

3. HEMEL HEMPSTEAD

- 3.1 The new town is one of the original 'Mark 1' types dating from the early 1950s. Today it has a population of approximately 81,000 (Census 2001). Effectively it comprises a planned, linear town centre on the floor of the Gade Valley with residential development extending up the valley sides. Although important differences do exist, much of the housing is of a similar size, design and layout, reflecting the original construction work carried out by the Hemel Hempstead Development Corporation.
- 3.2 The residential areas are arranged in a series of neighbourhoods, each with its own planned local centre, often offering a focal point for the community. Within these areas, most housing styles are simple and lack detailing. However, most areas possess a high quality, varied and interesting layout with many amenity greens and open spaces, complemented by high standards of public landscaping. Locally, the neighbourhoods are well perceived as separate areas of the town.
- 3.3 The development of the new town took in the existing town of Hemel Hempstead with Boxmoor and Apsley, lying in the floor around the confluence of the Gade and Bulbourne river valleys. Within these older parts, residential design is more varied, and in places arguably of greater quality, but the provision of amenity space and landscaping is poorer. Along with Felden and parts of Leverstock Green, these areas are easily distinguishable from the areas built following the Master Plans for the New Town.
- 3.4 Newer development, from the 1970s and 1980s, is found on the fringes of the town, for example at Woodhall Farm (HCA33) and Fields End (HCA2). There is a clear distinction between town and country by the construction of urban development up to the inner boundary of the Green Belt around the town. The exception to this is in Felden, where the area is dominated by heavy landscape features and possesses very strong semi-rural qualities. The vast majority of industry and other employment development is confined to the town centre, the north-east of the town and the Gade Valley at Apsley and Two Waters.
- 3.5 On the basis of the above, the following design objectives are proposed for Hemel Hempstead:

HEMEL HEMPSTEAD: DESIGN OBJECTIVES

1. Conserve and enhance the new town structure and the concept of residential neighbourhoods;
2. Conserve development patterns and form in pre-new town areas;
3. Improve the design of development and provide scope for innovation and modern approaches;
4. Preserve and enhance the high level of open spaces, amenity greens and landscaping;

5. Preserve important long-range views across valleys and into open countryside, and
6. Maintain the low to medium rise nature of most residential areas.





HEMEL HEMPSTEAD LIST OF CHARACTER AREAS

HCA1	CHAULDEN
HCA2	FIELDS END
HCA3	WARNERS END
HCA4	FELDEN WEST
HCA5	FELDEN EAST
HCA6	GADEBRIDGE
HCA7	BOXMOOR
HCA8	COUNTERS END
HCA9	HAMMERFIELD NORTH
HCA10	HAMMERFIELD SOUTH
HCA11	COTTERELLS
HCA12	APSLEY
HCA13	ALEXANDRA
HCA14	OLD TOWN
HCA15	ST PAUL'S
HCA16	HILLFIELD
HCA17	CRABTREE
HCA18	BELSWAINS
HCA19	NASH MILLS
HCA20	HIGHFIELD
HCA21	BENNETTS END
HCA22	ADEYFIELD SOUTH
HCA23	ADEYFIELD NORTH
HCA24	HIGH STREET GREEN
HCA25	LONGDEAN PARK
HCA26	NORTHEND
HCA27	LEVERSTOCK GREEN CENTRAL
HCA28	LEVERSTOCK GREEN EAST
HCA29	LEVERSTOCK GREEN NORTH
HCA30	REDBOURN ROAD
HCA31	HUNTERS OAK
HCA32	GROVEHILL
HCA33	WOODHALL FARM
HCA34	MANOR ESTATE
HCA35	MOUNTBATTEN
HCA36	HALES PARK

HEMEL HEMPSTEAD CHARACTER AREAS

HCA1	Chaulden	HCA13	Alexandra	HCA25	Longdean Park
HCA2	Fields End	HCA14	Old Town	HCA26	Northend
HCA3	Warners End	HCA15	St Pauls	HCA27	Leverstock Green Central
HCA4	Felden West	HCA16	Hillfield	HCA28	Leverstock Green East
HCA5	Felden East	HCA17	Crabtree	HCA29	Leverstock Green North
HCA6	Gadebridge	HCA18	Belswains	HCA30	Redbourn Road
HCA7	Boxmoor	HCA19	Nash Mills	HCA31	Hunters Oak
HCA8	Counters End	HCA20	Highfield	HCA32	Grovehill
HCA9	Hammerfield North	HCA21	Bennetts End	HCA33	Woodhall Farm
HCA10	Hammerfield South	HCA22	Adeyfield South	HCA34	Manor Estate
HCA11	Cotterells	HCA23	Adeyfield North	HCA35	Mountbatten
HCA12	Apsley	HCA24	High Street Green	HCA36	Hales Park

LIKELY DEVELOPMENT POTENTIAL OF AREAS

	Minimal Change
	Very Limited Opportunity
	Limited Opportunity
	Opportunity



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HCA1: CHAULDEN

CHARACTER APPRAISAL

One of the first planned new town residential areas dating from the 1950s, typified by small dwellings closely spaced around a network of narrow roads in a well landscaped setting with a local centre as a focal point.

Housing

Age: Overwhelmingly from the 1950s. Some inter-war and 1980s examples.

Design: Simple approach to overall planned area of small dwellings employing a range of finishes; use of plain brickwork and rendering common. Roof styles vary between gable ended and hipped. Orientation of buildings tends to run parallel with road although this changes to right angles at the end of certain terraces. General lack of detailing, little use of brick coursing or patterning. Original windows of simple metal frames including top hung and side hung lights. Replacements in uPVC and aluminium common. Exceptions are in:

- (a) Chaulden Vale (The Poplars) development, a late 1980s development made up of standard housebuilders' designs featuring a variety of treatments to the elevations, notably half-timbering;
- (b) Chaulden Lane, an original line of houses dating from the inter-war period of uniform design, featuring hipped roofs and a mix of angled and rounded front bay windows.

Type: Terraced houses predominate throughout. There are some roads containing semi-detached houses such as The Lindlings and Chaulden Lane. Mix of house types in Chaulden Vale/The Poplars development from detached to cluster houses.

Height: Overwhelmingly two storey, rising to three and four storey buildings in the vicinity of the local centre on Long Chaulden, also on Northridge Way, School Row and at Chaulden House Gardens.

Size: Dwellings are small throughout.

Layout: Based on planned hierarchy, with local collector roads springing from two local distributors, Long Chaulden and Northridge Way. Curvature to roads gives good serial vision. Houses have direct access onto these local distributors which feature wide grass verges with roadside hardstandings. Dwellings typically fronting the road although some face onto treed amenity greens; houses tend to be staggered

providing richness to visual appearance; spacing between dwellings and groups of dwellings varies between close (2 m or less) and medium (2 m to 5 m). Planned layout offers few if any natural gaps for infilling.

Density: Medium, 25 - 35 dwellings/hectare.

Amenity

Open Space: The area is well provided for with Chaulden School and Pixies Hill School open land lying within the area. Also land at Shrubhill Common (important nature conservation value) lies adjacent, as well as farmland to the west and playing fields to the south, much of which is currently in the Green Belt.

Amenity land: Large presence of amenity greens with mature trees.

Front gardens and forecourts: Mainly short front gardens with no vehicle accesses or hardstandings, which contributes to the well landscaped appearance of area. Exceptions to this are in: (a) where there are semi-detached houses; (b) Chaulden Vale/The Poplars, and (c) Chaulden Lane which have front gardens with access drives.

Landscaping and planting: Mature and established throughout apart from Chaulden Vale/The Poplars.

Views and vistas: As the area slopes downwards from north to south, good views over the Bulbourne Valley are obtained.

Landmarks and focal points: Local centre with range of shops, public house and community centre are focal points of the neighbourhood. Brick and flint stable block with Grade II Listed octagonal tower off Chaulden Lane is an important local landmark.

Traffic

On-street parking: Generally very high, exacerbated by little off-street provision and narrow roads.

Off-street parking: Limited to larger houses with access drives and the Chaulden Vale/The Poplars development; some provision made in unattractive flat roofed original 1950s garage blocks.

Through routes and flows: Road hierarchy keeps main flows to Long Chaulden and Northridge Way.

Non-residential buildings:

Grouped mainly at Chaulden local centre; Chaulden and Pixies Hill Primary Schools; Isbister Centre, Chaulden Lane (Grade II Listed Building).

POLICY STATEMENT

APPROACH: Maintain defined character.

SCOPE FOR RESIDENTIAL DEVELOPMENT

Area of Minimal Change

Greenfield development: No opportunities.

Redevelopment: Total redevelopment of plots or groups of plots is discouraged, although proposals should be assessed according to the Development Principles. The redevelopment of garage blocks will only be acceptable if alternative provision is made for displaced vehicle parking and where proposals accord with the Development Principles.

Plot amalgamation: Discouraged.

Infilling: Opportunities limited, but should be assessed according to the Development Principles.

Conversion of dwellings into smaller units: Discouraged.

DEVELOPMENT PRINCIPLES

Housing

Design: Variety in design acceptable; no specific style need be followed. Orientation, roof patterns and materials may vary.

Type: Terraces are encouraged. Flats acceptable in locations where height of buildings is three storeys or above. Detached houses are acceptable in Chaulden Vale/The Poplars development and along Chaulden Lane.

Height: Not to exceed two storeys, except in parts where heights are three storeys or above.

Size: Small dwellings are encouraged; buildings with large bulk and mass will be resisted.

Layout: Spacing in the medium range (2 m - 5 m) is expected; buildings should front onto the road or informal amenity green; building line to be followed or provided. For sites adjacent to the Green Belt, a soft edge to the urban area must be created.

Density: Should be maintained in the medium density range (30 to 35 dwellings/ha (net)).

Amenity

Amenity land: To be retained and not normally used for building development, unless it can be demonstrated that the loss of that land will not unduly harm the character and appearance of the area. In certain cases parts of areas of amenity land could be used for car parking depending on the resulting visual impact and the effects on established landscaping. New development proposals will be expected to retain areas of amenity land, and are strongly encouraged to add to its provision throughout the area.

Front gardens and forecourts: The conversion of front garden areas to vehicle hardstandings is discouraged. Front gardens common in size and layout to nearby and adjacent dwellings should be provided.

Landscaping and planting: Schemes for new dwellings will be expected to provide public landscaping to enhance the development site. Further tree and hedgerow planting along the edge of the Character Area with the open countryside is encouraged, to provide a soft edge.

Views and vistas: Development proposals will be expected to preserve public views across the Bulbourne Valley to the south and open countryside to the west.

Landmarks and focal points: Local centre in Long Chaulden and the Grade II Listed stable block with octagonal tower in Chaulden Lane should be retained.

Traffic

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

Off-street parking: Provision of parking in communal areas (rather than front garden or forecourt areas) is encouraged; limited parking on the edge of certain amenity greens may be acceptable. Alternatively, sheltered car parking bays by the edge of the highway may be acceptable. The loss of garage courts will not be permitted unless alternative replacement parking provision is made or it can be demonstrated that they are not used for vehicle parking.

Non-residential buildings

The retention of all non-residential buildings is acceptable.

Development within the plot

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

Detail: No special requirements, requirements, except in the Chaulden Vale/The Poplars development where the architectural detailing on the parent building should be followed.

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

Means of enclosure: No special requirements, except in the Chaulden Vale/The Poplars development where means of enclosure to front garden areas will not be permitted.

Private landscaping: Further planting in front garden areas is encouraged, except for new hedges in the Chaulden Vale/The Poplars development which would enclose front garden areas.

HCA2: FIELDS END

CHARACTER APPRAISAL

A 1980s exclusively residential estate on the north west edge of the town featuring a variety of speculative house designs and types around small culs-de-sac served off The Avenue, a local distributor road, which is a central feature to the area.

Housing

- Age:* Dwellings date from the mid-1980s, with some development in the 1990s.
- Design:* No unifying characteristics for the whole estate though one or more distinct designs can be found in separate streets/culs-de-sac. Heavy use of mock-Tudor features on standard speculative dwellings. Also heavy use of architectural features and detailing such as square bays, vertical window panes and a mix of materials. These features lend character to individual dwellings and separate parts of the area.
- Type:* Mix of types throughout, but principally detached, terraced and cluster housing, which adds variety to the area's character. There are no flats within the area.
- Height:* Two storey throughout.
- Size:* Dwellings generally small. This impression is compounded by the close spacing of all dwellings, including the detached units.
- Layout:* Dwellings located in culs-de-sac. Smaller units often grouped around or fronting communal parking areas and small areas of open communal gardens in the case of cluster houses. This gives an informality to the area's layout. No dwellings front onto or are accessed from The Avenue, the central distributor road. Spacing is close (2 m or less between dwellings mainly or groups of dwellings). Few definable building lines.
- Density:* Medium density (25 - 35 dwellings/ha) overall, although this falls to just under 19 dwellings/ha in Pipers Waite.

Amenity

- Open space:* Public space limited to John F Kennedy School. Open countryside, however is found to the immediate north west and Shrubhill Common open land in Warners End (HCA3) to the south.
- Amenity land:* Limited to incidental public landscaping on occasional small areas of land.

Front gardens and forecourts: All open plan; larger, mainly detached units have private vehicle drives. Overall provision attractive.

Landscaping and planting: Public landscaping generally young and appears sparse. Main planting limited to trees along The Avenue. Structural planting to the edge of the area with the countryside/Green Belt has to be provided under the planning permission for the whole estate.

Views and vistas: Important views along The Avenue providing a wide, open appearance to the area.

Landmarks and focal points: None.

Traffic

On-street parking: Generally not heavy as dwellings are provided with parking to recent standards and roads have lay-bys for visitor parking.

Off-street parking: Use of communal areas to service smaller units, i.e. terraced and cluster dwellings. Detached houses have their own on-site provision. Use of shared vehicular/pedestrian surfaces in small access courts.

Through routes and flows: Governed by strict road hierarchy with The Avenue (local distributor) servicing small local collector roads from which small culs-de-sac are accessed.

Non-residential buildings:

None.

POLICY STATEMENT

APPROACH: Maintain defined character.
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SCOPE FOR RESIDENTIAL DEVELOPMENT
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Area of Minimal Change

<i>Greenfield development:</i> No opportunities.
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<i>Redevelopment:</i> Will not normally be permitted.

<i>Plot amalgamation:</i> Opportunities very limited.

<i>Infilling:</i> Opportunities practically non-existent.

<i>Conversion of dwellings into smaller units:</i> Discouraged.

DEVELOPMENT PRINCIPLES

Housing

- Design:* Should follow the particular distinct style present in the street or adjoining development on the site.
- Type:* Mix of types acceptable.
- Height:* Not to exceed two storeys.
- Size:* Small to medium sized dwellings encouraged; large dwellings are inappropriate and are discouraged, except in Pipers Waite.
- Layout:* Close spacing (2 m or less) is acceptable. Dwellings should provide front garden areas comparable to those adjoining or in the same street.
- Density:* Medium density (30 to 35 dwellings/ha (net)) to be maintained except in Pipers Waite, where the density should be compatible with the existing character of the area.

Amenity

- Open space:* Maintain access to nearby open land.
- Amenity land:* The loss of small areas of amenity land will not normally be permitted.
- Front gardens and forecourts:* The conversion of front garden areas to vehicle hardstandings is discouraged.
- Landscaping and planting:* Additional public and private landscaping is encouraged throughout.
- Views and vistas:* No special requirements.
- Landmarks and focal points:* None of importance.

Traffic

- On-street parking:* No special requirements.
- Off-street parking:* Provision of communal parking areas is acceptable.
- Through routes and flows:* New development must provide access to follow the clear road hierarchy.

Non-residential buildings

None.

Development within the plot

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

Detail: The use of particular architectural features and detailing on individual dwellings is strongly encouraged on extensions and certain other buildings within the curtilage.

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

Means of enclosure: Not encouraged to the front of dwellings throughout the area. Proposals to the front of dwellings in excess of 1 m in height will be resisted.

Private landscaping: Further planting in front garden areas is encouraged.

HCA3: WARNERS END

CHARACTER APPRAISAL

An extensive new town residential neighbourhood largely dating from the 1950s featuring a range of all dwelling types and focusing on a local centre, with good access to open land which provides strong, identifiable natural boundaries in the area.

Housing

Age: Mainly from the 1950s, but with a clearly identifiable area developed in the 1960s between Shrubhill Common and Green End Lane.

Design: Most buildings follow simple, standard 1950s new town features of plain brickwork with little detailing, gable end ridged roofs and metal window frames. Building styles are varied by using different external finishes such as rendering and tile hanging. 1960s development is also simple in appearance and typical of that period, with features such as larger window panes, weatherboarding and tile hanging.

Type: Range of all dwelling types present, although terraces and semi-detached units form the majority.

Height: Largely two storey but with examples of single storey elderly persons dwellings and three storey flats notably at and close to the local centre.

Size: Dwellings are of a small to medium size throughout.

Layout: Dwellings are arranged to front onto roads in most cases, but many do not have independent accesses. Clear road hierarchy with Warners End Road, Long Chaulden, Northridge Way, Boxted Road and Galley Hill as the local distributor roads, onto which dwellings front and from which they are accessed directly. These service a series of local collector roads and culs-de-sac, which are narrower and offer an impression of intimacy. These minor roads also serve treed amenity greens which dwellings group around or front on to. Spacing between dwellings or groups of dwellings varies between close (2 m or less) and medium (2 m to 5 m). Overall the planned layout is well structured and attractive. This severely limits the realistic opportunities for infilling but provides scope for sensitive enlargement of existing dwellings.

Density: Within the low to medium ranges, 15 - 25 dwellings/ha to 25 - 35 dwellings/ha respectively.

Amenity

Open space: Open land is found at Northridge Park (adjacent to the local centre), the John F Kennedy School and Micklem School. The area is fringed by large areas of open land at Shrubhill Common, Warners End Valley (separating the neighbourhood from Gadebridge (HCA6)) and open farmland to the north-west, though these lie outside the Character Area. Warners End Valley is a very important central feature of the area.

Amenity land: Well provided with large presence of treed amenity greens assisting the attractive and well landscaped appearance of the area.

Front gardens and forecourts: Many dwellings, especially from the 1950s have no off-street parking provision and consequently feature attractive enclosed front gardens which contribute to the well landscaped character of the area. Occasional examples of front hardstanding forecourts. Some open plan gardens associated with 1960s development.

Landscaping and planting: Good provision of public and private landscaping which appears mature and established. Lack of large trees on local distributor roads.

Views and vistas: The topography of the area falls away in height from the local centre to the north-east, south and south-west providing attractive views over open land areas and the Bulbourne Valley.

Landmarks and focal points: Stoneycroft Local Centre is an obvious focal point to the area, given its central location, size (up to 3 storeys high) and position at important and well-used traffic junctions (Warners End Road/Northridge Way/Boxted Road).

