservation Order (TPO number 178) to the west of Hempstead road should be preserved. Promote access to Merceys Wood (the Nucket) and the Rucklers Green and preserve their value.
Water	The is no water feature in this zone.
Public Realm	No existing public realm. However, access to the surrounding green spaces should be promoted where possible.

Access, movement and street design	
Street typologies	Streets should have **tertiary road** character.
Pedestrian movement	On-street parking on pavement where it impedes the pedestrian flow should be avoided. The minimum width of pavement should be at least **2m.**
Parking typologies	On-plot, side parking should be encouraged.

4.7. Character area 6: Shendish zone

Character Area 6 covers a distinctive part of the parish with the integration of two styles of building design (the Shendish Manor and the Aspley Manor Farm). The Shendish Golf Course is located to the north east of the zone. The zone includes three small developments.

The Shendish Manor, a Victorian grade two listed building, acts as a landmark in the area for its position and style. The estate built in 1999 (8 houses) incorporates the main materials used in the Manor, such as flint, slate roofs, building colour and design.

Aspley Manor Farm is a grade two listed building with uncoursed knapped flint with grey brick dressing. The farm buildings have been built using same materials, such as flint, wooden cladding and slate roofs.

Figure 101: Shendish Zone Character Area.

Place-making	
Morphology	Any new development should respect the **rural character** of the zone and should include new buildings only in the built up area without interference to the extent of the existing Shendish Manor Golf Course to the north east of the zone.
Enclosure	The enclosure ratio should be **1:4** in residential areas.
Legibility and wayfinding	**Shendish Hotel** - a grade II listed building and currently a leisure centre - should be protected as a significant landmark. **Shendish Manor Golf Course** should be protected as an important open space. Any new development in proximity to it should be carefully designed.
Public and private space	Private and public spaces should be well defined by **boundary treatment on front garden**.
Topography	The zone is **slightly sloping** to the east and any new development should respect this configuration.
Views	Views to **Shendish Manor Golf Course** to the east and to the **farmlands** to the west should be protected.

Building scale and form	
Density	The density should be minimum **30dph**.
Typology	The new building should consider the natural slope direction from west to east with **50 level difference**.
Building lines and set backs	Buildings should be **well set back** from the road with enough front garden and green. **Building lines** do not necessarily have to be **continuous**.
Front and back garden	Various sizes of front gardens and back gardens might be provided, however sizes **should not be less than 3 m for front gardens and 10 for back gardens.**
Active frontages	Properties should have **well-articulated** active frontages onto the streets.

Materials and details	
Roofs	Gabled dormers and pitched roofs with clay tile and slate materials should be used.
Aspect and orientation	The properties should **face onto the streets**.
Building heights	Building heights should be either **one or two storeys**.
Boundary treatment	**Low walls and hedges** should be used as boundary treatment.
Materials	**Flints** for walls and **slate** for roofing should be used.

Green and blue infrastructure	
Open space	**Well-vegetated front gardens** and **communal spaces** should be encouraged. Preserving the **rural atmosphere** of the zone should be taken into account in any future development. The **Tree Preservation Orders in front of Shendish Houses should be preserved**. The **Shendish Golf Course** should be retained and used as a recreational space
Public realm	Respect the **tranquil atmosphere** of the zone and promote the use of the Golf Course as recreational space in proximity of the boundary.

Access, movement and street design	
Street typologies	Any new streets should have the **tertiary road** character.
Pedestrian movement	The existing Public Rights of Way which run from Merceys Wood (The Nucket) toward the sport pitches to the north and above should be improved.
Parking typologies	**On-plot or courtyard parking** should be used in the zone.

4.8. Character area 7: London Road zone

London Road zone is located to the north east edge of Kings Langley Neighbourhood Plan Area and runs from the Red Lion pub to the south to Moore's Motorcycle at Apsley Grange to the north. It covers the area between the railway track on the west and the Grand Union Canal on the east and is served by London Road which runs through the middle of the character area.

The north-east zone, towards the Grand Union Canal, is characterised by large commercial units.

The south-east zone, towards the railway, has semi-detached and terraced houses, predominantly from the 1930 with narrow front gardens and medium size back gardens. The density is low at about 25 dph.