Traffic

On-street parking: Generally very high, reflecting lack of off-street provision; this is exacerbated by the narrowness of some of the minor roads.

Off-street parking: Limited mainly to the 1960s developments, detached and semi-detached properties. Garage blocks appear occasionally which are of a flat-roofed design and largely unattractive. Heavy use of on-verge parking.

Through routes and flows: See *layout*. Main flows largely confined to the local distributor roads but certain local collectors link these roads to provide potential short-cuts.

Non-residential buildings

Shops, Community Centre, Church, Surgery, Petrol Filling Station and Public House at or near to Stoneycroft Local Centre. Otherwise schools and other community-based buildings are found at various locations; none uncommon for a residential area.

POLICY STATEMENT

APPROACH: Maintain defined character.

SCOPE FOR RESIDENTIAL DEVELOPMENT

Area of Minimal Change

Greenfield development: No opportunities.

Redevelopment: Acceptable in terms of the Development Principles for the redevelopment of non-residential sites; redevelopment of existing dwellings is discouraged. The redevelopment of garage blocks will only be acceptable if alternative provision is made for displaced vehicle parking and where proposals accord with the development principles.

Plot amalgamation: Discouraged.

Infilling: Opportunities limited, but should be assessed according to the Development Principles.

Conversion of dwellings into smaller units: Generally discouraged, but proposals may be permitted where they do not harm the character and appearance of the site and surrounding area. In particular, larger detached dwellings from the 1950s and 1960s may be appropriate.

DEVELOPMENT PRINCIPLES

Housing

Design: Variety in design acceptable; no specific style need be followed.

Type: The full range of dwelling types are acceptable overall, but regard must be paid to the dwelling type adjoining and nearby the development site. Proposals at variance with the character of adjoining and nearby development will not normally be permitted.

Height: Not to exceed two storeys, except in parts of the area where heights exceed three storeys or more and there being no adverse impact on the appearance or character of the area.

Size: Small to medium sized dwellings are encouraged. Buildings with large bulk and mass will be resisted.

Layout: Spacing in the medium range (2 m - 5 m) is expected; orientation of buildings should follow the pattern set by those adjoining or nearby to

the site. The building line should be followed or where appropriate, should be provided.

Density: Should be maintained in the medium density range (30 to 35 dwellings/ha (net)).

Amenity

Amenity land: To be retained. Permission will not normally be given for development on areas of amenity land or for their inclusion within residential curtilages unless it can be demonstrated that the loss of that land will not unduly harm the character and appearance of the area. The use of parts of areas of amenity land for car parking may be acceptable if the resulting visual impact does not adversely affect the character and appearance of the area and established landscaping. New development proposals will be expected to retain areas of amenity land, and are strongly encouraged to add to its provision throughout the area.

Front gardens and forecourts: The conversion of front garden areas to vehicle hardstandings is discouraged. In cases of new development, front garden areas common in size and layout to nearby and adjacent dwellings should be provided.

Landscaping and planting: The provision of further public and private landscaping is encouraged, particularly along the main distributor roads. Development schemes for new dwellings will be expected to provide public and private landscaping to enhance the site.

Views and vistas: Development proposals will be expected to preserve public views across the Bulbourne Valley, Warners End Valley, Shrubhill Common and Northridge Park.

Landmarks and focal points: Stoneycroft local centre to be retained as a focal point for the area.

Traffic

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

Off-street parking: Provision of parking in communal areas is acceptable in addition to on-site parking as part of new development schemes. Limited additional parking on the edge of certain amenity greens may be acceptable where the character and appearance of the area is not harmed.

Non-residential buildings

The retention of all non-residential buildings is acceptable.

Development within the plot

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

Detail: No special requirements.

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

Means of enclosure: No special requirements.

Private landscaping: Further planting in front garden areas is encouraged.

HCA4: FELDEN WEST

CHARACTER APPRAISAL

A spacious pre-new town area on the south-west edge of the town based around the ribbons of mainly detached houses found principally along Box Lane and also Felden Lane. The area has an almost semi-rural appearance with a high level of mature private, publicly visible landscaping in a very low density layout. This area has experienced extensive redevelopment of large plots and development by plot amalgamation.

Housing

Age: Variety of all ages dating from the 19th century with extensive newer development from the 1960s/70s in Copper Beech Close, and speculative executive housing from the mid-1980s located in and around Beechwood Park. Redevelopment of established housing in the 1980s on sites in and around Box Lane.

Design: No predominant architectural styles.

Type: Predominantly single detached dwellings, with a series of semi-detached dwellings in Roughdown Villas Road (the Roughdown Villas).

Height: Predominantly two storeys, although some three storey houses exist (such as the Roughdown Villas, Roughdown Villas Road).

Size: Dwellings generally large to very large; the smaller examples of this range are found on and around Beechwood Park.

Layout: Dwellings are positioned informally to front Box Lane and Felden Lane or grouped informally in culs-de-sac off Box Lane. Few strong building lines exist, although a clear pattern can be found in the Beechwood Park area. Spacing between dwellings is wide to very wide (5 m to 10 m and over 10 m respectively). The combination of this irregular positioning of dwellings with generous spacing gives a frequently changing series of views, providing a variety and richness to the area's appearance.

Density: Very low, typically below 10 dwellings/ha.

Amenity

Open space: No open land within the area itself, but it benefits from proximity to open countryside, Roughdown Common and Boxmoor.

Amenity land: Public amenity space practically non-existent; feeling of spaciousness is achieved through wide spacing and heavy landscaping.

Front gardens and forecourts: Generally large and well landscaped. Most are enclosed by planting except for the more modern developments (1960s onwards) which feature open plan front gardens.

Landscaping and planting: Substantial and mature throughout, forming an important part of the area's semi-rural character and adding to its established feel. Most landscaping is private.

Views and vistas: None of importance.

Landmarks and focal points: None.

Traffic

On-street parking: Minimal, given very adequate on-site provision and amount of space within curtilages to accommodate further parking.

Off-street parking: Found in virtually all dwellings.

Through routes and flows: Limited to Box Lane and Felden Lane. Dwellings other than those accessed from these two roads experience no through traffic.

Non-residential buildings

Boxmoor House School on Box Lane, Boxmoor Lodge Hotel and The Swan Public House, otherwise the area is exclusively residential, with no other local facilities.

POLICY STATEMENT

APPROACH: Maintain defined character.
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SCOPE FOR RESIDENTIAL DEVELOPMENT
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Opportunity Area

<i>Greenfield development:</i> No opportunities.
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<i>Redevelopment:</i> May be acceptable within the terms of the Development Principles.

<i>Plot amalgamation:</i> May be acceptable within the terms of the Development Principles.

Infilling: May be acceptable within the terms of the Development Principles.

Conversion of dwellings into smaller units: Encouraged where the character and appearance of the area is not harmed. In particular, schemes should maintain and where necessary improve the heavily landscaped character of the area. Car parking areas should be well landscaped in this respect and well screened by planting from the road.

DEVELOPMENT PRINCIPLES

Housing

Design: No special requirements.

Type: Detached houses are encouraged, but the creation of flats standing in large, well landscaped grounds will also be acceptable.

Height: Should not normally exceed two storeys.

Size: Large to very large dwellings are acceptable and appropriate.

Layout: Informal and irregular positioning and layout of dwellings is appropriate. No building lines need be created; very regular building lines will be discouraged. A wide to very wide spacing must be maintained or provided (5 m - 10 m and over 10 m respectively). Rear gardens to houses will be expected to be provided at over 11.5 m in length.

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

Amenity

Amenity land: No special requirements.

Front gardens and forecourts: Front gardens should be provided in all cases, common in size and layout to nearby and adjacent dwellings.

Landscaping and planting: Extensive use of private landscaping is strongly encouraged, and will be expected as part of schemes for new residential development.

Views and vistas: No special requirements.

Landmarks and focal points: No special requirements.

Traffic

On-street parking: No special requirements.

Off-street parking: To be provided within the curtilage of private dwellings. Communal provision, except for visitor parking requirements, is discouraged.

Non-residential buildings

The retention of all existing non-residential buildings is acceptable.

Development within the plot

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

Detail: No special requirements.

Curtilage buildings: Will not normally be permitted forward of the front wall of the dwelling fronting the highway, except when it can be demonstrated that the proposal will not be harmful to the character and appearance of the area.

Means of enclosure: No special requirements except within Beechwood Park or roads forming part of that development where any means of enclosure on front garden areas is discouraged, and should not normally exceed 1 m in height.

Private landscaping: Further planting within residential curtilages is strongly encouraged.

HCA5: FELDEN EAST

CHARACTER APPRAISAL

A very low density, spacious area of detached dwellings set on the south-western edge of the town with extensive landscaping dominating its appearance and producing a very high environmental quality.

Housing

- Age:* Variation in ages dating from late 19th Century/early 20th Century but featuring much post-war development.
- Design:* No one architectural theme used throughout, although housing is of similar design in Roefields Close and Felden Drive dating from the 1960s/70s.
- Type:* Almost exclusively detached houses, although some of these have been subdivided into flats.
- Height:* Predominantly two storey, with exceptional three storey examples.
- Size:* Generally very large dwellings.
- Layout:* Informal. No use of building lines except in modern housing development at Felden Drive: spacing is very wide, typically over 10 m between dwellings and in many cases over 20 m along Sheethanger Lane. Lowest distances found in Felden Drive where dwellings are over 5 m apart. Plots have been divided extensively, with some examples of redevelopment.
- Density:* Very low, with densities not exceeding 5 dwellings/ha.

Amenity

- Open space:* None within the area, but there is excellent access to open countryside, Sheethanger Common and Boxmoor.
- Amenity land:* Minimal public provision; the spaciousness of the area results from large private dwelling plots and very wide spacing between dwellings.
- Front gardens and forecourts:* Generally very spacious, well landscaped and comfortably accommodating on-site vehicle parking; this contributes strongly to the almost rural appearance of the area.
- Landscaping and planting:* Very heavy and mature throughout, often hiding buildings from public view, producing a high quality landscape-dominated environment.

Views and vistas: Attractive open views of Sheethanger Common and Boxmoor Golf Course from Felden Lane.

Landmarks and focal points: None.

Traffic

On-street parking: Very low.

Off-street parking: Contained within each individual plot. In the case of large houses now converted into flats, provision is often made by informal shingle-surfaced communal areas in a landscaped setting.

Through routes and flows: Limited to Felden Lane, with generally light flows. Felden Lane and Sheethanger Lane feature grassed verges with no hard kerbing.

Non-residential buildings

None, emphasising the completely residential character of the area.

POLICY STATEMENT

APPROACH: Maintain defined character.
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<h3>SCOPE FOR RESIDENTIAL DEVELOPMENT</h3>

<h4>Opportunity Area</h4>

<p><i>Greenfield development:</i> No opportunities.</p>

<p><i>Redevelopment:</i> May be acceptable according to the Development Principles.</p>

<p><i>Plot amalgamation:</i> May be acceptable according to the Development Principles.</p>

<p><i>Infilling:</i> May be acceptable according to the Development Principles.</p>

<p><i>Conversion of dwellings into smaller units:</i> Encouraged where the character and appearance of the area is not harmed. In particular, schemes should maintain and where necessary improve the heavily landscaped character of the area. Car parking areas should be well landscaped in this respect and well screened by planting from the road.</p>
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DEVELOPMENT PRINCIPLES

Housing

- Design:* No special requirements. Variety and innovation in design acceptable.
- Type:* Detached dwellings are encouraged, although the conversion of existing large dwellings to flats may be acceptable. The redevelopment of houses standing in large grounds for flats may also be acceptable.
- Height:* Should not generally exceed two storeys.
- Size:* Large dwellings are encouraged.
- Layout:* Wide to very wide spacing (5 m to 10 m and over 10 m respectively) is expected, with a minimum of 10 m spacing for proposals fronting onto Felden Lane and Sheethanger Lane. Informal, irregular layouts are acceptable, although the building line should be followed in Felden Drive. Rear gardens to houses will be expected to be provided at over 11.5 m in length.
- Density:* Should be compatible with the existing character in the density range of 10 dwellings/ha.

Amenity

- Open Space:* No special requirements.
- Amenity land:* No special requirements.
- Front gardens and forecourts:* Should be provided at a size comparable to adjacent and nearby plots.
- Landscaping and planting:* Schemes for new dwellings will be expected to provide further public landscaping to maintain and enhance the landscape-dominated appearance of the area.
- Views and vistas:* Development proposals will be expected to preserve public views across Sheethanger Common.
- Landmarks and focal points:* No special requirements.

Traffic

- On-street parking:* No special requirements.

Off-street parking: Should be provided by way of individual provision for dwellings within the residential curtilage. Communal provision discouraged.

Through routes and flows: All new development schemes should ultimately feed onto Felden Lane. The use of hard, urban style access, highway and kerbing materials (such as tarmac, asphalt and concrete kerbing) for new accesses is strongly discouraged.

Non-residential buildings

No special requirements.

Development within the plot

Extensions: Except in Felden Drive, extensions may exceed the scale, height and bulk of the parent building where the character and appearance of the street scene is not harmed, and spacing and landscaping requirements can be maintained. In Felden Drive, extensions should be subordinate in scale and height to the parent building.

Detail: No special requirements.

Curtilage buildings: May be acceptable forward of the front wall of the dwelling fronting the highway where the character and appearance of the street scene is not harmed.

Means of enclosure: Enclosure by planting is encouraged.

Private landscaping: Strongly encouraged.

HCA6: GADEBRIDGE

CHARACTER APPRAISAL

A large residential neighbourhood originating from the 1950s, with clearly identifiable, natural boundaries. The area focuses on a local centre and consists mainly of small-scale terraced housing with extensive, structured landscaping but features new residential estates from the 1980s and 1990s with a mix of dwelling types.

Housing

Age: Predominantly from the 1950s with examples of 1960s infill development. New developments at and around Knights Orchard, Betjeman Way, Laureate Way and Sovereign Heights are from the late 1980s/early 1990s, and at Halsey Park from the late 1990s.

Design: Majority of dwellings are in the standard new town style but are varied due to the use of different finishes such as tile hanging, rendering and a number of brick types. Variety in design exists at Knights Orchard, Betjeman Way, Laureate Way and Sovereign Heights where standard speculative house types contain traditional features such as decorative tile hanging, projecting box and angled front bays and wooden porch canopies, offering very different designs to the original new town development.

Type: All dwelling types present, with a majority of terraced units throughout. Original new town areas have few detached houses, whereas this type of dwelling is a strong feature of the newer Knights Orchard, Betjeman Way, Laureate Way and Sovereign Heights developments.

Height: Predominately two storey but rising to three storeys at and close to Rossgate Local Centre and on Galley Hill. Exception is a six storey block of flats close to Rossgate.

Size: Dwellings small to medium throughout.

Layout: Series of collector roads from Galley Hill (local distributor) serves housing directly and on to smaller local spurs and culs-de-sac. Clear building lines are found on streets and groups of dwellings but there is no rigid formality to them, giving visual interest. Dwellings at a medium spacing (2 m - 5 m) between groups.

Density: Medium density throughout (25 - 35 dwellings/ha) with high density development (approximately 45 dwellings/ha at the Rossgate Local Centre), although this falls to a lower figure of approximately 20 dwellings/ha in housing developments from the 1980s and 1990s.

Amenity

Open space: Limited to school playing fields and part of Warners End Wood wildlife site. Area fringed by extensive linear open space of Warners End Valley and Gadebridge Park, which create a very important setting. In addition, open country lies to the north.

Amenity land: Series of numerous treed amenity greens throughout, often parting groups of houses.

Front gardens and forecourts: Generally small and without provision for vehicle parking.

Landscaping and planting: Very well established.

Views and vistas: Impressive long range eastern views over Gadebridge Park, the Gade Valley and Highfield from Galley Hill. Narrow, curving roads provide interesting and varied sequences of views (serial vision) throughout.

Landmarks and focal points: Rossgate Local Centre is main landmark and provides a focus for the area.

Traffic

On-street parking: Generally high, which tends to congest the area's narrow roads.

Off-street parking: Mainly limited to communal areas and garage blocks, with limited examples of new town housing providing on-site parking. Only occasional examples of front forecourts. Exception to this is on-site provision for mainly the detached and semi-detached units found at the Knights Orchard, Betjeman Way, Laureate Way and Sovereign Heights developments.

Through routes and flows: Main flows follow Galley Hill, then Gadebridge Road and Fennycroft Road. Smaller roads connect to the larger roads providing opportunities for short-cutting.

Non-residential buildings

Mainly found at Rossgate local centre including shops, church, small workshops, car sales garage and filling station. Elsewhere there are schools and a church (Galley Hill). All of these are acceptable within this residential area.

Note: For the avoidance of doubt, the areas of recent developments referred to above include the following streets:

Knights Orchard: Knight's Orchard, Little Catherells, Sandall's Spring;

Betjeman Way: Betjeman Way;

Laureate Way: Laureate Way, Minstrel Close, Bards Corner, The Sonnets, Poets Chase.

Sovereign Heights: Sovereign Heights, on the site of the former Kodak Marketing Education Centre on Gadebridge Lane.

POLICY STATEMENT

APPROACH: Maintain defined character.
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SCOPE FOR RESIDENTIAL DEVELOPMENT

Area of Minimal Change

Greenfield development: No opportunities.

Redevelopment: May be acceptable on certain non-residential sites; elsewhere generally discouraged. The redevelopment of garage blocks will only be acceptable if alternative provision is made for displaced vehicle parking and where proposals accord with the Development Principles.

Plot amalgamation: Discouraged.

Infilling: Very few opportunities.

Conversion of dwellings into smaller units: Discouraged.

DEVELOPMENT PRINCIPLES

Housing

Design: A variety of designs are acceptable.

Type: All types of dwelling are acceptable, although the specific type should relate well to adjacent and nearby development in terms of design, scale and height.

Height: Should not exceed two storeys. Three storey development may be permitted where adjacent or nearby to buildings of a similar or greater height, dependent upon its impact on the character and appearance of the area.

- Size:** Small to medium sized dwellings are acceptable; large buildings are discouraged.
- Layout:** Dwellings should front onto the road; informally laid out schemes are acceptable; here the provision of landscaped amenity greens around which the dwellings can be located is encouraged. Where it exists, the building line should be followed. Spacing in the medium (2 m to 5 m) range is expected between dwellings or groups of dwellings.
- Density:** Development must mainly be provided within the medium density range (30 to 35 dwellings/ha (net)). This may rise to a higher density in the range of 35-50 dwellings/ha (net) for sites at or close to the Rossgate Local Centre in cases where the character and appearance of the area is not unduly harmed. Density should be compatible with the existing character provided at around 20 dwellings/ha in the Knights Orchard, Betjeman Way, Laureate Way, and Sovereign Heights area as explained in the note to the Character Appraisal.