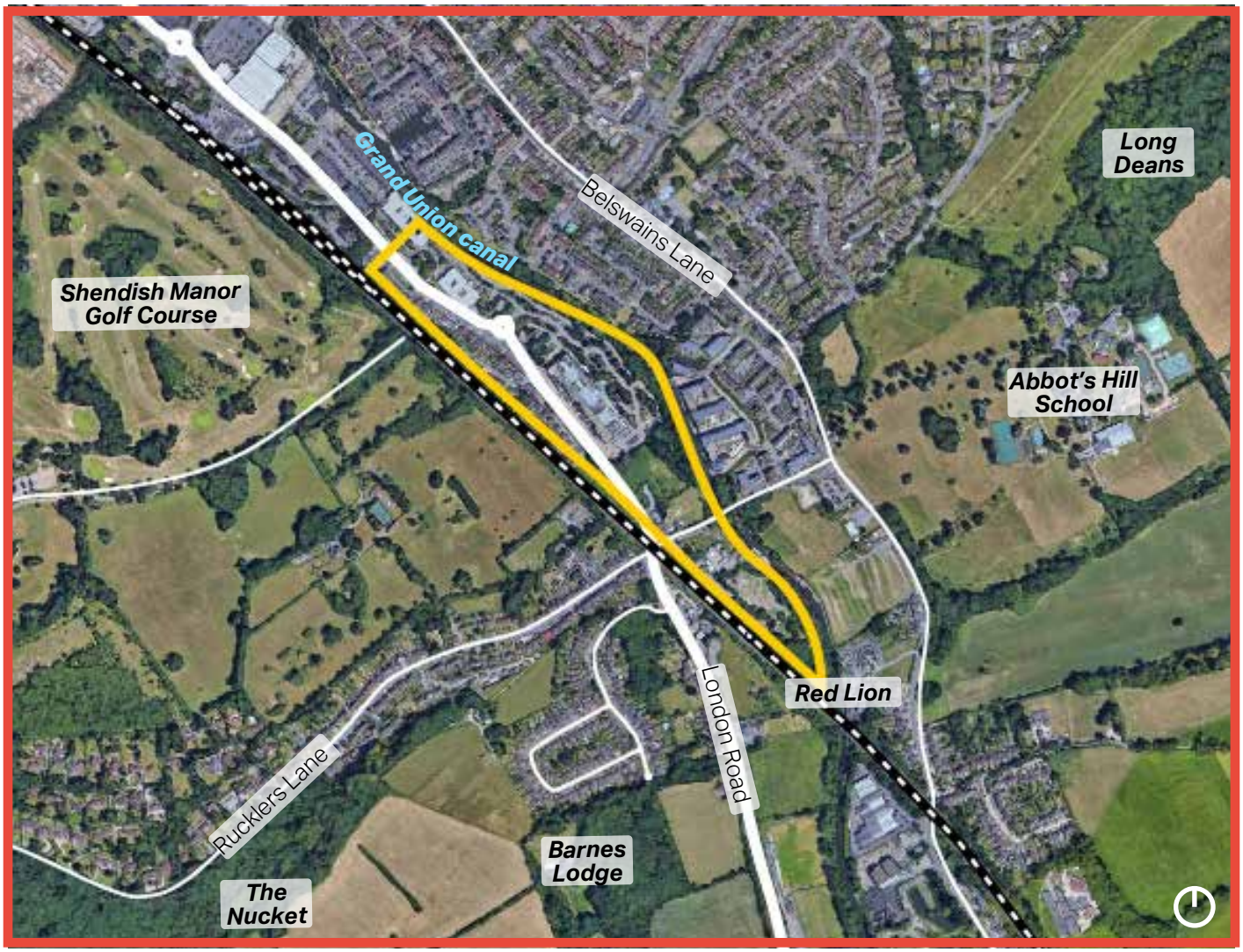


Figure 102: London Road Zone Character Area.

Place-making	
Morphology	The **ribbon development form** should be preserved along London Road with **sloping front gardens**.
Enclosure	The **enclosure ratio** should be **1:4** with adequate front gardens for housing. Planting trees and increasing vegetation should be encouraged.
Legibility and wayfinding	The **Red Lion public House** (a timber-frame grade II listed building) acts as gateway and arrival point along London Road. Its character should be emphasised if any new development comes forward in the immediate surroundings.
Public and private space	The use of **well-defined boundary treatments**, such as **adequate neat front gardens, low walls with hedgerows and hedges** is encouraged to clearly define public and private spaces.
Topography	London Road and the houses fronting onto it are **sloping slightly toward the south**. Any new development or infill should consider the existing topography and respond to it.
Views	Existing views towards the Grand Union Canal should be protected.

Building scale and form	
Density	The current density is about **25 dph**. Any future development should maintain similar densities, however this could be higher in major sites if they come forward.
Typology	The typology should be **semi-detached or terraced houses** in groups of 4 or 6 and some scattered **detached houses** where appropriate.
Building lines and set backs	Building lines should respect the current building configuration and have **medium set back**. **Building lines** should be **continuous** along the road and define strong edges.
Front and back garden	Properties should have **front gardens between 3m and 6m.** It is recommended to have a mix of hard and soft landscaping on the front gardens. Properties should also respond to the existing topography and use ramps or raised front gardens.
Active frontages	The properties have active frontage onto London Road and new development should promote active frontages through the design of **suitable fenestrations**. Avoid blank façade on public spaces, streets and pedestrian and cycle links.

Materials and details	
Roofs	The typical architectural style should be **modern.** Properties should include **curved features,** such as bay windows and have **gabled, pitched or gambrel roof**.
Aspect and orientation	The properties should **face onto public spaces** to increase natural surveillance.
Building heights	Properties fronting London Road should usually be **two-storeys.**
Boundary treatment	**Low walls with hedges** should be encouraged.
Materials	**Red bricks, roughcast and timber** are encouraged in the new development.

Green and blue infrastructure	
Open space	**Well-vegetated front gardens** in private properties should be encouraged. In terms of public spaces, **preserving existing mature trees, hedgerows** and any other **green spaces** should be considered.
Water	**Grand Union Canal** is located adjacent to this character area and it should be accessible for pedestrians wherever it is possible. Improvement of the existing footpath along the Grand Union Canal is encouraged.
Public realm	The use of **high quality pavement materials**, **lighting** and **street furniture** should be encouraged in public spaces wherever possible.

Access, movement and street design	
Street typologies	London Road is a secondary road and buildings should face onto it.
Pedestrian movement	The **pedestrian access to crucial open spaces around the zone should be improved** such as Shendish Manor Golf Course, Bunkers park and Long Deans Woodland. Wider footpaths of **2 m** should be encouraged along the road to **facilitate people movement**. Pedestrian access points to the Grand Union Canal should also be encouraged.
Parking typologies	**On-plot parking** with or without garages and some **on-street parking** are recommended.

4.9. Character area 8: Langley Lodge zone

Langley Lodge is a hamlet located to the south-west of Kings Langley Neighbourhood Plan Area. It branches off from the A41 and includes four farms owned by Hertfordshire County Council Rural Estates Department.

The area lies in the Green Belt and is served by Langley Lodge Lane which is a narrow lane with no footpath on either side. The buildings are either one or two storeys with a low density of 21 dph. Many are clad in wood.