Amenity

Amenity land: The loss of areas of amenity land to built development or their inclusion within residential curtilages will not normally be permitted unless it can be demonstrated that the loss of that land will not unduly harm the character and appearance of the area. There may be opportunities for the conversion of parts of areas to communal car parking where the character and appearance of the area is not unduly harmed through its visual impact and effect on established landscaping. New development proposals will be expected to retain areas of amenity land, and are strongly encouraged to add to its provision throughout the area.

Front gardens and forecourts: The conversion of front garden areas to vehicle hardstandings is discouraged. In the case of new developments, front gardens common in size and layout to nearby and adjacent dwellings should be provided.

Landscaping and planting: Schemes for new dwellings will be expected to provide public landscaping to enhance the development site. Further planting at the Rossgate Local Centre is encouraged.

Views and vistas: Development proposals will be expected to preserve public views to the east across the Gade Valley.

Landmarks and focal points: The Rossgate Local Centre must be retained.

Traffic

On-street parking: Limit effect by the effective provision of off-street spaces in new development proposals.

Off-street parking: Provision of parking in landscaped communal areas is encouraged (rather than by front forecourt provision and private drives). The conversion of parts of amenity greens for parking may be acceptable where there is no adverse impact on the character and appearance of the area.

Through routes and flows: Main traffic flows should be directed towards Fennycroft Road, Galley Hill and Gadebridge Road; and where applicable, Leighton Buzzard Road.

Non-residential buildings

The retention of all non-residential buildings is acceptable.

Development within the plot

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

Detail: No special requirements, except in the Knights Orchard, Betjeman Way, Laureate Way and Sovereign Heights developments where the architectural detailing on the parent building should be followed.

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

Means of enclosure: No special requirements, except in the Knights Orchard, Betjeman Way, Laureate Way and Sovereign Heights developments where means of enclosure to front garden areas is not encouraged, and should not normally exceed 1 m in height.

Private landscaping: Further planting in front garden areas is encouraged.

HCA7: BOXMOOR

CHARACTER APPRAISAL

A long established residential area with its own local centre dating from the 19th century, was originally a separate village in its own right. Throughout there has been extensive infilling and redevelopment of former commercial uses for newer housing. The open Moor is a central feature of the area, which unites two distinct character areas

Area 1: The older central core based around St John's Road with residential roads to the North and South

Area 2: Located off London Road and Roughdown Avenue

Housing

Age Central Core dates from 19th century featuring much Victorian and Edwardian development found in Area 1. This has been progressively infilled with housing from all ages onwards. Area 2 contains inter and post-war housing.

Design: Variety of architectural styles throughout. The best examples are the Victorian and Edwardian houses, mainly found in Area 1, which often feature bay windows, wooden sash windows, brick detailing and coursing and ornamental ridge tiles. Otherwise the design of infill development and that of newer areas is varied.

Type: All types of dwellings are represented but terraced and semi-detached dwellings with back to back gardens are the most common. Flats can be found at River Park and St. John's Road in Area 1.

Height: Mostly two storey, although in Area 1 flat developments adjacent to the canal rise to three storey and three storey town houses found along Fishery Road. Examples of three storey town houses in Area 2 at Standrings Rise.

Size: Generally small to medium throughout with some large examples.

Layout: Predominant layout pattern is of straight roads with generally tight, right-angled junctions. In Area 1 houses face directly onto the road with short gardens/forecourts following very strong, straight building lines. This produces attractive long perspective views and affords closeness and intimacy in the area, emphasising the small to medium scale of development. In Area 2 post war development away from the central core is more informally laid out, although development still follows clear, although not so rigid building lines. Spacing is close to medium (less than 2m and 2m - 5m respectively).

Density: Mainly high density is present (35-45 dwellings/ha) although low density layouts (15-25 dwelling/ha) are found in Area 1 along Cangel's Close, Moorland Road and Grove Road, and in Area 2 along London Road and Standing Rise.

Amenity

Open Space: Open land found in Area 1 at St Rose's Infant School and the allotments. There is no Open Land in Area 2. However there is provision of open land on the open Moor and adjacent to the Grand Union Canal which separates the two distinct areas.

Amenity land: Very limited; not a real feature of the area.

Front gardens and forecourts

Generally very short with dwellings close to the highway. Exceptions are in lower density, more recent parts (see *Density* above) where front garden areas with vehicle access drives are provided. Infill developments in Area 1 often provides on-site parking and consequently breaches the building line to accommodate this.

Landscaping and Planting: Within the residential streets, there is a distinct absence of trees and planting.

Views and Vistas: Good south facing views of the Bulbourne Valley obtained in Area 1 from Green End Road, Fishery Road, Sebright Road, Puller Road, Cowper Road and Wharf Road. Attractive perspective vistas on many streets.

Landmarks and focal points: In Area 1 Boxmoor Hall and the Hemel Hempstead Sports Centre, along St. John's Road add to the distinct identity of the area and a tongue of land between Anchor Lane and St John's Road features visually prominent, attractive 1980s residential development. Local Centre with variety of shops and businesses provides an effective focal point to Area 1. In general, the open Moor separating the two areas provides a strong form of identity, through which the River Bulbourne and Grand Union Canal Pass, being very important local landscape features. St John's Church and War Memorial on the open Moor also provides a strong focal point for the area as a whole.

Traffic

On-street parking: Generally heavy throughout.

Off-street parking: Limited to private on-site provision except in the case of flat developments where provision is on a communal basis.

Through routes and flows: St John's Road is the effective local distributor road through Area 1 but road layout has little structure; many

opportunities for short cuts and rat-running. Main distributor road comprising London Road runs through the Area 2.

Non-residential buildings

A variety exists throughout, mainly grouped around the local centre in Area 1 and along London Road in Area 2.

POLICY STATEMENT

APPROACH: Maintain defined character.
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SCOPE FOR RESIDENTIAL DEVELOPMENT

Area of Limited Opportunity

Greenfield development: No opportunities.

Redevelopment: Discouraged, although there may be opportunities for redeveloping non-residential buildings, according to the Development Principles.

Plot amalgamation: Discouraged.

Infilling: Numerous opportunities may exist; these may be acceptable according to the Development Principles.

Conversion of dwellings into smaller units: May be acceptable where the character and appearance of the area is not harmed.

DEVELOPMENT PRINCIPLES

Housing

Design: Style of dwellings may vary, but the scale, height and orientation of new proposals should follow that common to the street scene and to nearby and adjacent dwellings.

Type: Semi-detached and terraced dwellings are encouraged. Detached dwellings may be acceptable where this type forms the majority of nearby and adjacent development. Development of flats may be acceptable dependent on their resultant appearance and compatibility with the street scene.

Height: Should not normally exceed two storeys.

Size: Should be kept small to medium; large scale bulky development will not normally be acceptable.

Layout: Proposals should normally maintain a close to medium spacing (less than 2 m or between 2 m and 5 m). Dwellings should normally front onto the highway following a straight, formal building line.

Density: Development in the high density range of 35-50 dwellings/ha (net) is acceptable, although lower densities will be required in areas where the predominant density is below those in this range.

Amenity

Amenity land: The loss of any existing areas of amenity land making a positive contribution to local amenity or the character and appearance of the area for development or inclusion within residential curtilages will not normally be permitted.

Front gardens and forecourts: Size to be dictated by following the building line.

Landscaping and planting: No special requirements, although private landscaping within residential curtilages is encouraged.

Views and vistas: Development proposals will be expected to preserve south-facing views over the Bulbourne Valley. Proposals which obscure attractive long perspective views will not normally be permitted.

Landmarks and focal points: Retention of the following landmarks is encouraged:

- St John's Church and the War Memorial on the open Moor;
- Boxmoor Hall, St. John's Road;
- Dacorum Sports Centre, St John's Road;
- Tongue of land between Anchor Lane and St John's Road with visually prominent residential development, and
- The open Moor.

Retain the Local Centre as the very important focal point to the whole area. Proposals for development adjacent or close to the River Bulbourne and/or the Grand Union Canal should make a positive contribution to its setting and appearance as open landscape features within the area.

Traffic

On-street parking: Limit effect by effective on-site provision in new development proposals.

Off-street parking: Provision by either on-site or communal parking is acceptable.

Non-residential buildings

May provide opportunities for residential redevelopment.

Development within the plot

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

Detail: Development of a high quality featuring architectural detailing is encouraged throughout the area; it is encouraged to follow the particular forms of detailing present on Victorian and Edwardian dwellings in the area.

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

Means of enclosure: The enclosure of front gardens is acceptable except in cases where this would cause visual harm to the street scene.

Private landscaping: Further planting in front garden/forecourt areas is encouraged.

HCA8: COUNTERS END

CHARACTER APPRAISAL

A spacious, high quality and largely informally laid out area of planned detached housing featuring large areas of amenity land, open plan front gardens and mature landscaping, dating mainly from the late 1960s/early 1970s.

Housing

Age: Mainly from the late 1960s/early 1970s situated to the north of Gravel Hill Terrace, but features many examples from the 1940s through to the 1960s along Ashtree Way and Gravel Hill Terrace, and roads to their south. Occasional 19th century examples.

Design: Distinct contemporary 1960s/1970s development featuring low pitched roofs, dormer windows, integral garages and tile hanging. Elsewhere design varies.

Type: Predominantly detached dwellings. Occasional examples of semi-detached housing.

Height: Predominantly two storey.

Size: Dwellings medium to large.

Layout: Dwellings generally front the road in an informal layout although there is a distinct pattern to the development, which produces curved building lines. This gives visual interest to the area but also contributes strongly to a feeling of spaciousness. Spacing generally within the medium range (2 m to 5 m). Development by plot amalgamation has occurred along Gravel Hill Terrace.

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

Amenity

Open space: School playing fields located between Cowper Road and Green End Road; otherwise access to open space lying adjacent to the area at Northridge Park and the Warners End Valley is good.

Amenity land: Provision very good; 1960s/1970s development to the north of Gravel Hill Terrace has treed amenity greens as a main feature.

Front gardens and forecourts: Open plan gardens in dwellings developed in the 1960s and 1970s. Otherwise enclosed by a variety of means, such as hedging and fencing. Front gardens generally well planted, with relatively large plots accommodating on-site parking in addition.

Landscaping and planting: Generally heavy and mature throughout.

Views and vistas: None of importance. Roads curve throughout to give good and interesting serial vision.

Landmarks and focal points: None of importance.

Traffic

On-street parking: Very low.

Off-street parking: Dwellings have generally good on-site provision.

Through routes and flows: Development to the north of Gravel Hill Terrace features a variety of culs-de-sac accessed from local collector roads. Gravel Hill Terrace, Ashtree Way, Green End and Gravel Lane carry main flows. Otherwise the road hierarchy is less clearly defined.

Non-residential buildings

The Grapes Public House in Green End Road, appropriate to the residential area.

POLICY STATEMENT

APPROACH: Maintain defined character.
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<h3>SCOPE FOR RESIDENTIAL DEVELOPMENT</h3>

<h4>Area of Minimal Change</h4>
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<p><i>Greenfield development:</i> No opportunities.</p>

<p><i>Redevelopment:</i> Will not normally be permitted.</p>
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<p><i>Plot amalgamation:</i> Will not normally be permitted.</p>
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<p><i>Infilling:</i> Opportunities limited, but may be acceptable according to the Development Principles.</p>
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<p><i>Conversion of dwellings into smaller units:</i> May be acceptable where the character and appearance of the area is not harmed.</p>

DEVELOPMENT PRINCIPLES

Housing

Design: Scope for variety, innovation and modernity in design.

Type: Detached dwellings are strongly encouraged.

- Height:* New buildings should not normally exceed two storeys.
- Size:* Medium to large dwellings are encouraged.
- Layout:* Informal layouts are acceptable, although dwellings should follow a defined building line. Spacing should be provided in the medium range (2 m to 5 m).
- Density:* Development should be compatible with the character in the existing density range of 15 dwellings/ha.

Amenity

- Amenity land:* To be retained. The loss of areas of amenity land to built development or their inclusion within residential curtilages will not normally be permitted.
- Front gardens and forecourts:* Front gardens common in size and layout to nearby and adjacent dwellings should be provided.
- Landscaping and planting:* Schemes for new dwellings will be expected to maintain and enhance the very good provision of landscaping common throughout the area.
- Views and vistas:* Proposals which obscure attractive serial views will not normally be permitted.
- Landmarks and focal points:* No special requirements.

Traffic

- On-street parking:* No special requirements.
- Off-street parking:* To be provided within the curtilage of private dwellings. Communal provision is discouraged.
- Through routes and flows:* No special requirements.

Non-residential buildings

The retention of all existing non-residential buildings is acceptable.

Development within the plot

- Extensions:* Should normally be subordinate in terms of scale and height to the parent building.
- Detail:* No special requirements.

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

Means of enclosure: Strongly discouraged to the front of dwellings in relation to the 1960s/1970s development to the north of Gravel Hill Terrace. Proposals for enclosing front garden areas by a height in excess of 1 m will not normally be permitted.

Private landscaping: Strongly encouraged throughout.

HCA9: HAMMERFIELD NORTH

CHARACTER APPRAISAL

A medium density residential area featuring a variety of architectural ages and designs but possessing little unifying character throughout.

Housing

- Age:* All ages largely from the 19th century represented. Victorian and Edwardian housing found along parts of Glenview Road, Sunnyhill Road (west side) and Lockers Park Lane. Melsted Road features inter-war detached buildings (south side) and 1940s/50s housing (north side). Infill development of a variety of ages throughout. Planned residential development from the late 1960s/early 1970s along and off Lockers Park Lane. 1980s examples at Glendale.
- Design:* Varies throughout, with small Victorian cottages in Sunnyhill Road and at Glenview Gardens. The Lockers on Bury Hill is a Grade II* Listed Building from the 16th and 18th centuries.
- Type:* Wide variety of dwelling types throughout.
- Height:* Mainly two storey, but with numerous three storey examples, such as at Glendale, Glenview Road and Greenhills Court.
- Size:* Generally small to medium sized dwellings.
- Layout:* Dwellings mainly front onto the road following regular building lines. Exceptions are in roads leading off Lockers Park Lane to its west where some dwellings are grouped around treed amenity greens. Spacing is mainly in the medium range (2 m to 5 m). Housing in Sunnyhill Road and Glenview Road in particular are built on steeply sloping land from the Warners End Valley rising up from the west and south to high ground, before land falls away again to the east into the Gade Valley. These natural features have led to dwellings sited at different heights within the area.
- Density:* In the medium range (25 - 35 dwellings/ha throughout).
-

Amenity

- Open space:* No open land within the area, however, very good provision adjacent to Open Land at the Lockers. Good access to public space in the Warners End Valley to the North.
- Amenity land:* Provision limited, except in the roads leading off the west side of Lockers Park Lane where treed amenity greens front on to housing.

Front gardens and forecourts: Varied throughout. In the older parts (Glenview Road and Sunnyhill Road (west side)) houses are close to the road in certain parts, giving very shallow front gardens. Numerous examples of front garden areas converted to forecourt vehicle hardstandings.

Landscaping and planting: Mainly limited to private provision in front gardens, where quality is varied. Structured public provision of a high quality along Lockers Park Lane.

Views and vistas: Southern facing glimpses of the Bulbourne Valley are obtainable from Glenview Road.

Landmarks and focal points: No outstanding examples; corner shop at Glenview Road is prominent and provides a minor focal point for the area.

Traffic

On-street parking: Very heavy throughout.

Off-street parking: Provided through a mixture of mainly on-site parking but with communal areas serving certain modern developments.

Through routes and flows: Heavily used rat-run along Lockers Park Lane, otherwise roads do not form major components of the road hierarchy for this part of the town. Certain roads within the area, e.g. Sunnyhill Road, Melsted Road and Glenview Road, are narrow and accommodate high levels of on-street car parking. These factors lead to internal movement difficulties as the road can be reduced to one single vehicle width at points and visibility from private drives and accesses can be restricted.

Non-residential buildings

Lockers Park School, Lockers Park Lane; Church, Glenview Road; corner shop, Glenview Road. All acceptable and appropriate within the area.

POLICY STATEMENT

APPROACH: Maintain existing layout, scale and density within the scope of the Development Principles below.
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SCOPE FOR RESIDENTIAL DEVELOPMENT
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Area of Very Limited Opportunity

<i>Greenfield development:</i> No opportunities.
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<i>Redevelopment:</i> Will not normally be permitted.

Plot amalgamation: Generally discouraged, but may be appropriate on the western side of Sunnyhill Road where rear gardens to houses fronting the Road are of a sufficient length to allow housing that meets the requirements of the Development Principles to be achieved. Careful consideration of the topography of the land and the effect this has on the relationship of existing houses to those proposed, and the effects on open land in the Warners End Valley. Access arrangements will also be an very important consideration.

Infilling: Opportunities are limited, but may be acceptable within the terms of the Development Principles.

Conversion of dwellings into smaller units: Discouraged.

DEVELOPMENT PRINCIPLES

Housing

Design: No special requirements.

Type: All types are acceptable, although the resultant scale and mass of new proposals should respect that of adjoining and nearby development.

Height: Should not normally exceed two storeys in height, except for cases where the proposal will adjoin three storey development and the character and appearance of the area is not harmed.

Size: Small to medium sized dwellings are acceptable and appropriate.

Layout: Variety in layout is acceptable. Where a clear building line exists, then this should be followed. Spacing should be provided at least within the medium range (2 m to 5 m).

Density: Development should be provided in the medium density range, (30 to 35 dwellings/ha (net)).

Amenity

Amenity land: The loss of areas of amenity land to built development will not normally be permitted. The inclusion of small areas of amenity land into residential curtilages is discouraged, but may be permitted where the appearance of the area is not harmed.

Front gardens and forecourts: Front gardens common in size and layout to nearby and adjacent dwellings should be provided.

Landscaping and planting: Additional landscaping and planting is encouraged throughout.

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

Landmarks and focal points: No special requirements.

Traffic

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

Off-street parking: Provision by either on-site parking or communal areas is acceptable.

Through routes and flows: The effect of new accesses to serve new development on the highway network within the area must be considered very carefully.

Non-residential buildings

The retention of all non-residential buildings is acceptable.

Development within the plot

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

Detail: No special requirements.

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

Means of enclosure: No special requirements, except in parts featuring open plan gardens, notably Pinewood Gardens, Parkhill Road, Hanger Close and Lockers Park Lane (part) where the enclosure of front garden areas is not encouraged, and should not normally exceed 1 m in height.

Private landscaping: Encouraged throughout.

HCA10: HAMMERFIELD SOUTH

CHARACTER APPRAISAL

An area of mainly low density, semi-detached and detached housing centred around the wide, open, green corridor of Beechfield Road, which follows the line of the Warners End Valley. Featuring a high proportion of originally public housing, there is a regular layout to the positioning and spacing between dwellings.

Housing

- Age:* Practically all post-war; private housing from the 1940s is found at Heath Close, Anchor Lane and Crouchfield. The area's most distinct appearance is from Beechfield Road which features 1950s new town housing; this is found elsewhere within the area. Otherwise examples from the 1960s such as the flats at Cornfields and the 1970s, for example Beaumayes Close.
- Design:* Largely very simple and undistinguished throughout. Heath Close and Anchor Lane however feature interesting examples of 1940s residential designs with square fronted bays, rendering and tile hanging. Housing along Beechfield Road simple with very few details.
- Type:* Mainly semi-detached but with a considerable presence of detached houses. Flats found occasionally such as at Cornfields and Anchor Lane.
- Height:* Mainly two storeys with a number of bungalows. Repeating pattern of two and single-storey dwellings along Beechfield Road. Exception to area is four storey blocks of flats at Cornfields.
- Size:* Generally medium, emphasising the modest scale of development although set in a mainly low density layout.
- Layout:* Largely formal. Beechfield Road is a wide corridor with dwellings set well back from the road, fronted by swathes of green verging and planting, creating a feeling of spaciousness and providing long, wide perspective views. Other roads leading off Beechfield Road, which rise up the valley sides, do not present quite the same spacious appearance. Here, there is a steep topography to the area. Clear building lines throughout, although these are not rigidly straight. Spacing mainly within the medium (2 m to 5 m range), although this widens along the westerly section of Crouchfield.
- Density:* Mainly within the low range (15-25 dwellings/ha) as a result of good standards of amenity land and spacing.

Amenity

Open space: No open land within the area, however, open land at the Heath Park cemetery and Hemel Hempstead School is found to the east of the area. There is good access to Boxmoor, to the south of the area.

Amenity land: Provision is good, particularly in association with new town development from the 1950s along Beechfield Road, Castle Mead, Bishops Mead and Crouchfield. These areas feature planned amenity areas open to public view, and add to the spacious appearance of the area.

Front gardens and forecourts: Generally relatively deep and well planted throughout. Occasional examples of front garden conversions to vehicle hardstandings. The 1950s new town housing has been designed with no front vehicle parking or access. This produces continuous lines of unbroken front garden areas which is an attractive feature, particularly along Beechfield Road.

Landscaping and planting: Public provision generally good.

Views and vistas: Attractive south facing views of the Bulbourne Valley from Beechfield Road and Anchor Lane. Long perspective views in both directions along Beechfield Road.

Landmarks and focal points: The Anchor PH on Beechfield Road is situated at a well used junction with Anchor Lane and provides a minor local landmark.

Traffic

On-street parking: Generally heavy, reflecting the age and layout of residential plots and the original low provision made for on-site vehicle parking.

Off-street parking: Private on-site provision found with most ages of dwellings with the very significant exception of the 1950s new town housing. Communal parking generally not a feature of the area except at the areas of flat developments. Beechfield Road is characterised strongly by parking on wide verges, in addition to parking on the road itself.

Through routes and flows: Beechfield Road carries most traffic, connecting St John's Road (to the south) with Glenview Road (to the north) and ultimately Gravelhill Terrace which provides access to residential streets in Boxmoor (HCA7) and Counters End (HCA8).

Non-residential buildings

The Anchor public house (Beechfield Road), Hemel Hempstead School (Anchor Lane) and Scout Hut (off Crouchfield), all of which are appropriate to the area.

POLICY STATEMENT

APPROACH: Maintain defined character.

SCOPE FOR RESIDENTIAL DEVELOPMENT

Area of Limited Opportunity

Greenfield development: No opportunities.

Redevelopment: Generally discouraged, although may be acceptable according to the Development Principles.

Plot amalgamation: Few opportunities, although may be acceptable according to the Development Principles.

Infilling: Few opportunities, although may be acceptable according to the Development Principles.

Conversion of dwellings into smaller units: May be acceptable where the character and appearance of the street scene and the area as a whole is not unduly harmed.

DEVELOPMENT PRINCIPLES

Housing

Design: No special requirements.

Type: All types acceptable, but the size and appearance of buildings should accord with the terms of the other Development Principles.

Height: Proposals above two storeys in height will not normally be acceptable, except where it can be demonstrated that the character and appearance of the area nearby and adjacent to the site will not be harmed. The visual effects of developments on the sides of the valley on the wide, open appearance of the area when viewed from Beechfield Road must be considered carefully, and as such buildings which intrude on this open character will be refused.

Size: Proposals should be of a generally small to medium size. Large, bulky developments will be resisted.

Layout: Development should normally follow the predominant building line, or in the case of groups of new dwellings, a clear building line(s) should be created. Spacing in the medium (2 m to 5 m) range should be provided. Dwellings are expected to front onto the road and provide

front garden areas to provide a visual break between the dwelling and the highway.

Density: Development in the low to medium ranges (30 to 35 dwellings/ha (net)), however there may be some area where the existing character should be maintained.

Amenity

Amenity land: Proposals for built development on areas of amenity land, or their inclusion within residential curtilages will not normally be permitted.

Front gardens and forecourts: Front garden areas common in size and layout to nearby and adjacent dwellings should normally be provided.

Landscaping and planting: Schemes for new dwellings will be expected to provide public and/or private landscaping (as appropriate to the site) to enhance the development site and the area as a whole.

Views and vistas: Development proposals will be expected to preserve long range south-facing public views across the Bulbourne Valley.

Landmarks and focal points: No special requirements.

Traffic

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

Off-street parking: Provision of parking by individual on-site spaces is encouraged (as opposed to provision in communal areas).

Through routes and flows: No special requirements.

Non-residential buildings

The retention of all non-residential buildings is acceptable.

Development within the plot

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

Detail: No special requirements.

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

Means of enclosure: No special requirements.

Private landscaping: Encouraged throughout.

HCA11: COTTERELLS

CHARACTER APPRAISAL

A long established residential area on a sloping side of the Gade Valley dating from the Victorian period. It features a variety of housing of all ages from thereon based on a formal layout of straight roads and long established, firm building lines with generally close spacing between buildings. This gives the area an urban-dominated appearance.

Housing

- Age:* Examples of all ages of housing from the Victorian period onwards. The older Victorian and Edwardian housing provides a distinct identity to the area, particularly with its close proximity to the town centre.
- Design:* Generally attractive throughout, but varied. The design of Victorian and Edwardian housing also varies but features attractive architectural detailing with steep slate roofing, bay windows and brick coursing. Many of these have been spoilt by modern and unsympathetic additions and alterations. The street scene of Cotterells and other streets with a predominance of Victorian and Edwardian properties has in places been harmed by insensitive infill development where its form and design conflicts with the established, older development.
- Type:* Terraced and semi-detached housing features strongly, particularly along Cotterells itself (which is perhaps the most exposed part of the area to public view, from the busy A4146 Leighton Buzzard Road and town centre). Otherwise, all forms of housing are represented throughout the area.
- Height:* Predominantly two storey, with three storey flats at Cotterells Hill. Exception is four storey development of flats at Aldwyck Court, Leighton Buzzard Road and at Warners End Road. These, however, are effectively truncated from the main body of the area by the latter road (a local distributor) and the large roundabout nearby.
- Size:* Mainly small to medium. Very few examples of large buildings, except recent flat developments at Cotterells Hill and Warners End Road.
- Layout:* Area comprises two main north-south road axes, Cotterells/Bury Road (east) and Heath Lane/Collett Road/Cemmaes Court Road (west) which are linked by a series of east-west connector roads. Whereas this does not produce a rigid 'grid-iron' layout, it establishes a clear framework, onto which dwellings front and follow strong building lines. Spacing varies from close (2 m or less) particularly along the oldest roads, to medium (2 m to 5 m) in other parts. In the Victorian and Edwardian streets, dwellings have a very shallow

frontage and are close to the road, which emphasises the urban feel of the area.

Density: Generally within the medium range (25 - 35 dwellings/ha) throughout, although this falls to around 20 dwellings/ha in more generously spaced streets, particularly Cemmaes Court Road in the northern end of the area. Occasional developments of flats (such as at Cotterells Hill and Warners End Road) raises the density to a high level, above 35 dwellings/ha.

Amenity

Open space: South Hill School in the centre of the area provides an open break to the surrounding development. It is an important component in the chain of open sites along the open western ridge of the Gade Valley, including Lockers Park School and Hemel Hempstead School, open land areas, lying adjacent to the area. There is good access to Gadebridge Park (to the north) and Boxmoor (to the south).

Amenity land: Minimal provision throughout, reflecting the unplanned nature, general close spacing and urban character of the area. Areas of land close to the large roundabout to the north-east of the area contribute to the appearance of the open 'green entry' feature of the town.

Front gardens and forecourts: Generally very short, particularly in relation to Victorian and Edwardian housing, although size and depth varies throughout the area.

Landscaping and planting: Little public landscaping.

Views and vistas: Attractive north and east facing views across Gadebridge Park and the town from Bury Hill. South facing views across Boxmoor from Cotterells and Park Road.

Landmarks and focal points: None, although very close to the Kodak building which is a central landmark feature of Hemel Hempstead as a whole.

Traffic

On-street parking: Generally very heavy, with the area experiencing overspill parking from the town centre.

Off-street parking: Where provided, houses feature on-site parking. Flats are served by communal areas.

Through routes and flows: Most roads experience through flows which can be heavy at times.

Non-residential buildings

A variety of uses appear occasionally, including shop, petrol filling station, club building and motor sales garage along Cotterells, additional established motor sales garage in Bury Road, offices on Warners End Road and South Hill School. Day care nursery in Park Road.

POLICY STATEMENT

APPROACH: Maintain defined character.

SCOPE FOR RESIDENTIAL DEVELOPMENT

Area of Limited Opportunity

Greenfield development: No opportunities.

Redevelopment: Discouraged, although there may be opportunities for redeveloping non-residential sites, according to the Development Principles.

Plot amalgamation: May be acceptable according to the Development Principles, although opportunities are limited.

Infilling: May be acceptable according to the Development Principles.

Conversion of dwellings into smaller units: Generally discouraged.

DEVELOPMENT PRINCIPLES

Housing

Design: For new dwellings, there are generally no special requirements. Extensions and alterations to Victorian and Edwardian dwellings should utilise the architectural style and detailing of the parent building (see *Detail*). In areas of Victorian and Edwardian housing, new proposals should respect the architectural form and themes of the established housing. Rather than design, the scale, height and massing of new proposals is more important.

Type: A range of types is acceptable, although it is the scale, height and massing of buildings which is of particular importance.

Height: Development in excess of two storeys will not normally be permitted, except where it can be demonstrated that the character and appearance of the area or the street scene will not be harmed.

Size: Small to medium sized dwellings are acceptable. Proposals for large bulky buildings harmful to the character and appearance of the area or the street scene will not normally be permitted.

Layout: Dwellings should normally front the road and follow the established building line. Proposals should normally maintain a close to medium spacing (less than 2 m or between 2 m and 5 m).

Density: Development in the medium density range, (30 to 35 dwellings/ha (net)) is acceptable and appropriate, although in certain parts high density development in the range of 35-50 dwellings/ha may be acceptable.

Amenity

Amenity land: Generally there are no special requirements, except that open, treed areas of amenity land found adjacent to Warners End Road, Bury Hill and Bury Road should be retained.

Front gardens and forecourts: Front garden areas common in size and layout to nearby and adjacent dwellings should be provided.

Landscaping and planting: Further public and private provision is encouraged throughout.

Views and vistas: Generally no special requirements.

Landmarks and focal points: No special requirements.

Traffic

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

Off-street parking: Provision by either on-site parking or communal areas is acceptable.

Through routes and flows: Proposals to create additional through routes and potential rat-runs will be resisted.

Non-residential buildings

The redevelopment of certain non-residential buildings may be acceptable.

Development within the plot

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

Detail: On Victorian and Edwardian dwellings, the use of their details and following their architectural themes is strongly encouraged. Elsewhere, No special requirements.

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

Means of enclosure: No special requirements.

Private landscaping: Further planting is encouraged throughout.

HCA12: APSLEY

CHARACTER APPRAISAL

An established area of varied character based around a mixed use local centre. The area has its roots in the Victorian period with growth associated with the paper industry and the Grand Union Canal. Although a variety of forms of development are found throughout, there are two main areas of distinct character:

- | | |
|---------|---|
| Area 1: | London Road and the streets leading off it, to the west of Kents Avenue and |
| Area 2: | London Road to the east of Kents Avenue. |

Housing

Age: The area is characterised strongly by a predominant base of Victorian and Edwardian housing, which is mainly found in Area 1. Throughout there is infill and redevelopment of all ages, particularly from the 1960s onwards. Area 2 contains a variety of ages, notably inter-war housing fronting London Road from Apsley Grange westwards.

Design: The Victorian and Edwardian core of housing is simple and attractive, mostly in a dark red brick. There is, however, no strict uniformity to design with differing details amongst dwellings of these periods. This offers visual interest but within a clear scale and layout pattern (see *layout* below). Otherwise styles from other periods vary considerably with the exception of some architectural uniformity at Apsley Grange, Shendish Edge and Ridgeway Close within Area 2 where inter-war design features are present, such as hipped end roofs, pebbledashing and mock-Tudor half-timbering; Apsley Grange features rounded, curving front windows from the 1930s. Additionally within Area 2 is an important group of Grade II* listed cottages designed by Sir Edwin Lutyens.

Type: All dwelling types are present throughout, but two storey terraces predominate.

Height: Mainly two storey, but with three storey flat developments along London Road.

Size: Area 1 features small scale dwellings which predominate, with the exception of more bulky flat developments from the 1960s in London Road and Weymouth Street. Also, commercial buildings both inside and adjacent to the area as a whole are large and bulky. Area 2 contains a greater level of commercial development giving it a much larger predominant scale, with the exception of dwellings at Apsley Grange, Shendish Edge and Ridgeway Close which are medium sized in appearance.

- Layout:* Throughout there is a regular layout pattern of dwellings fronting onto the highway, following long, straight building lines. In Area 1, buildings are close to the highway giving a degree of enclosure to the street scene and perspective views. Spacing is close (2 m or less) giving a tightly packed feel. In Area 2, the buildings are generally set further back from the highway with spacing in the medium range (2 m to 5 m).
- Density:* High (35 - 45 dwellings/ha) rising to the very high range (greater than 45 dwellings/ha) in the case of flat developments, in Area 1. Dwellings are typically in the medium range (25 - 35 dwellings/ha) in Area 2.

Amenity

Open space: No open land within the area, however, Open Land at and around St. Mary's Church, London Road and the Grand Union Canal, Boxmoor and open countryside are nearby.

Amenity land: Minimal provision throughout. Together with the lack of open space, there is a hard urban feel to most of the area.

Front gardens and forecourts: Overwhelmingly very short in Area 1 as dwellings are sited close to the highway. There is greater depth to the front gardens in Area 2.

Landscaping and planting: Very limited throughout.

Views and vistas: None of importance.

Landmarks and focal points: Area as a whole features clear local landmarks; St Mary's Church, Sainsbury's Superstore and the large John Dickinson plc automated warehouse, all on London Road. The Apsley local centre located adjacent, featuring a prominent community centre (a landmark building its self), provides a strong focal point for the whole area.

Traffic

On-street parking: Generally very heavy throughout, reflecting the predominant age and type of dwellings without on-site provision.

Off-street parking: Provided by a variety of on-site parking and communal areas. Public car parks on the southern side of the local centre, and sheltered parking bays along London Road.

Through routes and flows: Mainly limited to the A4251 London Road where flows are generally heavy. Significant flows on Featherbed Lane and the one-way system around Manor Avenue and Orchard Street, which links the area to the Manor Estate (HCA34) and Two Waters and Apsley Proposal Sites TWA3 and TWA4.

Non-residential buildings:

Extensive variety throughout. The whole area is characterised by mixed uses within and nearby. These include industrial buildings, offices, shops, public houses, community centre, garages and churches.

POLICY STATEMENT

APPROACH: Improve defined character throughout whilst providing opportunities to change the character of Area 2.

SCOPE FOR RESIDENTIAL DEVELOPMENT

Opportunity Area

Greenfield development: No opportunities.

Redevelopment: The redevelopment of housing in Area 2 and of certain non-residential sites throughout may be acceptable according to the Development Principles.

Plot amalgamation: Discouraged.

Infilling: May be acceptable according to the Development Principles.

Conversion of dwellings into smaller units: Generally discouraged.

DEVELOPMENT PRINCIPLES

Housing

Design: In Area 1, proposals are encouraged to follow the style, materials, orientation and architectural themes of Victorian and Edwardian dwellings where these are adjacent to, nearby or surround the proposal site. Detailed design may vary in Area 2.

Type: Terraced and semi-detached dwellings are encouraged and acceptable in Area 1. Flats may also be acceptable in Area 1 where their scale and form are in accord with the other Development Principles. A variety of types are acceptable in Area 2, although flats are encouraged.

- Height:* Should not normally exceed two storeys in Area 1, except where it can be demonstrated that the character and appearance of the street scene and the area will not be harmed. Three storey development is acceptable in Area 2.
- Size:* In Area 1, buildings should normally be of a small to medium size, to reflect the general scale of housing. In Area 2, larger scale development is acceptable.
- Layout:* Proposals may be spaced closely (2 m or less) and should follow or establish straight, formal building lines with dwellings fronting onto the road, in Area 1. Variety in layout is acceptable in Area 2, although provision should be made for landscaping and planting to enhance the street scene.
- Density:* High density development, in the range of 35-50 dwellings/ha (net), is acceptable within Area 1; very high density proposals, exceeding 50 dwellings/ha (net), may be acceptable if they accord with the other Development Principles and do not harm the character and appearance of the street scene and Area 1. Very high density development, exceeding 50 dwellings/ha (net) is acceptable in Area 2.

Amenity

Amenity land: No special requirements.

Front gardens and forecourts: In Area 1, size should be dictated by following the building line. For existing dwellings and infill proposals in Area 2, front garden or forecourt areas should normally be provided common in depth, size and layout to nearby or adjacent plots. For redevelopment proposals in Area 2, consideration must be given to providing front space for landscaping to the highway side of the site.

Landscaping and planting: Additional planting is encouraged in Area 1. Development proposals in Area 2 should respect and normally retain existing trees and vegetation, and include provision for further landscaping and planting to enhance the street scene.

Views and vistas: No special requirements.

Landmarks and focal points: Safeguarding the dominance and visual prominence of St Mary's Church and the Apsley Community Centre as local landmarks is important, and as such should be retained.

Traffic

On-street parking: Limit by effective on-site provision in new development proposals.

Off-street parking: Provision by on-site parking or communal areas is acceptable.