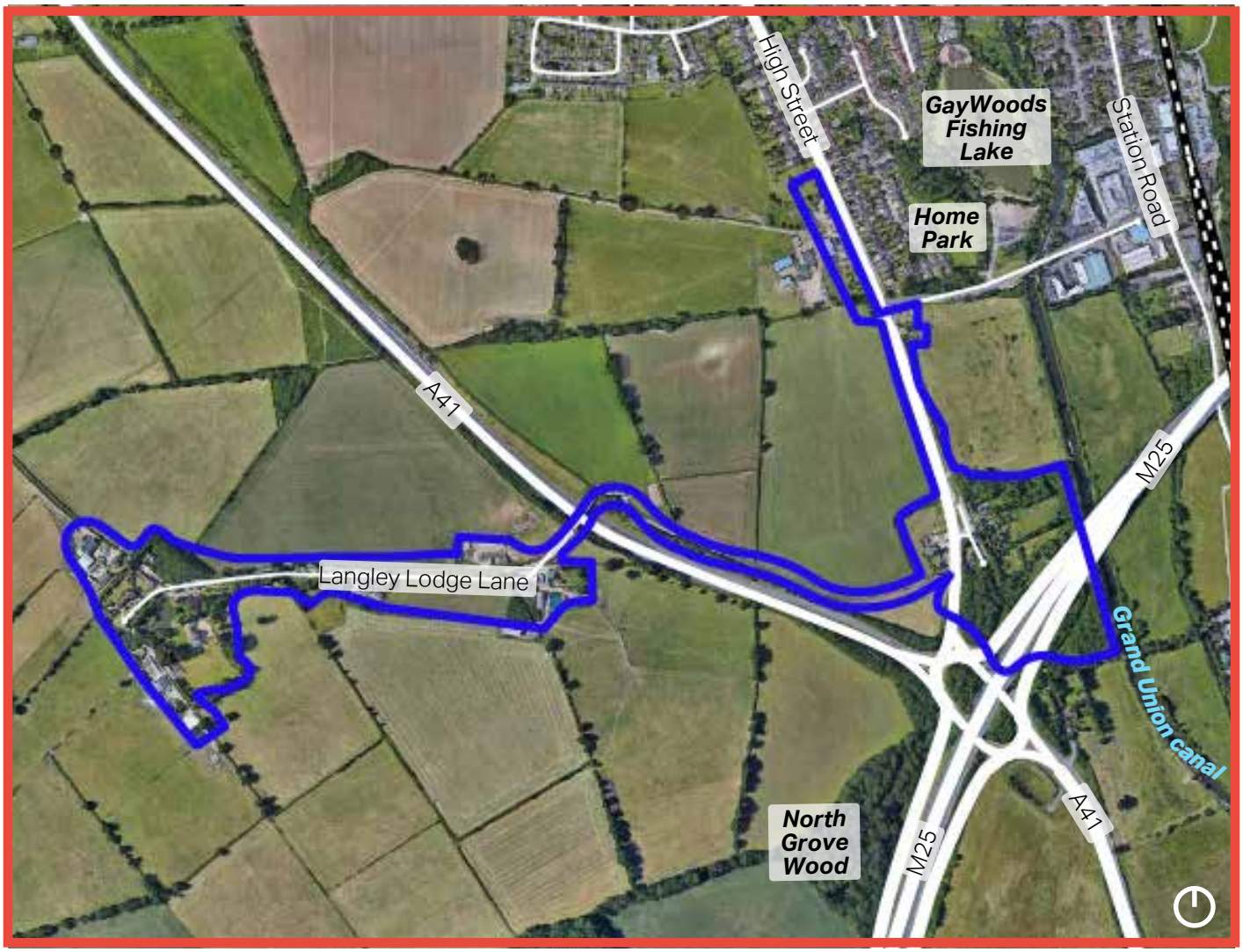


Figure 103: Langley Lodge Zone Character Area.

Place-making	
Morphology	Any future development should respect the **rural character** of the hamlet. Proposing any new development in this zone should take into account that the zone is situated on **Green Belt**.
Enclosure	The overall enclosure ratio should be **1:2** in the residential areas.
Legibility and wayfinding	**Sunbury Hill Farm** - a grade II* listed building built in late 15 century should be protected as landmark. **Barn Workshops** located roughly 30m to north east of Sunbury Hill Farm is a grade II listed building. This listed building, which was built in the 17th century, was previously a barn and cowhouse but is now a workshop.
Public and private space	Private and public spaces should be well defined by **boundary treatment on front garden**.
Topography	The zone is relatively flat, but **slightly sloping** to the east and any new development should respect this configuration.
Views	There is a **significant local view** (see Figure 5) to the west.

Building scale and form	
Typology	The buildings should be **detached** and/or **semi-detached** in any future developments.
Building lines and set backs	Buildings should **well set back** from the road with enough front garden and green. **Building lines** do not necessarily have to be **continuous**.
Front and back garden	Various sizes of front gardens and back gardens might be provided, however sizes **should not be less that 3 m for front gardens and 10 for back gardens.**
Active frontages	Properties should have **well-articulated** active frontages onto the streets.

Materials and details	
Roofs	Gabled dormers and pitched roofs with clay tile and slate materials should be used.
Aspect and orientation	The properties should **face onto the streets**.
Building heights	Building heights should respect the current condition and be either **one or two storeys**.
Boundary treatment	**Low walls and hedges** should be used as boundary treatment.
Materials	**Wood cladding, red and yellow brick, pebbled dash and flints** should be used for walls. **Slate** and clay tiles should be used for roofing.

Green and blue infrastructure	
Open space	**Well-vegetated front gardens** and **communal spaces** should be encouraged. Preserving the **rural atmosphere** of the zone should be taken into account in any future development. There are some woodlands that should be retained in any future development in the zone such as **Berrybushes Wood, Toppcommon, North Grove Wood.** The whole zone is situated on **Green Belt.**
Public realm	Respect the **tranquil atmosphere** of the zone and farms.

Access, movement and street design	
Street typologies	Any new streets should have the **tertiary road** character.
Pedestrian movement	There is a **bridleway** running through the zone and along Langley Lodge Lane. There are some **footpaths** in the zone which connect it to other parts of the village. These **existing Public Rights of Way** should be improved.
Parking typologies	**On-plot or courtyard parking** should be used in the zone.

4.10. Potential major development

Any future development within Kings Langley should follow the general design principles as well as the guidelines for the designated character area in order to create a coherent and complete neighbourhood. A future development should capture the key design principles and avoid creating disjointed cells of development throughout the village. It should be symphatetic to the surrounding area and respond to the present and future development and must not be designed in isolation.

All public spaces, including streets, public realm and courtyards must have active frontages to achieve safe spaces. High levels of connectivity and a hierarchy of street connections should be achieved using design principles.

In the case of potential major developments, the perimeter block (page 90) is a successful solution for residential and mixed use areas. It is important to have a variation in shape and size to reflect the specific character area without compromising the connectivity. The street layout (see following page) should establish a clear network providing direct and attractive connections not only for vehicular movements but also for pedestrians and cyclists.

Street typologies

Future development should be structured around an interconnected street network which includes a clear hierarchy of streets. This section presents three street typologies: secondary, tertiary and edge lane (assuming that there won't be any major development that requires a new primary road).

A new development should also support a well-connected footpath and cycle network that will link all of the site with the village centre, local facilities, the Common, and the surrounding countryside.

Parking provision should primarily include on-plot parking as well as on-street. Green verges and/or street trees should decorate the roads to minimise the impression of car dominance.

Subtle deviations in alignment and small variations in enclosure of streets can allow the creation of small incidental spaces to create interest and legibility.

Secondary road

The secondary road should accommodate an approximately 5.5m carriageway and a 2.1m wide on-street parallel car parking on one side. They should also include 2m wide tree verges on both sides and accommodate the appropriate size of street trees (see Figure 104). These roads should also accommodate a minimum of 2m wide footpaths at either side.

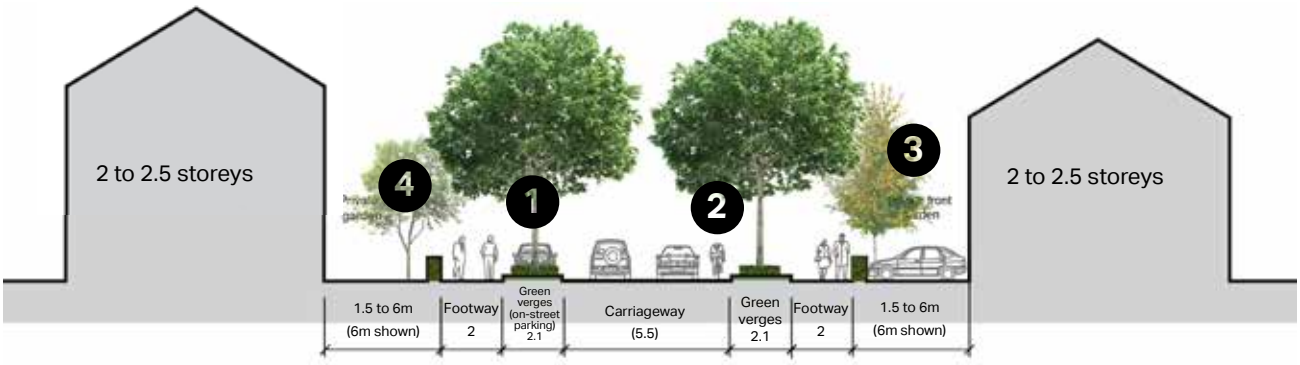


Figure 104: Section showing indicative dimensions for secondary street.

1. On-street parking along one side of the road interrupted from green verges and street trees.
2. Integrate cycle lanes into design.
3. Well-sized front gardens with on-plot parking on the side.
4. Physical boundaries and vegetation in front gardens.

Tertiary roads

Tertiary roads should provide access to the residential areas. They must provide a minimum of 5.5m wide two lane carriageway. These roads should also accommodate a minimum of 2m wide footpaths at either side (See Figure 105). On- street car parking could be avoided in tertiary roads where not required, Otherwise, include verges or street trees between on-street car parking.