Through routes and flows:

Main traffic flows should be directed towards London Road. Road widening of Featherbed Lane and railway bridge, improvements to the junctions of Featherbed Lane and Orchard Street with London Road (Two Waters and Apsley Proposal Schemes TWA15 and TWA16) to be carried out in association with residential development Two Waters and Apsley Proposal Sites TWA3 and TWA4.

Non-residential buildings

May provide opportunities for residential redevelopment.

Development within the plot

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

Detail: In the case of Victorian and Edwardian dwellings, following the architectural themes, proportions and detailing of the parent building is strongly encouraged. Otherwise, there are no special requirements.

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

Means of enclosure: No special requirements.

Private landscaping: Further planting in front garden/forecourt areas is encouraged.

HCA13: ALEXANDRA

CHARACTER APPRAISAL

An established area close to the town centre dating from the Victorian period featuring a variety of dwelling types and sizes and numerous infill and redevelopment schemes.

Housing

- Age:* Very strong presence of Victorian and Edwardian dwellings, forming the basis of the area's characteristics. Semi-detached houses from the 1940s found in the eastern part of Christchurch Road. Elsewhere, there has been continuous infill by houses from the 1960s onwards. More recently sites or groups of plots along the northern section of Alexandra Road (i.e. to the north of Midland Road) have been redeveloped to form flats, in the 1980s and early 1990s.
- Design:* Generally of a high standard throughout, with the oldest dwellings providing the basis of layout and architectural themes, some of which have been used in modern development. Slate roofing, brick detailing, sash windows and angled front bays are common on Victorian and Edwardian dwellings, although there is no strict uniformity in the design of buildings from this period. Otherwise styles can vary considerably.
- Type:* Most types represented, with a strong emphasis on small semi-detached cottages.
- Height:* Mainly two storey. Examples of three storey town houses on Alexandra Road. Newer flat developments from the 1980s onwards rise to three and four storeys along Alexandra Road. Exception to general height is an elderly persons home in Midland Road which is six storeys high.
- Size:* Most dwellings are small to medium in size. Much larger scale development is found in the shape of modern flat redevelopment schemes.
- Layout:* Formal layout with dwellings generally following established building lines and fronting the road. Spacing between buildings is irregular throughout, but is mainly close (less than 2 m). These factors produce an urban dominated feeling to the area.
- Density:* Generally medium density (25-35 dwellings/ha) although the modern flat developments are at a very high density (over 45 dwellings/ha). Iveagh Court in Alexandra Road is around 200 dwellings/ha.

Amenity

Open space: None within the area, although close to Keen's field to the east and Gadebridge Park to the north-west.

Amenity land: Minimal provision; not a feature of the area.

Front gardens and forecourts: Generally very short with buildings close to the highway.

Landscaping and planting: Most provision is private, within residential curtilages; the degree of planting however varies, so there is little consistency throughout. Attractive green verging along Queensway, emphasising the relatively wide open, green 'corridor' appearance of the road.

Views and vistas: None of importance.

Landmarks and focal points: Congregational church on the corner of Alexandra Road and Christchurch Road is a minor local landmark.

Traffic

On-street parking: Very heavy throughout; many dwellings have no on-site or off-road parking provision.

Off-street parking: Provided by a variety of on-site parking for some houses and communal areas for flats.

Through routes and flows: Heavy along Midland Road and Queensway. Alexandra Road also well used.

Non-residential buildings

Variety throughout, with a strong presence of small offices.

Note: For the purposes of this character appraisal and policy statement, the 'northern section of Alexandra Road' refers only to that stretch of the road running between Midland Road and Queensway and does not include other roads leading off from it such as Christchurch Road, East Street, Broad Street and Fensome's Alley.

POLICY STATEMENT

APPROACH: Maintain defined character, although opportunities will be given to change the character of the northern section of Alexandra Road.

SCOPE FOR RESIDENTIAL DEVELOPMENT

North: Opportunity Area
South: Area of Limited Opportunity

Greenfield development: No opportunities.

Redevelopment: Will not normally be permitted, except along the northern section of Alexandra Road.

Plot amalgamation: Generally discouraged.

Infilling: May be acceptable according to the Development Principles.

Conversion of dwellings into smaller units: May be acceptable where the character and appearance of the street scene or area is not harmed.

DEVELOPMENT PRINCIPLES

Housing

Design: The use of detailing and architectural themes present on nearby or adjacent Victorian and Edwardian dwellings on new proposals is strongly encouraged.

Type: Terraced, semi-detached and detached dwellings are acceptable throughout. Flats are only acceptable along the northern section of Alexandra Road.

Height: Should not normally exceed two storeys, except along the northern section of Alexandra Road where up to three storeys will be acceptable.

Size: Small to medium sized buildings are appropriate, except along the northern section of Alexandra Road where larger scale development will be acceptable.

Layout: Formal layout with dwellings and new buildings fronting the highway and following established building lines will be expected. Close spacing (2 m or less) is acceptable.

Density: Development should normally be within the medium density range, (30 to 35 dwellings/ha (net)), except along the northern section of Alexandra Road, where very high density exceeding 50 dwellings/ha developments will be acceptable.

Amenity

Amenity land: No special requirements.

Front gardens and forecourts: Front garden areas common in depth, size and layout to nearby or adjacent dwellings will normally be expected.

Landscaping and planting: Further planting to enhance the street scene is encouraged throughout. Proposals along Queensway will normally be expected to retain, and where appropriate enhance, the wide grass verge areas adjacent to the highway.

Views and vistas: No special requirements.

Landmarks and focal points: No special requirements.

Traffic

On-street parking: Limit by effective provision of off-road parking.

Off-street parking: Provision can be made by either on-site, individual and private parking or by communal areas.

Through routes and flows: No special requirements.

Non-residential buildings

The residential redevelopment or conversion of certain non-residential buildings may be acceptable.

Development within the plot

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

Detail: Proposals to alter or extend Victorian and Edwardian buildings should normally follow the types of details, architectural themes, proportions and materials present on the parent building. In other cases, no special requirements.

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

Means of enclosure: The enclosure of front gardens is acceptable except in cases where the appearance of the street scene would be harmed.

Private landscaping: Further planting, particularly in front garden/forecourt areas is encouraged.

HCA14: OLD TOWN

CHARACTER APPRAISAL

A tightly packed area of small dwellings dating from the 19th century based on a parallel, grid-like road structure.

Housing

- Age:* From a base of 19th century housing, all ages onwards are present. Good examples of 19th century terraced houses along Herbert Street; detached houses of this period along George Street. Inter-war semi-detached houses feature at Sunmead Road. Much new development occurred from the 1960s onwards such as flats at Figtree Hill (1960s), careful infilling in Chapel Street (1970s) and new terraced housing at The Brackens, off Heather Way (1980s). However, this new development has left the basic 19th century layout intact.
- Design:* High standard throughout. 19th and early 20th century dwellings vary in style, but feature numerous architectural details such as angled front bays, sash windows, decorative stonework and brick coursing. Otherwise, designs are varied.
- Type:* Variety, with terraced houses the most typical of the area. Incidence of flats generally high.
- Height:* Predominantly two storey with some three storey development, for example flats in Heather Way. The exception to this are the four storey flats at Figtree Hill. Many streets possess attractive visual continuity by generally unbroken lines of two storey housing. Bungalows uncommon.
- Size:* Generally small throughout.
- Layout:* Clear series of almost grid-like roads running parallel and perpendicular to each other, rising in an easterly direction as height increases on the valley side. Dwellings front onto the road following very rigid, formal building lines. Spacing is close (2 m or less) giving a dense, tightly packed urban feel and appearance to the area.
- Density:* Generally high to very high density throughout (35-45 dwellings/ha and over 45 dwellings/ha respectively).

Amenity

- Open space:* No provision within the area, although Randall Park is located to the north east.

Amenity land Very little provision, emphasising the dense urban character of the area. Attractive hard surfaced seating area at The Alleys.

Front gardens and forecourts: Generally either very short or non-existent; oldest dwellings front directly onto the highway.

Landscaping and planting: Tree planting and landscaping not a characteristic of the area. Mixed private provision. An attractive line of wide green verging is found along Queensway, emphasising its open 'corridor' character.

Views and vistas: Attractive vistas and perspective views along east-west streets. Good views across the Gade Valley from Cherry Bounce.

Landmarks and focal points: None of overriding importance; paved area at The Alleys close to the Friends' Meeting House provides a minor focal point.

Traffic

On-street parking: Heavy on-street parking throughout.

Off-street parking: Largely accommodated in communal areas. Some larger houses have their own on-site provision.

Through routes and flows: Allandale links Queensway to the Highfield neighbourhood. Other roads within the area do not perform any major through route function and flows are generally light.

Non-residential buildings

Area overwhelmingly residential with only occasional non-residential uses. These include public houses, Friends' Meeting House and school in George Street.

POLICY STATEMENT

APPROACH: Maintain defined character.
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SCOPE FOR RESIDENTIAL DEVELOPMENT
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Area of Limited Opportunity

<i>Greenfield development:</i> No opportunities.
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<i>Redevelopment:</i> Redevelopment of certain non-residential buildings may be acceptable, according to the Development Principles.
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<i>Plot amalgamation:</i> Will not be permitted.
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Infilling: May be acceptable according to the Development Principles, although opportunities are limited.

Conversion of dwellings into smaller units: Discouraged.

DEVELOPMENT PRINCIPLES

Housing

Design: New dwellings are encouraged to use the architectural themes and details present on Victorian and Edwardian dwellings where they are either adjacent to, nearby or surrounding the proposal site.

Type: All types are acceptable, with the exception of bungalows, which are not encouraged.

Height: Should not normally exceed two storeys, except where it can be demonstrated that the character and appearance of the area or the street scene will not be harmed.

Size: Small to medium sized dwellings are acceptable. Proposals for large bulky buildings harmful to the character and appearance of the area or street scene will not normally be permitted.

Layout: Dwellings should normally front the road and follow the established building line. Proposals may maintain a close spacing (2 m or less throughout).

Density: High to very high density development (35 to 50 dwellings/ha and over 50 dwellings/ha (net) respectively) is acceptable.

Amenity

Amenity land: No special requirements.

Front gardens and forecourts: Front garden areas common in size and layout to nearby and adjacent dwellings should be provided.

Landscaping and planting: Further public and private provision is encouraged throughout.

Views and vistas: Development proposals will be expected to preserve public views over the Gade Valley. Proposals which obscure attractive long perspective views and vistas will not normally be permitted.

Landmarks and focal points: No special requirements.

Traffic

On-street parking: Limit by effective on-site provision in new development proposals.

Off-street parking: Provision by communal parking is acceptable. On-site parking provision will only be permitted where the predominant building line can be maintained and there is no adverse impact on the character and appearance of the area or the street scene.

Through routes and flows: No special requirements.

Non-residential buildings

The retention of all non-residential buildings is acceptable. Certain sites may provide opportunities for redevelopment.

Development within the plot

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

Detail: On Victorian and Edwardian dwellings, the use of their original details and architectural themes is strongly encouraged. Elsewhere, no special requirements.

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

Means of enclosure: No special requirements.

Private landscaping: Further planting is encouraged throughout.

HCA15: ST PAUL'S

CHARACTER APPRAISAL

An area based around a small estate of inter-war pebbledashed semi-detached houses with a group of 1970s houses, and featuring a variety of non-residential uses.

Housing

Age: Main feature is inter-war housing; 1970s terraces situated at Downside.

Design: Simple, but with certain qualities. Inter-war houses are finished in white pebbledashing, hipped end roofs in attractive slate with red clay ridge tiles which are mainly orientated parallel to the road, but change direction at the end of blocks. Otherwise lack of detailing throughout, although some dwellings feature angled front bays. 1970s housing at Downside is of a simple design, and features white painted weatherboarding.

Type: Largely semi-detached houses. Downside features terraces. A group of flats is located off Queensway.

Height: Two storey throughout, emphasising the low rise nature of the area.

Size: Medium to generally small throughout. No large dwellings, providing a modest appearance to the area.

Layout: The area is mainly served from St Paul's Road. This curves through the area providing attractive serial views. Dwellings front the road following a general building line and have medium/short depth front gardens, providing a small degree of enclosure in the street scene. Buildings are spaced within the medium range (2 m to 5 m).

Density: Generally medium density (25-35 dwellings/ha), although this rises to high density (about 40 dwellings/ha) at Downside.

Amenity

Open space: None within the area, although there is very good access to Keen's Field, adjacent to the south-east.

Amenity land: Generally limited; some areas have been planned into the layout at Downside.

Front gardens and forecourts: Generally short, without car parking. Front areas mainly present a picture of fencing or hedging enclosing planted

areas. This gives a pleasant general continuity of green front areas, unbroken by parked cars or private accesses or drives.

Landscaping and planting: Lack of trees and public planting throughout, making the area appear a little bleak. Wide grass verge is situated along Queensway, providing a wide open, green 'corridor' appearance there.

Views and vistas: Wide, open views of Keen's Field from Queensway, Downside and various other points within the area.

Landmarks and focal points: None of importance.

Traffic

On-street parking: Lack of on-site parking within original inter-war layout has led to very high levels of on-street parking.

Off-street parking: Where provided, such as at Downside, parking is in the form of communal areas. Few examples of on-site parking.

Through routes and flows: Queensway, a secondary distributor road (B487), runs along the northern edge of the area with generally heavy flows. Lower Adeyfield Road links Queensway to Midland Road, an important local distributor. Internally, the roads of the area mainly serve the dwellings only, and consequently flows are light.

Non-residential buildings

A variety throughout, mainly located along or accessed from Queensway. These include a petrol filling and motor sales garage, Territorial Army centre and meeting halls for local associations.

POLICY STATEMENT

APPROACH: Maintain defined character, but allow opportunities for redevelopment within certain scale and height limitations, consistent with overall character.
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SCOPE FOR RESIDENTIAL DEVELOPMENT
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Opportunity Area

<i>Greenfield development:</i> Open area adjacent to the Territorial Army centre could be developed.
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Redevelopment: May be acceptable on certain non-residential sites according to the Development Principles.

Plot amalgamation: Will not be permitted.

Infilling: Opportunities very limited.

Conversion of dwellings into smaller units: Strongly discouraged.

DEVELOPMENT PRINCIPLES

Housing

Design: No special requirements, except that the use of hipped roofs is encouraged.

Type: Terraced and semi-detached dwellings are encouraged, although flats may be acceptable according to the other Development Principles.

Height: Should not normally exceed two storeys.

Size: Medium to small size buildings are acceptable. Within redevelopment schemes, larger scale buildings may be acceptable if they are not bulky and their massing is kept low.

Layout: The prevalent building line should normally be followed, with dwellings fronting onto the road. Spacing within the medium range (2 m to 5 m) will normally be expected.

Density: Development in the medium density range (30 to 35 dwellings/ha (net)) and high density in the range of 35-50 dwellings/ha is acceptable.

Amenity

Amenity land: No special requirements.

Front gardens and forecourts: Short front garden areas are acceptable in redevelopment proposals, and should not include space for forecourt vehicle parking. Otherwise, front garden areas should normally be provided with a depth, size and layout common to nearby or adjacent plots.

Landscaping and planting: Further tree planting is encouraged throughout. Schemes for new dwellings will be expected to include proposals for further tree and shrub planting to enhance the appearance of the area. A wide, grassed verge must be provided for developments fronting Queensway.

Views and vistas: Development proposals will normally be expected to preserve public views across Keen's Field.

Landmarks and focal points: No special requirements.

Traffic

On-street parking: Limit by effective provision of off-street parking.

Off-street parking: Provision of parking by communal areas is encouraged, as opposed to provision on-site.

Through routes and flows: Where possible, no access to redeveloped sites should be taken from Queensway.

Non-residential buildings

May provide opportunities for residential redevelopment.

Development within the plot

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

Detail: No special requirements.

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

Means of enclosure: No special requirements.

Private landscaping: Further planting in front garden/forecourt areas is encouraged.

HCA16: HILLFIELD

CHARACTER APPRAISAL

An area of little overall character, that falls into three parts containing a variety of suburban two storey house types and styles, each with an attractive appearance based on a medium to low density layout throughout.

Area 1: Hillfield Road and closes leading from it;
Area 2: Mayflower Avenue, Concorde Drive and Caernarvon Close;
Area 3: Maynard Road.

Housing

Age: Varied throughout. Area 1 dates from the early 20th century but features a variety of infill, plot amalgamation and redevelopment from most periods onwards. Area 2 based around Mayflower Avenue is a small estate of houses from the late 1960s/early 1970s. Area 3 along Maynard Road features a line of 1940s semi-detached houses.

Design: Varied throughout, and not of overriding importance. Area 1 features most variety. Area 2 was planned and developed comprehensively. Here, particular use is made of integral garages, gently sloping pitched roofs and white painted weatherboarding. There are interesting examples of split-level houses with monopitched roofs. The houses along Maynard Road in Area 3 possess standard features of 1940s design; hipped roofs, pebbledashing, heavy timber window framing and angled front bays at ground floor level.

Type: Mainly detached and semi-detached houses throughout, with some flats in Area 2.

Height: Overwhelmingly two storey throughout.

Size: Dwellings medium in size in Areas 2 and 3, and generally large in Area 1.

Layout: In all Areas, dwellings front the road and follow established building lines. In Areas 1 and 2, there is some separation between the road and dwellings by the front gardens. Houses along Maynard Road in Area 3 have shorter gardens and provide more enclosure to the appearance of the street scene. Spacing is medium (2 m to 5 m) to wide (5 m to 10 m) in Area 1 and medium (2 m to 5 m) in Areas 2 and 3. The overall appearance is simple but with a degree of spaciousness given the separation between plots.

<i>Density:</i>	Area 1:	Low (15-25 dwellings/ha) to very low (less than 15 dwellings/ha)
	Area 2:	Medium (25-35 dwellings/ha)
	Area 3:	Medium (25-35 dwellings/ha)

Amenity

Open space: No provision within the area, but Turners Hill open space is adjacent, and Keen's Field is nearby.

Amenity land: Provision minimal throughout, and not a feature of the area.

Front gardens and forecourts: These follow the established building line, and are mainly set back from the road, particularly in Area 1 where gardens are very well planted and enclosed. Front gardens/forecourts in Area 2 have been designed to incorporate front drives for car parking and are open plan. Area 3 features shorter gardens in places and are enclosed by fencing and hedging.

Landscaping and planting: Area 1 features dense and varied planting, providing a landscape-dominated appearance to the street scene. Landscaping is much more limited in both Areas 2 and 3.

Views and vistas: Good west facing views across the Gade Valley from Hillfield Road.

Landmarks and focal points: Hemel Hempstead General Hospital buildings provide a local landmark due to their collective scale and general prominence.

Traffic

On-street parking: Generally high in Areas 1 and 3. Area 1 suffers from car parking by users of the town centre; Area 3 has poor off-street parking provision. On-street parking is limited in Area 2 by adequate on-site provision.