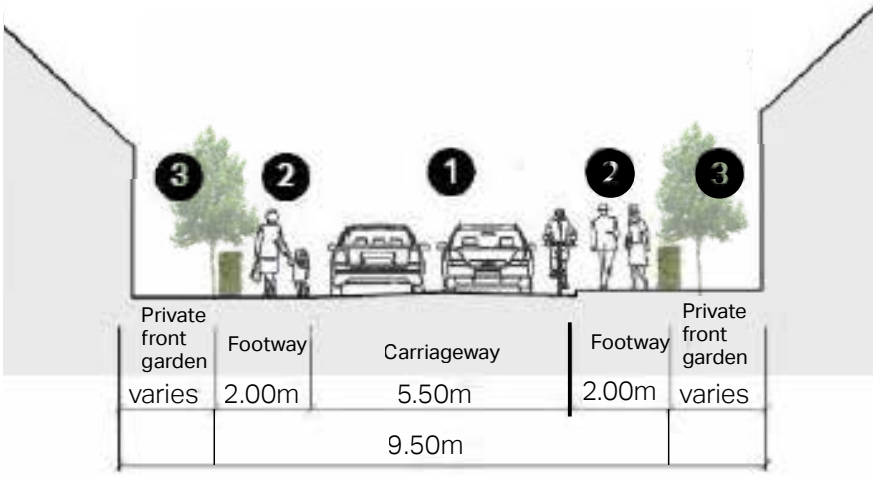


Figure 105: Section showing indicative dimensions for tertiary road.

1. Shared carriageway (for tertiary residential streets with low traffic). Traffic calming measures may be introduced at key locations.
2. Footway (minimum 2m).
3. Residential frontage with boundary hedges and front gardens.

Edge Lane

Edge lanes should be a narrow lane, low-speed with houses with gardens on one side and green space on the other side. Ideally, properties should have on-plot parking access from the lane with a sufficient set-back. However, limited street parking along the lane should be considered.

Carriageways typically consist of a single lane of traffic in either direction, and could be shared with cyclists. The lane width can vary (from 3.5m to 6.5m) to discourage speeding and introduce a more informal and intimate character (See Figure 106). Variations in paving materials and textures can be used instead of kerbs or road markings.

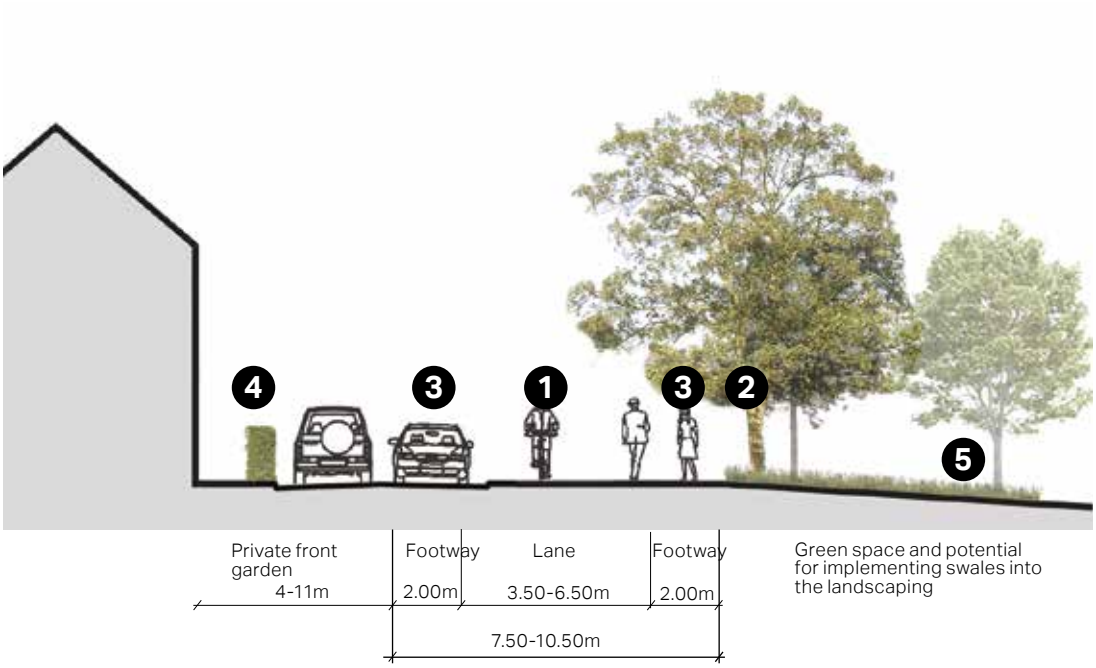


Figure 106: Section showing indicative dimensions for canal edge.

1. Carriageway including vehicles and bicycles. The width of the shared lane could vary as shown in the diagram.
2. Green verges with trees along either side of the carriageway. Green features would be positive additions in the public realm design. Parking bays to be interspersed with trees to avoid impeding moving traffic or pedestrians.
3. Towpath (minimum 2m).
4. Residential frontage with boundary hedges and front gardens.
5. Green space and potential for implementing swales into the landscaping.