Off-street parking: Where provided, provision is made on-site rather than in communal areas.

Through routes and flows: Mayflower Avenue links Midland Road to Hillfield Road, although flows are light here and throughout the area.

Non-residential buildings

Hemel Hempstead General Hospital on Hillfield Road occupies a large site; small engineering works located off Midland Road.

POLICY STATEMENT

APPROACH: Maintain defined character present in each of the Area's three parts.
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SCOPE FOR RESIDENTIAL DEVELOPMENT

Area 1: Opportunity Area
Area 2: Area of Minimal Change
Area 3: Area of Minimal Change

Greenfield development: No opportunities.

Redevelopment: May be acceptable in Area 1 according to the Development Principles. Elsewhere it will not normally be permitted.

Plot amalgamation: May be acceptable in Area 1 according to the Development Principles. Elsewhere it will not normally be permitted.

Infilling: Opportunities may exist in Area 1; much less scope within Areas 2 and 3. In all areas, infilling may be acceptable according to the Development Principles.

Conversion of dwellings into smaller units: May be acceptable where the character and appearance of the area is not harmed, except in Area 3 where these proposals are discouraged.

DEVELOPMENT PRINCIPLES

Housing

Design: No special requirements.

Type: In Area 1, detached dwellings are encouraged, although flats are not appropriate. In Areas 2 and 3, detached and semi-detached dwellings are acceptable.

Height: Should not normally exceed two storeys throughout.

Size: In Area 1, large dwellings are encouraged. In Areas 2 and 3, medium sized dwellings are appropriate.

Layout: Development should follow the established building line and front onto the road. In Area 1, a wide spacing (5 m to 10 m) will be expected. Medium spacing (2 m to 5 m) is expected in Areas 2 and 3.

Density: In Area 1, development compatible with the existing character or density range is encouraged. In Areas 2 and 3, medium density development (30 to 35 dwellings/ha (net)) is acceptable.

Amenity

Amenity land: No special requirements.

Front gardens and forecourts: In all cases, should be provided at a size comparable to adjacent and nearby plots.

Landscaping and planting: Schemes for new dwellings will be expected to include landscaping and planting proposals to enhance and improve the landscape appearance of the area overall.

Views and vistas: Development proposals will be expected to preserve west-facing public views across the Gade Valley.

Landmarks and focal points: No special requirements.

Traffic

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

Off-street parking: Provision of parking by individual on-site spaces is encouraged, as opposed to provision in communal areas.

Through routes and flows: No special requirements.

Non-residential buildings

No special requirements.

Development within the plot

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

Detail: No special requirements.

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

Means of enclosure: Enclosure of front garden areas is strongly discouraged in Area 2. Here, proposals for enclosing these areas by a height in excess of 1 m will not normally be permitted. Elsewhere, enclosure of front garden and forecourt areas is generally encouraged.

Private landscaping: Additional provision strongly encouraged throughout, particularly in Area 3.

HCA17: CRABTREE

CHARACTER APPRAISAL

An area strongly characterised by regularly spaced inter-war housing based on a road structure of parallel roads ascending the north-east side of the Gade Valley, and substantially infilled and extended with housing from all ages onwards.

Housing

- Age:* A large amount of housing is from the inter-war period, extending into the 1940s. Extensive development of large spaces within the original structure has taken place, resulting in large areas of housing from the 1950s (e.g. Wood Crescent, Bevan Close) as part of the development of the new town; 1960s (such as Semphill Road); 1970s (such as Crabtree Lane, Marriotts Way etc.) and 1980s (such as Wheelers Lane).
- Design:* Varies according to age, but no unifying design features throughout.
- Type:* All types of housing are present, but semi-detached housing particularly characterises the area.
- Height:* Mainly two storey but heights occasionally rise to three storeys (such as town houses, Crabtree Lane). Exception to area is four storey flats in Fern Drive which back onto the dual carriageway A414 St Albans Road.
- Size:* Generally medium. There are some examples of small dwellings within the area. Large houses are uncommon.
- Layout:* Clear road structure established around St Albans Road, Lawn Lane and St Albans Hill, which act as boundaries to the area. The parallel roads of Crabtree Lane, Seaton Road and Deaconsfield Road climb the north-east side of the Gade Valley from Lawn Lane. These serve the original inter-war housing and provide access to subsequent ages of housing, and set the general framework for the area's layout. Roads are mainly straight, with houses facing directly on to them. Dwellings are reasonably well set back from the road providing a general feeling of spaciousness, but there is a formal, regular appearance to the area as dwellings follow a generally firm building line. Spacing is typically in the medium range (2 m to 5 m).
- Density:* Generally medium density, but towards the lower end of this range (25-35 dwellings/ha).

Amenity

Open space: Access to open land at Tudor JMI School, Redwood Drive. There is also good access to open space in adjacent character areas at Lawn Lane (entrance to Lawn Park), Two Waters, Leys Road and at the Jarman's Park Athletics Ground.

Amenity land: Generally not a feature of the area. Occasional examples of small amenity greens, such as at Charlesworth Close, Bevan Close. However, these form no part of the pattern to the overall layout and structure of the area.

Front gardens and forecourts: Generally set back from the road providing a degree of spaciousness to the street scene. Many houses incorporate front drives. Occasional examples where entire front forecourts have been converted to vehicle hardstandings. Front areas generally enclosed, except for developments from the 1970s onwards, (such as north-west side of Crabtree Lane) where they are open plan.

Landscaping and planting: Area mainly reliant on private provision and not particularly characterised by extensive planting. Attractive structural tree belt between Fern Drive and St Albans Road.

Views and vistas: Public views across the Gade Valley obtainable from Crabtree Lane, Seaton Road and Deaconsfield Road.

Landmarks and focal points: Ski slope adjacent to area along St Albans Hill is a local landmark; local shop at Crabtree Lane with a small parking area to its front provides a minor local focal point.

Traffic

On-street parking: Generally extensive throughout.

Off-street parking: For original inter-war housing, where provided, parking is on-site in the form of front driveways. These often provide parking for one vehicle only, thus leading to parking spilling onto the street. Modern developments, mainly from the 1980s onwards, feature communal areas.

Through routes and flows: Major flows limited to the area's 'boundary roads', i.e. St. Albans Road, Lawn Lane and St Albans Hill.

Non-residential buildings

Office premises and Timber Yard on the western side of Lawn Lane, adjacent to the Corner Hall General Employment Area. Church on northern side of Lawn Lane; scattered shops on Lawn Lane and general stores in Crabtree Lane; garage on St Albans Hill.

POLICY STATEMENT

APPROACH: Maintain defined character.

SCOPE FOR RESIDENTIAL DEVELOPMENT

Area of Limited Opportunity

Greenfield development: No opportunities.

Redevelopment: Will not normally be permitted, although the redevelopment of certain non-residential sites may be acceptable according to the Development Principles.

Plot amalgamation: Discouraged. Will not normally be permitted.

Infilling: May be acceptable according to the Development Principles.

Conversion of dwellings into smaller units: May be acceptable.

DEVELOPMENT PRINCIPLES

Housing

Design: No special requirements.

Type: Semi-detached dwellings are encouraged. However, terraced and detached dwellings may be acceptable where these types respectively form the majority of nearby and adjacent development. Plots may be acceptable dependent on their scale, resultant appearance and compatibility with the street scene.

Height: Should not normally exceed two storeys.

Size: Medium sized buildings are acceptable and encouraged.

Layout: Dwellings should normally front the road and follow established formal building lines. Spacing in the medium range (2 m to 5 m) is expected.

Density: Development in the medium density range (30 to 35 dwellings/ha (net)) is acceptable.

Amenity

Amenity land: Generally no special requirements, although the loss of any existing areas of amenity land making a positive contribution to local amenity, or the character and appearance of the area, for development or inclusion within residential curtilages will not normally be permitted.

Front gardens and forecourts: Size to be dictated by following the building line; front garden areas should be provided common in size, depth and layout to those of adjacent or nearby dwellings.

Landscaping and planting: Additional landscaping provision is encouraged throughout.

Views and vistas: Development proposals are encouraged to maintain public views over the Gade Valley.

Landmarks and focal points: No special requirements.

Traffic

On-street parking: Limit effect by on-site provision in new development proposals.

Off-street parking: Provision by on-site parking is encouraged.

Through routes and flows: Main traffic flows should be directed towards St Albans Road, Lawn Lane and St Albans Hill.

Non-residential buildings

Redevelopment may be acceptable on certain non-residential sites.

Development within the plot

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

Detail: No special requirements.

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

Means of enclosure: Acceptable in all locations except in areas typified by open plan front gardens where enclosure to front areas is not encouraged, and proposals in excess of 1 m in height will not normally be permitted.

Private landscaping: Encouraged throughout.

HCA18: BELSWAINS

CHARACTER APPRAISAL

An older part of the town with a framework of inter-war residential development that has been progressively infilled with housing of all ages, although with a strong element of 1950s new town housing.

Housing

Age: Variety throughout. Dates from Victorian/Edwardian times with examples mainly in Ebberns Road and to a lesser extent on St Albans Hill. Main road framework of area, including Belswains Lane, Belmont Road, Risedale Road and Athelstan Road, contains a variety of inter-war housing. Planned new town development from the 1950s is located in the eastern part of the area and along its northern edge. Post-war infill found within the inter-war framework. Most recent (1990s) development is at The Willows, on the site of the former Chiltern-Hunt factory site.

Design: Variety throughout. No unifying design features to the area. Ebberns Road displays typical late 19th/early 20th century design features, such as sash windows, slate roofing and use of red brick coursing. Original inter-war examples possess some characteristics of housing of that age, such as pebbledashing/stuccoed walls, rounded front bays and occasional examples of stained glass inserts with 'sunrise' patterns.

Type: Variety throughout, although detached and semi-detached dwellings are the most common.

Height: Overwhelmingly two storey.

Size: Generally medium.

Layout: There is a clear road structure established by inter-war development. The principal roads of Belswains Lane, St Albans Hill, Belmont Road, Leys Road and Risedale Road/Athelstan Road provide a generally regular layout. This has resulted in the area being characterised by dwellings fronting onto roads and directly accessing on to them. There are clear although not rigid building lines which follow dwellings reasonably well set back from the road. The area possesses a generally spacious feeling with spacing typically in the medium range (2 m to 5 m). The area does not however possess the same degree of regularity as its neighbour, Crabtree (HCA 17).

Density: Generally in the medium range (25-35 dwellings/ha).

Amenity

Open space: Open land at Belswains Junior School. Adjacent to open land at Leys Road and along the line of the Grand Union Canal.

Amenity land: Not a feature of the area except adjacent to new town development.

Front gardens and forecourts: Front gardens are mainly small, with a high degree of front areas converted to vehicle parking areas. Front areas are mainly enclosed.

Landscaping and planting: Little public provision. The area is mainly reliant on private planting within garden areas.

Views and vistas: Southern views of the Gade Valley can be obtained throughout the area.

Landmarks and focal points: John Dickinson stationery factory adjacent to the area along Belswains Lane is a longstanding local landmark, but now designated as Housing Proposal Site H16.

Traffic

On-street parking: Extensive throughout, a general problem of the area causing congestion.

Off-street parking: Present on some inter-war plots, and generally standard on post-war sites except 1950s new town housing.

Through routes and flows: Major flows along Belswains Lane, St Albans Hill and Leys Road.

Non-residential buildings

Industrial premises, Ebberns Road and certain premises to the rear of housing in Belswains Lane (refer to Two Waters and Apsley Proposal Site TWA1). Occasional shops and Public Houses throughout.

POLICY STATEMENT

APPROACH: Maintain defined character.
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SCOPE FOR RESIDENTIAL DEVELOPMENT
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Opportunity Area

<i>Greenfield development:</i> No opportunities.
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Redevelopment: Redevelopment of established housing will not normally be permitted. Land comprising industrial premises and certain rear garden areas in Belswains Lane (Two Waters and Apsley Proposal Sites TWA1) is suitable for redevelopment and plot amalgamation, although much development has already taken place. Refer to the Two Waters and Apsley Inset. Special considerations also apply to land comprising industrial premises in Ebberns Road. Refer to Policy 33 in the Employment Chapter of the Local Plan for details.

Plot amalgamation: Discouraged. Will not normally be permitted, with the exception of the rear garden areas in Belswains Lane that form part of Two Waters and Apsley Proposal Site TWA1.

Infilling: May be acceptable according to the Development Principles.

Conversion of dwellings into smaller units: May be acceptable.

DEVELOPMENT PRINCIPLES

Housing

Design: No special requirements.

Type: No special requirements, except that new infilling and plot amalgamation development, where permitted, will be expected to be compatible with nearby and adjacent dwellings in terms of height, general size and spacing.

Height: Should not normally exceed two storeys.

Size: Medium sized buildings are acceptable and are encouraged.

Layout: Dwellings should normally front the road and follow established formal building lines. Spacing in the medium range (2 m to 5 m) is expected.

Density: Development in the medium density range (30 to 35 dwellings/ha (net)) is acceptable.

Amenity

Amenity land: The loss of any existing areas of amenity land making a positive contribution to local amenity or the character and appearance of the area for development or the inclusion within residential curtilages will not normally be permitted.

Front gardens and forecourts: Size should be governed by following established building lines. Front garden areas should be provided common in size, depth and layout to those of adjacent or nearby dwellings.

Landscaping and planting: Additional landscaping provision is encouraged throughout.

Views and vistas: Development proposals are encouraged to maintain public views over the Gade Valley.

Landmarks and focal points: No special requirements.

Traffic

On-street parking: Limit effect by on-site provision in new development proposals.

Off-street parking: Provision by on-site parking is encouraged.

Through routes and flows: Main traffic flows should be directed towards Belswains Lane, St. Albans Hill and Leys Road.

Non-residential buildings

Redevelopment may be acceptable on certain non-residential sites.

Development within the plot

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

Detail: The use of architectural detailing on the parent building for extensions, alterations and additions is encouraged.

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

Means of enclosure: Generally acceptable throughout.

Private landscaping: Strongly encouraged throughout.

HCA19: NASH MILLS

CHARACTER APPRAISAL

A new town neighbourhood on the south-eastern side of the town based on housing from the 1950s and 1960s onwards, although comprising a mix of dwelling types and development from other periods. High standards of residential layout and landscaping typical of the town's other new town areas prevail.

Housing

- Age:* Mainly from the 1950s and 1960s, being a later new town neighbourhood to be developed. Examples of development from then to the present day.
- Design:* Of no particular merit; 1950s/60s housing demonstrates typical Hemel Hempstead New Town housing design features. Otherwise a variety exists.
- Type:* Mixed throughout, although terraces are the most common. Detached houses are present, found mainly along Georgewood Road, Bunkers Lane and the northern part of Chambersbury Lane.
- Height:* Mainly two storeys. Exception is the eight storey Gade Tower at Mill Close.
- Size:* Small to medium throughout.
- Layout:* Houses are laid out in neat, ordered groups around an informal, curving road layout based on Chambersbury Lane. Dwellings either face onto the road or planned amenity greens. Barnacres Road, in the western part of the area is a clear, wide linear corridor of housing with wide grass verges. Spacing varies, but separation is typically generous, mainly in the medium range (2 m to 5 m).
- Density:* Varies between generally low density (15-25 dwellings/ha, although towards the upper end of this range) and medium density (25-35 dwellings/ha), this latter range mainly applying to residential development from the 1970s onwards.

Amenity

- Open space:* Small area of open land, within the Character Area, at Nash Mills Primary School land off Barnacres Road. There is a good relationship to open land adjacent to the area at woodland adjacent to Longdean Park school, school land to the north-east.
- Amenity land:* Well served by areas of amenity greens which form part of the area's layout structure. Houses often front onto these greens.

Front gardens and forecourts: Mainly enclosed, planted front gardens without vehicle hardstandings in the case of 1950s and 1960s new town development. This adds to the well landscaped and planted appearance of the area. Later development and larger houses do however feature on-site car parking and private drives. Front garden areas are prevalent throughout.

Landscaping and planting: Good provision of public and private landscaping throughout. Wide verge grassing and landscaping is a very attractive feature of the Barnacres Road "corridor".

Views and vistas: Good serial views along most roads. Attractive east-facing views over open land from Hill Common.

Landmarks and focal points: The Denes local centre in Barnacres Road is a clear focal point, and landmark (at three storeys high), in the area. The George PH on the corner of the Belswains Lane and Barnacres Road mini-roundabout, although just outside the area, occupies a prominent position and acts as a local landmark.

Traffic

On-street parking: High incidence throughout, made worse in places by some of the roads which are narrow. High incidence also of on-verge parking.

Off-street parking: Mainly limited to detached dwellings and those built from the 1970s onwards, although there is frequent use of communal areas (such as Mill Close).

Through routes and flows: Mainly directed along Belswains Lane, Barnacres Road, and to a lesser extent, Chambersbury Lane.

Non-residential buildings

Variety of shops at The Denes on Barnacres Road, in addition to two open yards; The Three Tuns PH, Belswains Lane; Nash Mills Primary School, Belswains Lane; Methodist Church, Barnacres Road.

POLICY STATEMENT

APPROACH: Maintain defined character.
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SCOPE FOR RESIDENTIAL DEVELOPMENT
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Area of Minimal Change

Greenfield development: Opportunities very limited.

Redevelopment: Generally discouraged, although the redevelopment of garage blocks will only be acceptable if alternative provision is made for displaced vehicle parking and where proposals accord with the Development Principles.

Plot amalgamation: Discouraged.

Infilling: May be acceptable according to the Development Principles.

Conversion of dwellings into smaller units: May be acceptable.

DEVELOPMENT PRINCIPLES

Housing

Design: Variety acceptable.

Type: The full range of dwelling types are acceptable overall, but regard must be paid to the dwelling type adjoining and nearby to the development site. Proposals which are at variance with the character of adjoining and nearby development will not normally be permitted.

Height: Not to exceed two storeys.

Size: Small to medium sized dwellings are encouraged. Buildings with large bulk and mass will be resisted.

Layout: The existing layout structure should be followed and used as a basis for any new development. Spacing should be commensurate with that of nearby and adjacent development, and in any case no less than the medium range (2 m to 5 m). The orientation and siting of buildings should follow the pattern set by those adjoining or nearby to the site. Prevalent building lines should be followed.

Density: Development in the medium density (30 to 35 dwellings/ha (net)) is acceptable.

Amenity

Amenity land: To be retained. Permission will not normally be given for development on areas of amenity land or for their inclusion within residential curtilages unless it can be demonstrated that it will not unduly harm the character and appearance of the area. Use of parts of these areas of amenity land for car parking may also be acceptable if the character and appearance of the area is not unduly harmed by the resulting visual impact and the effects on established landscaping. New development proposals will be expected to retain

areas of amenity land, and are strongly encouraged to add to its provision throughout the area.