Development blocks

A development block is the land area defined by surrounding streets, green spaces and pedestrian and cycle routes. They can vary in shape and size according to the configuration of the layout, topography and existing landscape features.

A perimeter block structure provides clarity between the front and back of buildings, between public and private spaces, and enables continuous overlooking of the street. Creating variation in the shape and size of perimeter blocks helps creating interesting and distinctive layouts. However, legibility and permeability should not be compromised while using irregular block structure.

For the above reasons, the use of perimeter blocks with different sizes and shapes should be used in any new development. Their sizes and shapes should respond to the existing landscape features (the Grand Canal Union), topography, character, density and surrounding character areas.

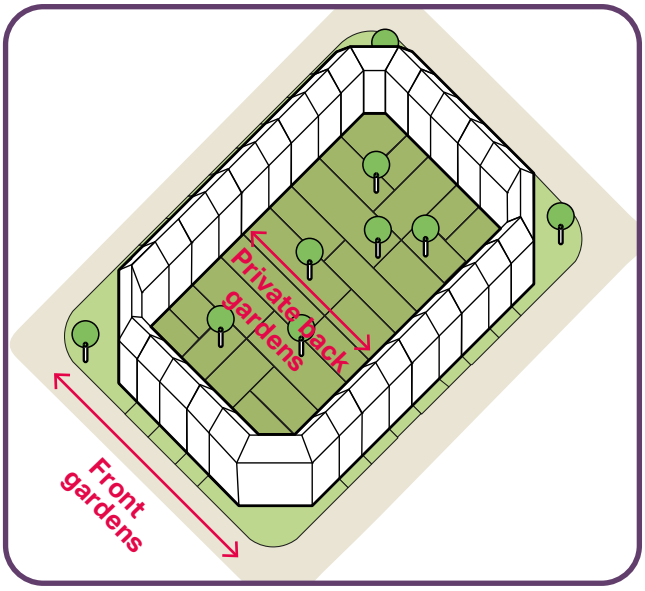


Figure 107: Perimeter block.

Fronts and backs

Designing development blocks with a clear distinction between the front and back of the property is crucial to create secure and coherent streets and places.

A clear distinction should be made between public fronts and private/semi-private backs. The primary accesses of the buildings should align with the streets or other public space (along the canal) to create activity, while private or semi-private frontages – such as service areas and gardens - should be located at the back. Fronting the public space with blank walls, high fences and hedges which block the view of the public spaces must be avoided.

Blocks that contain narrow lanes should ensure that they are overlooked in order to create natural surveillance and a sense of security. Front gardens can vary in size and shape.

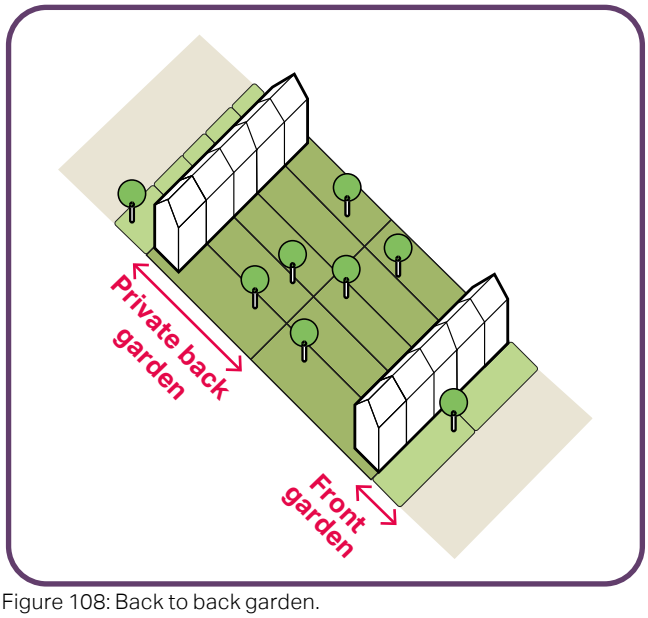


Figure 108: Back to back garden.

Building massing and typology

Buildings should not be repetitive, providing a variety of building types and designs with coherent scale, massing and elegant simplicity in detailing.

Any new development should maintain the variety in building typologies that already exist in the area (detached, semi-detached, terraced houses and apartments). In addition, new buildings should match the height of surrounding properties and should generally not exceed 2 storeys.