Front gardens and forecourts: The conversion of front garden areas to vehicle hardstandings is discouraged. In cases of new development, front garden areas common in size and layout to nearby and adjacent dwellings should be provided.

Landscaping and planting: Further provision is encouraged throughout.

Views and vistas: Where applicable, development proposals should maintain east-facing views from Hill Common.

Landmarks and focal points: The Denes local centre to be retained as the focal point of the area.

Traffic

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

Off-street parking: Provision by communal areas is encouraged. Limited additional parking on the edge of certain amenity greens may be acceptable where the character and appearance of the area is not harmed.

Through routes and flows: The creation of new roads which provide links between existing roads through development proposals is strongly discouraged and will be resisted where it is considered that traffic problems are likely to arise.

Non-residential buildings

Variety of shops at the Denes on Barnacres Road, in addition to two open yards; The Three Tuns PH, Belswains Lane; Nash Mills Primary School, Belswains; Methodist Church, Barnacres Road.

Development within the plot

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

Detail: No special requirements.

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

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

Private landscaping: Further planting encouraged throughout.

HCA20: HIGHFIELD

CHARACTER APPRAISAL

A large, later New Town neighbourhood comprised mainly of housing from the 1960s, but with examples of development from all ages onwards. The area is centred around two local Neighbourhood Centres, and is typified by its regular, angular housing layouts which feature a high incidence of amenity greens and landscaping, inherent to its structure. Although Highfield is large and can appear disparate in nature, there is clear neighbourhood identity and an obvious extent of territory bounded by the east-west link road to the north, industrial development to the east, Green Belt to the west and Queensway to the south.

Housing

Age: Highfield was begun in 1959. Apart from 1940s housing around and near to Marchmont Green, most dwellings were built in the 1960s; these are concentrated around the local centres. The western part of the area features later development - 1970s housing along Townsend/Church Street; the late 1980s housing estate built at the former Highfield School site; a small group of 1980s houses at Baylie Court; early 1990s development on the former St Paul's Hospital on Queensway.

Design: Varied throughout, although there are parts that have distinct design identity.

Development to the west of Bellgate along and off Fletcher Way resembles the classic 1950s Hemel Hempstead new town style of plain red brick exteriors.

To the north of Bellgate, a more modern approach is found. Many dwellings feature flat roofs in regular, repeating patterns. They contain a variety of materials: Brick, with tile-hanging inserts and the use of heavy, white painted wooden fascia boards.

Development around The Heights (the "Planets" area) and further west up to Cambrian Way is of a more traditional nature with plain, gabled, pitched roofing. Some dwellings here are of a distinctly late 1960s style with light colour stock brickwork and roofs with a very shallow pitch to them.

To the east of the Nicky Line but south of Solway, there is a strong incidence of detached and semi-detached houses in a traditional layout fronting the road, but again making use of a variety of materials, including tile-hanging and weatherboarding.

The 1970s development at and around Townsend is characterised by extensive green tile-hanging and monopitched roofs. Later areas

already mentioned are in a variety of materials. The Highfield School development features variety to detail on the individual houses such as porches, projecting bays and dormers.

- Type:* Varied throughout, although terraces are most common.
- Height:* Mainly two storey. Rises to four storeys on Fletcher Way. Three storey town houses common in the area to the north of Bellgate.
- Size:* Small to medium sized dwellings prevail.
- Layout:* With very few exceptions, Highfield is a planned neighbourhood area throughout, albeit in progressive stages. Layout is strongly characterised by the angular positioning of groups of houses in a heavily landscaped setting. Many dwellings are grouped around treed amenity greens. The main road corridors to the area - Fletcher Way, Cattsdell, Jupiter Drive and Cambrian Way - are wide and well treed. Dwellings are well spaced apart, largely falling in the medium (2 m to 5 m) range.
- Density:* Mainly medium density (25-35 dwellings/ha) throughout, although this rises to within the high density range (35-45 dwellings/ha) with certain flat developments, such as along Fletcher Way. The "Planets" area to the east of The Heights falls just within the high density range.

Amenity

Open space: Well provided at Randall Park, schools south of Fletcher Way, parkland north of Queensway and the grounds of Highfield House and Queensway House. The Nicky Line, a footpath/cycleway and Wildlife Site, runs through the area.

Amenity land: High incidence of amenity greens which feature established tree planting and landscaping.

Front gardens and forecourts: Most front garden areas are planted and do not feature vehicle hardstandings. Some front areas are open plan. Front areas are generally small.

Landscaping and planting: High quality throughout, except on the Highfield School and St Paul's Hospital areas where planting is still very young.

Views and vistas: Attractive south-facing views over open land obtained from Cattsdell, Thumpers and the parkland at Queensway. North to north-westerly views over rolling countryside in the Gade Valley obtainable from Fletcher Way opposite Townsend.

Landmarks and focal points: Focal points for the community are found at The Heights, and more so at Bellgate, the larger of the two local centres.

Traffic

On-street parking: Heavy on-street parking throughout.

Off-street parking: Tends to be provided in garage blocks and communal areas rather than provision within the residential curtilage. On-site parking occurs with mainly detached and semi-detached dwellings and town houses.

Through routes and flows: Limited to the area's main routes of Fletcher Way, Cattsdel, Cambrian Way and Jupiter Drive.

Non-residential buildings

Variety throughout, including shops at the two local centres, schools and church. Royal Stag Public House on Fletcher Way.

POLICY STATEMENT

APPROACH: Maintain and improve defined character.
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<h3>SCOPE FOR RESIDENTIAL DEVELOPMENT</h3>
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<h4>Area of Minimal Change</h4>

<p><i>Greenfield development:</i> Opportunities limited.</p>
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<p><i>Redevelopment:</i> Will not normally be permitted, but may be acceptable on certain non-residential sites. The redevelopment of garage blocks will only be acceptable if alternative provision is made for displaced vehicle parking and where proposals accord with the Development Principles.</p>
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<p><i>Plot amalgamation:</i> Will not normally be permitted.</p>
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<p><i>Infilling:</i> May be acceptable according to the Development Principles.</p>

<p><i>Conversion of dwellings into smaller units:</i> Discouraged throughout.</p>

DEVELOPMENT PRINCIPLES

Housing

Design: Should respect the characteristics and architectural themes of nearby and surrounding development. Alternative designs may be acceptable in cases where a clear distinction in design can be drawn from nearby and surrounding development, for example on sites

clearly separated from other dwellings. Such alternative designs are unlikely to be acceptable on infill plots for single dwellings.

Type: All types of dwelling are acceptable.

Height: In most cases, should not exceed two storeys. Three storey development may be permitted where adjacent to buildings of a similar or greater height, dependent on its impact on the character and appearance of the area.

Size: Small to medium sized dwellings are acceptable.

Layout: Development proposals are strongly encouraged to make use of the existing layout structure as a basis for new layouts. The feature of dwellings grouped around landscaped amenity greens is encouraged. Prevalent building lines should be followed. Spacing in the medium range (2 m to 5 m) is expected.

Density: Development must be provided within the medium range, (30 to 35 dwellings/ha (net)). This may rise to a high density range 35 to 50 dwellings/ha for sites close to Bellgate and The Heights local centres, in cases where the character and appearance of the area is not unduly harmed.

Amenity

Amenity land: To be retained. Permission will not normally be given for development on areas of amenity land or for their inclusion within residential curtilages unless it can be demonstrated that it will not unduly harm the character and appearance of the area. Use of parts of these areas of amenity land for car parking may also be acceptable if the character and appearance of the area is not unduly harmed by the resulting visual impact and the effects on established landscaping. New development proposals will be expected to retain areas of amenity land, and are strongly encouraged to add to its provision throughout the area.

Front gardens and forecourts: The conversion of front garden areas to vehicle hardstandings is discouraged. In the case of new developments, front gardens common in size and layout to nearby and adjacent dwellings should be provided.

Landscaping and planting: Schemes for new dwellings will be expected to provide public landscaping to enhance the development site.

Views and vistas: Development proposals will be expected to preserve long-range south facing public views over open land and north/west views over the Gade Valley.

Landmarks and focal points: Bellgate and The Heights Local Centres are to be retained.

Traffic

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

Off-street parking: Provision of parking in landscaped communal areas is encouraged (rather than by front forecourt provision and private drives). The conversion of parts of amenity greens for parking may be acceptable where there is no adverse impact on the character and appearance of the area.

Through routes and flows: Main traffic flows should be directed towards Fletcher Way, Catts dell, Cambrian Way, Jupiter Drive and Queensway.

Non-residential buildings

The retention of all non-residential buildings is acceptable. Redevelopment may be appropriate in certain cases.

Development within the plot

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

Detail: The use of the same or a sympathetic roof configuration on the parent building is strongly encouraged. The use of materials that are similar or sympathetic to those on nearby or adjacent buildings is strongly encouraged.

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

Means of enclosure: No special requirements.

Private landscaping: Further planting in front garden areas is encouraged.

HCA21: BENNETTS END

CHARACTER APPRAISAL

An early new town residential neighbourhood built mainly in the 1950s, characterised by consistency in design of buildings and a traditional approach to dwelling layout fronting onto curving roads and following clear building lines; the area contains a high incidence of open land and structural amenity areas.

Housing

Age: Predominantly from the 1950s, although there are examples of 1980s dwellings on infill sites or previously vacant land.

Design: Follows the typical 1950s Hemel Hempstead New Town design styles of red stock bricks, gabled tiled roofs, metal window frames, but with variety in basic detailing - occasional concrete or copper-roofed porch canopies. Later dwellings vary in style and detailing.

Type: All types present, although terraces predominate and detached dwellings are very scarce.

Height: Overwhelmingly two storey, although this rises to three storeys with the flats on Bennetts End Road, and particularly in and around the Bennettsgate Local Centre.

Size: Mainly small.

Layout: Although there is dwelling frontage access to all roads, the majority of development is based around minor roads which spring from the area's local distributors of Bennetts End Road, Peascroft Road and Leys Road/Barnacres Road. A curving approach has been applied to the majority of roads to give good serial views. Within this structure, dwellings are largely laid out conventionally to front the road (with gardens front and rear) and follow clear building lines. Amenity greens and structural pieces of amenity land are a strong feature of the area and add variety to the layout. Some dwellings are grouped around greens, although this is not as common as in other areas of a similar age. Occasional variety to this predominant layout is found where dwellings are angled or staggered in relation to the road. Spacing is generally in the medium range (2 m to 5 m).

Density: Within the medium range (25-35 dwellings/ha) overall. The three storey flats fall within the very high range (over 45 dwellings/ha).

Amenity

Open space: Well provided with playing facilities at Belswains fields to the south-west of Bennettsgate; woodland and adventure playground from

Rant Meadow, a wildlife site. Adjacent to school land located off Peascroft Road; open land on part of Jarman Fields and St. Albans Hill, which are outside the Character Area.

Amenity land: High incidence of treed amenity greens and areas of land and verges fronting dwellings.

Front gardens and forecourts: Generally small, well planted and enclosed, and without vehicle hardstandings.

Landscaping and planting: Well established throughout, although lacking along certain narrow roads in the area.

Views and vistas: Curving roads provide good serial vision throughout the area. Attractive long range views over the Bulbourne Valley from the Belswains playing fields and Great Elms Road.

Landmarks and focal points: Bennettsgate Neighbourhood Local Centre is a clear focal point to the area.

Traffic

On-street parking: Generally heavy, exacerbated by narrow roads; many parts are reliant on the street as the vast majority of dwellings do not possess on-site parking.

Off-street parking: Large number of communal garage blocks. Later development features open communal areas rather than private on-site provision.

Through routes and flows: Bennetts End Road, Peascroft Road and Leys Road/Barnacres Road accommodate most traffic. The network of minor roads, however, provides routes to avoid the main roads, creating a series of rat-runs.

Non-residential buildings

Local Centre, Bennettsgate, including shops, garage, Golden Cockerel Public House, Community Centre and Church. Schools and adventure playground.

POLICY STATEMENT

APPROACH: Maintain and improve defined character.
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SCOPE FOR RESIDENTIAL DEVELOPMENT
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Area of Minimal Change

<i>Greenfield development:</i> Opportunities limited.

Redevelopment: May be permitted on certain non-residential sites; otherwise strongly discouraged. The redevelopment of garage blocks will only be acceptable if alternative provision is made for displaced vehicle parking and where proposals accord with the Development Principles.

Plot amalgamation: Strongly discouraged.

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

Conversion of dwellings into smaller units: Discouraged.

DEVELOPMENT PRINCIPLES

Housing

Design: No special requirements.

Type: Terraces are encouraged; detached houses will not normally be permitted.

Height: Should not exceed two storeys. Three storey development may be permitted where adjacent or nearby to buildings of a similar height, dependent upon its impact on the character and appearance of the area.

Size: Small to medium sized dwellings are encouraged. Large, bulky buildings are strongly discouraged and will not normally be permitted.

Layout: Dwellings should front onto the road, and follow or set out clear building lines. Layout of new dwellings should be linked strongly to existing or new areas of amenity land. New development should contribute to or create serial views in the area. Spacing in the medium range (2 m to 5 m) is expected.

Density: Should be provided within the medium density range, (30 to 35 dwellings/ha (net)). This may rise to a high density of 35-50 dwellings/ha (net), or very high density exceeding 50 dwellings/ha (net) on sites close to or at the Bennettsgate Local centre in cases where the character and appearance of the area are not unduly harmed.

Amenity

Amenity land: To be retained. Permission will not normally be given for development on areas of amenity land or for their inclusion within residential curtilages unless it can be demonstrated that it will not

unduly harm the character and appearance of the area. Use of parts of these areas of amenity land for car parking may also be acceptable if the character and appearance of the area is not unduly harmed by the resulting visual impact and the effects on established landscaping. New development proposals will be expected to retain areas of amenity land, and are strongly encouraged to add to its provision throughout the area.

Front gardens and forecourts: The conversion of front garden areas to vehicle hardstandings is discouraged. In the case of new development, front gardens common in size and layout to nearby and adjacent dwellings should be provided. The enclosure of, and further planting in front garden areas is encouraged.

Landscaping and planting: Schemes for new dwellings will be expected to provide public landscaping to enhance the development site. Further planting at the Bennettsgate Local Centre is encouraged.

Views and vistas: Development proposals will be expected to preserve public views across the Bulbourne Valley.

Landmarks and focal points: Bennettsgate Local Centre to be retained.

Traffic

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

Off-street parking: Provision of parking in landscaped communal areas is encouraged (rather than by front forecourt provision or conversion, and private drives).

Through routes and flows: Traffic flows should be directed towards the area's local distributors, being Bennetts End Road, Peascroft Road and Leys Road/Barnacres Road and should not encourage or add to rat-running opportunities.

Non-residential buildings

The retention of all non-residential buildings is acceptable. The redevelopment of certain non-residential sites may be acceptable.

Development within the plot

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

Detail: No special requirements.

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

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

Private landscaping: Further planting is encouraged throughout.

HCA22: ADEYFIELD SOUTH

CHARACTER APPRAISAL

A large 1950s new town neighbourhood based on a structural road hierarchy featuring mainly two storey terraced houses of similar design, with good standards of open land and amenity space and a busy, vibrant Local Centre.

Housing

- Age:* The first new town neighbourhood in Hemel Hempstead. The first dwellings date from the late 1940s, but the majority of development was built in the early 1950s, with the basic neighbourhood completed in 1954. This factor lies behind the architectural homogeneity of the area. Some pre-new town housing is located in Wood Lane End.
- Design:* Very simple, common to the 1950s new town approach of red brickwork, metal windows and pitched roofs. Use of copper-covered porches frequent. Overall the impression is of uniformity although with differences in materials between various groups of dwellings. Variety of pre-new town designs in Wood Lane End.
- Type:* Mainly terraces, although there are some semi-detached houses. Flats are concentrated in three main locations: at, and close to The Queens Square Local Centre; adjacent to St Albans Road, and the western side of Turners Hill.
- Height:* Mainly two storey, rising to three storeys at, and close to The Queens Square. Higher blocks lie adjacent to St Albans Road. Overall, the visual impression is of a low-rise neighbourhood.
- Size:* Small to medium sized dwellings. Large dwellings not common.
- Layout:* Mainly based around a series of looped collector roads such as Windmill Road, Turners Hill and White Hart Drive. From these spring a variety of culs-de-sac, houses grouped around or fronting amenity greens and smaller local collector roads. Dwellings mainly front the road in clear, straight groups; the exception to this is where dwellings front onto amenity greens. Dwellings are set back from the road by front gardens and verge areas. Overall there is regularity in the layout of buildings, but with some variety in the arrangement of groups of houses. Together with road curvature, an interesting and varied appearance results. Spacing tends to be in the medium range (2 m to 5 m).
- Density:* Overall, in the medium range (25-35 dwellings/ha); high and very high density development (35-45 dwellings/ha and over 45 dwellings/ha) is found at and close to The Queens Square, and on St Albans Road.

Amenity

Open space: Well provided on school land, adjacent to the open area on Paradise Fields and land off Turners Hill and at Maylands Wood, a Wildlife Site. Hemel Hempstead Football Club ground located off Vauxhall Road.

Amenity land: Planned provision throughout, structural to the layout of dwellings; a key feature providing a well landscaped appearance to the area.

Front gardens and forecourts: Largely enclosed, planned without on-site car parking. Some front areas converted to vehicle hardstandings but overall enclosed, planted front gardens provide a well-landscaped appearance.

Landscaping and planting: Mature throughout. High level of public landscaping made possible through extensive provision of public amenity greens. Although landscaping does not dominate the area, heavy mature planting is a central feature of the area, provided at frequent intervals.

Views and vistas: Attractive and interesting serial views throughout the area due to road curvature and variation in the grouping of dwellings.

Landmarks and focal points: The Queens Square is a focal point, not only of this Character Area but also of Adeyfield North (HCA23). Flats opposite The Queens Square on Longlands (with crest on the facade) are of particular design and layout quality as typical of early New Town development, and acts as a minor landmark.

Traffic

On-street parking: Generally heavy.

Off-street parking: Mainly confined to garage blocks and communal areas. Occasional examples of planned on-site parking and also conversion of front gardens to hardstandings.

Through routes and flows: Main traffic flows occur along Adeyfield Road, A414 St Albans Road and Longlands. Junction of Longlands with Adeyfield Road very busy. Also, the junction of Windmill Road with Longlands is also busy, as this offers a route through to the A414 St Albans Road at the Bennetts End Roundabout. Main looped local collector road, Windmill Road, has traffic calming humps and speed tables west of White Hart Drive.

Non-residential buildings

Mainly confined in the variety of uses at The Queens Square, including shops, Church, The New Venture Public House, small workshops, petrol filling station,

Community Centre and library. Elsewhere there are local schools. Also there is the Hemel Hempstead Football Club ground in Vauxhall Road.