Physical boundary treatments should be promoted in order to improve the environment, secure a level of privacy and clearly separate public from private spaces.

Building groupings should maintain the same layout allowing for occasional gaps between properties to offer opportunities for green spaces. They should also respond to the existing topography and views without obstructing them.

The architectural language of properties should respect the village identity. Refer to the guidelines for each Character area for more details.

Edges: relationship of future development to landscape features

The interface of development edges to countryside, open space, woodlands, routes or the canal have a critical role in defining the character and quality of the place.

The edge towards natural features should positively be addressed with building frontages facing on to it and pedestrian and cycle links providing natural surveillance. The scale, mass and typologies of buildings must appropriately respond to the topography, existing landscape and context of the area.

Similarly, the welcome presence of various tree preservation orders and harbouring trees should be considered as a beneficial component. Any development proposals will need to take a proactive approach to mitigate and adapt to this specific landscape within the surrounding. In the case of developments along the edges, the insertion of edge land should be considered in line with the principles highlighted in the previous section on street typologies.

Where possible, encourage tree planting and landscaping along the development limits for visual appeal and recreation purposes.

Avoid hindering the continuity of green and blue infrastructure, by appropriately integrating new green links into the existing networks.

The illustration in Figure 109 shows a generic development fronting on an existing water course, while Figure 110 shows an existing example of good relationship between existing buildings and the canal.

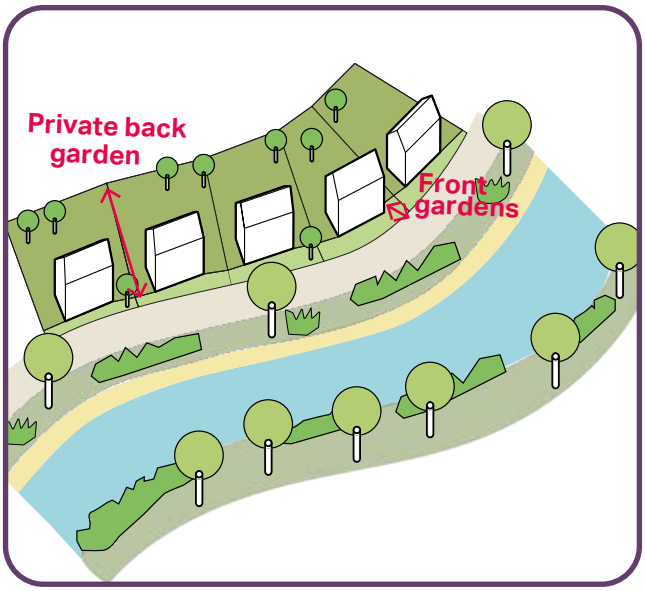


Figure 109: Edge lane.

Figure 110: Good example of the relationship between existing properties and the canal.

Figure 111: Retaining mature trees or planting new once add values and create new articulation points within a development.

General questions

05

5. General questions

5.1. General questions to ask and issues to consider when presented with a development proposal

Because the design guidelines and codes in this chapter cannot cover all design eventualities, this section provides a number of questions based on established good practice against which the design proposal should be evaluated. The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has taken into account the context and provided an adequate design solution.

As a first step there are a number of ideas or principles that should be present in all proposals. These are listed under "General design guidelines for new development." Following these ideas and principles, a number of questions are listed for more specific topics on the following pages.

1

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Positively integrate energy efficient technologies;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

3

Local green spaces, views and character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?

3

Local green spaces, views and character:

- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

5

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

7

Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

9

Building materials and surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Do the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

11

Architectural details and design:

- If the proposal is within a Conservation Area, how are the characteristics reflected in the design?
- Does the proposal harmonise with the adjacent properties?
- This means that it follows the height massing and general proportions of adjacent buildings and how it takes cues from materials and other physical characteristics.
- Does the proposal maintain or enhance the existing landscape features?
- Has the local architectural character and precedent been demonstrated in the proposals?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?
- Is it possible to incorporate passive environmental design features such as larger roof overhangs, deeper window reveals and/or external louvres/shutters to provide shading in hotter months?
- Can the building designs utilise thermal mass to minimise heat transfer and provide free cooling?
- Can any external structures such as balconies be fixed to the outside of the building, as opposed to cantilevering through the building fabric to reduce thermal bridge?

06

Delivery

6. Delivery

The design guidance and codes will be a valuable tool in securing context-driven, high-quality development in Kings Langley. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

Actors	How They Will Use the Design Guidelines
Applicants, developers, and landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the code as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The code should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the code is complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

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