POLICY STATEMENT

APPROACH: Maintain and improve defined character.

SCOPE FOR RESIDENTIAL DEVELOPMENT

Area of Minimal Change

Greenfield development: Opportunities limited.

Redevelopment: Strongly discouraged. The redevelopment of garage blocks will only be acceptable if alternative provision is made for displaced vehicle parking and where proposals accord with the Development Principles.

Plot amalgamation: Opportunities very limited, but may be acceptable according to the Development Principles.

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

Conversion of dwellings into smaller units: Discouraged.

DEVELOPMENT PRINCIPLES

Housing

Design: No special requirements.

Type: Terraces are encouraged; detached houses will not normally be permitted.

Height: Should not exceed two storeys. Three storey development may be permitted where adjacent or nearby to buildings of a similar height, depending upon its impact on the character and appearance of the area.

Size : Small to medium sized dwellings are encouraged. Large, bulky buildings are strongly discouraged.

Layout: Dwellings should front onto the road and follow or set clear building lines. Where possible, new dwellings should be linked strongly to existing or newly provided areas of amenity land. New development should contribute to or create serial views in the area. Spacing in the medium range (2 m to 5 m) should be provided.

Density : Should be provided within the medium density range (30 to 35 dwellings/ha (net)). This may rise to a high density 35 to 50 dwellings/ha (net) on sites close to or at The Queens Square Local Centre and existing flat development adjacent to St Albans Road in cases where the character and appearance of the area is not unduly harmed.

Amenity

Amenity land: To be retained. Permission will not normally be given for development on areas of amenity land or for their inclusion within residential curtilages unless it can be demonstrated that it will not unduly harm the character and appearance of the area. Use of parts of these areas of amenity land for car parking may also be acceptable if the character and appearance of the area is not unduly harmed by the resulting visual impact and the effects on established landscaping. New development proposals will be expected to retain areas of amenity land, and are strongly encouraged to add to its provision throughout the area.

Front gardens and forecourts: The conversion of front garden areas to vehicle hardstandings is discouraged. In the case of new development, front gardens common in size and layout to nearby and adjacent dwellings should be provided. The enclosure of, and further planting in front garden areas is encouraged.

Landscaping and planting: Schemes for new dwellings will be expected to provide public landscaping to enhance the development site.

Views and vistas: Attractive serial views along the area's roads should be maintained and enhanced.

Landmarks and focal points: The Queens Square Local Centre is to be retained.

Traffic

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

Off-street parking: Provision of parking in landscaped communal areas is encouraged (rather than by front forecourt provision or conversion, and private drives).

Through routes and flows: Traffic flows should be directed to the A414 St Albans Road, Longlands and Adeyfield Road. New proposals should not encourage or add to rat-running opportunities.

Non-residential buildings

The retention of all non-residential buildings is acceptable.

Development within the plot

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

Detail: No special requirements.

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

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

Private landscaping: Further planting is encouraged throughout.

HCA23: ADEYFIELD NORTH

CHARACTER APPRAISAL

A residential area possessing extensive variety in design, layout and age. It is part of the wider Adeyfield neighbourhood together with the Adeyfield South Character Area (HCA22). Overall it has little unifying character.

Housing

- Age:* Variety throughout, although many dwellings built in the 1950s and 1960s. Later infill and plot amalgamation development.
- Design:* Variety throughout. 1950s new town dwellings follow the typical design features of plain brickwork, metal windows and gabled tiled roofs. Notable designs at The Apple Orchard, a group of twelve detached houses from the 1960s with classic modern proportions, and also at Knightsbridge Way, a curving terrace of dwellings occupying a prominent position on the Gade Valley ridge line, overlooking open land at Keen's field.
- Type:* All housing types represented.
- Height:* Mainly two storeys. Some three storey flats, with an interesting three to four storey variation along Knightsbridge Way.
- Size:* Variety throughout of all sizes, although mainly small to medium.
- Layout:* The area is a result of where new town development of the 1950s and 1960s has integrated with older development. As a result, there is little consistency in layout. However there are important through routes such as Great Road in particular, and Ellingham Road, from which spring minor roads and culs-de-sac. The area features a number of interconnecting roads; overall there is little structure to the road hierarchy. Generally, dwellings face onto the road and possess front and rear gardens. Spacing varies, but is usually no less than in the medium range (2 m to 5 m). There is an attractive, pleasant residential environment throughout.
- Density:* Depending on location, between the medium density range (25-35 dwellings/ha) and the low density range (15-25 dwellings/ha). The medium density parts tend to be comprised of new town housing.

Amenity

- Open space:* Small area of land on the north of the area abuts Highfield Lane and Queensway, as part of wider open land in the Highfield Character Area (HCA20). Adjacent to the Character Area there is extensive provision at Keen's field and land adjoining Mountfield Road.

Amenity land: Provision varied, but in places good, particularly in the Springfield Road area, being development from the new town era.

Front gardens and forecourts: Generally well planted. Some gardens are open plan, yet this is not a common feature of the area.

Landscaping and planting: Well established in the new town parts of the area; more varied elsewhere. Lacking along Great Road and Trebellan Drive.

Views and vistas: Serial vision generally good throughout given the informal, curving layout of roads. Excellent long range west facing views over Keen's field.

Landmarks and focal points: None within the area, although as part of the wider Adeyfield neighbourhood, the Queen's Square in the Adeyfield South Character Area (HCA22) acts as a focal point for the community.

Traffic

On-street parking: Varies; higher in new town-developed parts where less off-street provision has been made.

Off-street parking: Mainly provided by private on-site drives. Some areas of commercial and garage block parking, particularly in parts developed with the new town.

Through routes and flows: Mainly along Adeyfield Road and Queensway. Great Road provides a link between Adeyfield Road and Queensway. Otherwise flows are generally light.

Non-residential buildings

Primary school in Hobletts Road, adjacent to Adeyfield Road; reservoir and depot, located between Adeyfield Road and Windmill Road.

POLICY STATEMENT

APPROACH: Maintain existing layout and building form characteristics whilst allowing certain opportunities for new development.
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SCOPE FOR RESIDENTIAL DEVELOPMENT
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Area of Limited Opportunity

<i>Greenfield development:</i> Opportunities limited.

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

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

Infilling: May be acceptable according to the Development Principles.

Conversion of dwellings into smaller units: May be acceptable.

DEVELOPMENT PRINCIPLES

Housing

Design: No special requirements.

Type: Overall no special requirements, but should pay respect to the type, style, size and mass of nearby and adjoining development.

Height: Should not normally exceed two storeys.

Size: Should respect the type, size and mass of nearby and adjoining development.

Layout: New development should follow the building line where this is clearly present. Spacing should respect that of nearby and adjacent development, and should normally be provided in the medium range (2 m to 5 m).

Density: Should normally be provided in the medium range (30 to 35 dwellings/ha (net)).

Amenity

Amenity land: Proposals for built development on areas of amenity land or for their enclosure within private domestic curtilages will not normally be permitted.

Front gardens and forecourts: Should be provided for dwellings in new development proposals. Enclosure of front areas is acceptable.

Landscaping and planting: Encouraged throughout, particularly along Great Road and Trebellan Drive. New development proposals will be expected to supplement and enhance existing landscaping provision.

Views and vistas: Public views across Keen's field should be maintained.

Landmarks and focal points: No special requirements.

Traffic

On-street parking: Limit effect by effective on-site provision in new development proposals.

Off-street parking: Provision by on-site parking is encouraged.

Through routes and flows: Main traffic flows should be directed towards Adeyfield Road, Queensway and Great Road.

Non-residential buildings

Redevelopment may be acceptable in certain non-residential sites.

Development within the plot

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

Detail: No special requirements.

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

Means of enclosure: Enclosure of front areas acceptable throughout.

Private landscaping: Encouraged throughout.

HCA24: HIGH STREET GREEN

CHARACTER APPRAISAL

A long linear corridor based around High Street Green and Leverstock Green Road with dwellings set well back from the highway by grass verges and mature planting, providing a generally landscape-dominated appearance.

Housing

- Age:* Variety, dating mainly from the 1930s although with a number of linked buildings along Leverstock Green Road, dating from the 16th century.
- Design:* No common themes. Overall house design tends to be simple.
- Type:* Variety throughout, but mainly detached and semi-detached houses. Some blocks of flats.
- Height:* Mainly two storey.
- Size:* Variety, but tend to be medium to large.
- Layout:* Area has a linear layout of houses fronting onto the highway but well set back from it, often well in excess of 20 m. This produces a pleasant wide, spacious open corridor effect. There are building lines within the built-up frontages but these can be informal; throughout, the heavy landscaping dominates the street scene and in many places it obscures views of the buildings. Spacing varies but tends to be generous, generally in the wide range (5 m to 10 m).
- Density:* The variety of house types, particularly between large detached houses and flats gives considerable variation in density ranges. However large areas of verge and good spacing have a dominant effect on density throughout the area. Consequently densities are mainly in the very low range (less than 15 dwellings/ha).

Amenity

Open space: Open land is provided at Widmore Wood Wildlife site, and on a playing field. Open Land areas are also situated nearby at Mayland's Wood and Adeyfield School.

Amenity land: Extensively provided in the form of deep roadside verges between the highway and domestic curtilages. These are a key feature of the area and add to the wide, open and spacious feel to the area.

Front gardens and forecourts: These tend to be relatively deep, which add to the wide, open appearance of the area. Gardens are generally well planted and accommodate on-site car parking.

Landscaping and planting: Mature throughout. Groups of trees at the northern end of the area on High Street Green perform a 'gateway' function to the area, providing a sylvan feel to its character. However, some parts of the area are less provided with planting than others and landscape domination is less, exposing some dwellings to general view from the street scene.

Views and vistas: Long linear perspective views throughout the area.

Landmarks and focal points: Highfield Tumulus at the northern end of the area is a minor landmark. Corner shop on the corner of Vauxhall Road acts as a minor focal point, close to the locally recognised Cox's Pond. The Crabtree Public House on Leverstock Green Road is prominent.

Traffic

On-street parking: Very low.

Off-street parking: Almost all contained within private drives, although cars are parked on drives crossing the wide verges leaving them exposed to public view.

Through routes and flows: Generally heavy along High Street Green and Leverstock Green Road.

Non-residential buildings

The Crabtree Public House and corner shop, both on Leverstock Green Road.

POLICY STATEMENT

APPROACH: Maintain defined character.
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SCOPE FOR RESIDENTIAL DEVELOPMENT
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Area of Limited Opportunity

<i>Greenfield development:</i> No opportunities.
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<i>Redevelopment:</i> May be acceptable according to the Development Principles.
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<i>Plot amalgamation:</i> Discouraged.
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<i>Infilling:</i> May be acceptable according to the Development Principles.
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<i>Conversion of dwellings into smaller units:</i> May be acceptable.

DEVELOPMENT PRINCIPLES

Housing

- Design:* No special requirements.
- Type:* Detached and semi-detached dwellings will be encouraged.
- Height:* Should not normally exceed two storeys.
- Size:* Medium to large sized dwellings acceptable. Small dwellings are not encouraged.
- Layout:* Should follow the established linear pattern. Where present, the building line should be followed. Otherwise, dwellings should not be prominent in the street scene and should be set back from the highway at a distance comparable to that of nearby and adjacent buildings. A wide spacing (5 m to 10 m) should be maintained.
- Density:* The density of the area should be compatible with the existing character.

Amenity

- Amenity land:* Development will not normally be permitted in the roadside verges.
- Front gardens and forecourts:* Should be provided common in size, depth and layout to those of adjacent or nearby dwellings.
- Landscaping and planting:* Additional landscaping provision is encouraged throughout and should contribute to the mainly landscape-dominated characteristics of the area.
- Views and vistas:* Long linear perspective views along the corridor of the area should be maintained.
- Landmarks and focal points:* The Tumulus at Highfield must be retained as a Scheduled Ancient Monument. Otherwise, no special requirements.

Traffic

- On-street parking:* Strongly discouraged; avoid by effective provision for off-street parking.
- Off-street parking:* Provision in private curtilages is encouraged, although communal provision may be appropriate in the case of redevelopment for flats where this is not visually intrusive.
- Through routes and flows:* Should be directed onto High Street Green and Leverstock Green Road.

Non-residential buildings

The retention of all existing non-residential buildings is acceptable.

Development within the plot

Extensions: Should normally be subordinate in terms of scale and height to the parent building unless it can be demonstrated that it will not be visually intrusive to the street scene.

Detail: No special requirements, with the exception of Listed buildings and pre-20th century buildings, where their design features should be followed.

Curtilage buildings: Will not normally be permitted forward of the front wall of a dwelling fronting the highway unless it can be demonstrated that it will not be visually intrusive to the street scene.

Means of enclosure: Enclosure by planting is encouraged.

Private landscaping: Encouraged throughout.

HCA25: LONGDEAN PARK

CHARACTER APPRAISAL

A spacious, exclusively residential estate of modern detached housing set on the southern edge of the town. Informally laid out on a planned network of curving roads, it possesses a high degree of landscaping in an open plan setting and wide architectural variety, although strongly based on modern themes.

Housing

Age: Dates from the 1960s with progressive development and infill throughout the 1970s and 1980s.

Design: Area possesses wide variety in architectural styles - but leans strongly towards examples of overtly modern designs from the 1960s and 1970s. Strong features of the area are low pitched roofs, integral garages, large expanses of window areas and, in some places, cladding, to give a few examples.

Type: All detached houses.

Height: Does not exceed two storeys.

Size: All large dwellings.

Layout: The area possesses an informal layout of houses based on a series of interconnecting roads which begin with Longdean Park at the area's south-western end and finish with Silverthorn Drive to the north-east. The roads curve gently to give attractive serial views. Spacing is mainly wide (5 m to 10 m) to very wide (over 10 m). Dwellings are well set back from the highway which adds to the open, spacious feel of the area.

Density : Well inside the very low range (less than 15 dwellings/ha) at around 5 dwellings/ha.

Legal Covenant: Legal covenants may exist affecting properties in Longdean Park to prohibit in-filling and conversion of dwellings into smaller units.

Amenity

Open space: No open land within the area, but access to nearby land is very good. The Longdeans Nature Reserve (in the Green Belt) lies to the south-east. To the north is open school land, and to the immediate west is land forming part of the Hemel Hempstead Greenway. (This is a corridor of open spaces linked by paths which runs from the Long Deans Nature Reserve in the south of the town broadly northwards. It joins the Nicky Line (the former Hemel Hempstead to Redbourn railway) at Keen's field by Midland Road and then extends north east across Highfield and towards Hunters Oak.)

Amenity land: Generally limited. Area of amenity land at the junction of Highclere Drive with Longdean Park. Large, open grassed bank areas to the front of many dwellings, this being an important and attractive feature of the street scene.

Front gardens and forecourts: Mainly large and open plan with established planting.

Landscaping and planting: Mainly private landscaping, but established and mature. A high degree of ornamental species in front garden areas.

Views and vistas: Good serial views throughout. Good south and west facing views over Long Deans and open countryside.

Landmarks and focal point: None.

Traffic

On-street parking: Negligible.

Off-street parking: Contained within individual curtilages.

Through routes and flows: Public passage through the estate prohibited, although the estate's roads link Bunkers Lane to Chambersbury Lane. The area is extensively traffic-calmed by a series of speed humps which act as a deterrent to through traffic.

Non-residential buildings

None.

POLICY STATEMENT

APPROACH: Maintain defined character.
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SCOPE FOR RESIDENTIAL DEVELOPMENT
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Area of Very Limited Opportunity

<i>Greenfield development:</i> Opportunities limited.

<i>Redevelopment:</i> Discouraged.

<i>Plot amalgamation:</i> Discouraged.
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<i>Infilling:</i> May be acceptable according to the Development Principles.
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<i>Conversion of dwellings into smaller units:</i> May be acceptable where the character and appearance of the area is not harmed.
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DEVELOPMENT PRINCIPLES

Housing

- Design:* No special requirements, although this area could accept designs of an innovative and/or modern nature with any particular stylistic approach, within the guidelines set out in these Development Principles.
- Type:* Only detached dwellings will be permitted.
- Height:* Should not normally exceed two storeys.
- Size:* Large individual houses are appropriate and encouraged.
- Layout:* An informal approach is acceptable. Dwellings need not follow any building line, yet should be set back from the road at a comparable distance to nearby and adjacent dwellings so as not to be intrusive to the street scene. Spacing should be towards the upper end of the wide range (5 m to 10 m) or in the very wide range (10 m to 15 m).
- Density:* Development should be compatible with the character in the density range of around 5 dwellings/ha.
-

Amenity

- Amenity land:* No special requirements, although the front grassed bank areas should be left open, undeveloped and unenclosed.
- Front gardens and forecourts:* Front gardens must be provided, and at a depth generally comparable to nearby or adjacent dwellings. Front areas should be landscaped but not enclosed.
- Landscaping and planting:* Extensive use of private landscaping is strongly encouraged, and will be expected as part of schemes for new residential development.
- Views and vistas:* Serial views along the estate's roads should be maintained.
- Landmarks and focal points:* No special requirements.
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Traffic

- On-street parking:* No special requirements.
- Off street parking:* To be provided within the curtilage of private dwellings. Communal provision is discouraged.
- Through routes and flows:* The existing road pattern should be maintained and not altered to allow new connections to roads outside the area.
-

Non-residential buildings

None.

Development within the plot

Extensions: May exceed the scale, height and bulk of the parent building when the character and appearance of the street scene is not harmed, and spacing and landscaping requirements can be maintained.

Detail: No special requirements.

Curtilage buildings: May be acceptable forward of the front wall of the dwelling fronting the highway where the character and appearance of the street scene is not harmed.

Means of enclosure: Proposals to enclose front garden areas are discouraged. Enclosure proposals to front garden areas which exceed 1 m in height will not normally be permitted.

Private landscaping: Strongly encouraged.

HCA26: NORTHEND

CHARACTER APPRAISAL

A small estate of mainly single, small terraced houses and flats with design uniformity dating from the 1970s grouped in culs-de-sac around a collector road.

Housing

Age: Almost exclusively from the early 1970s; some late 1980s redevelopment. This together with uniform design characteristics gives the area a distinct identity.

Design: Very simple. Mainly characterised by repeated use of grey-beige rendering as an external finish. Some personalisation of dwellings has taken place with stone cladding, uPVC windows and new porches as common features. Some use of monopitched roofs within the area.

Type: Mainly terraced houses and flats.

Height: Houses are two storey; flats do not exceed three storeys.

Size: Dwellings small throughout.

Layout: Clear planned layout to the estate. Northend, a collector road runs in a loop throughout the estate, serving small cul-de-sac spurs. Houses are positioned in neat, ordered groups, although building lines do not feature strongly. Although the dwellings are terraced, spacing between the group of buildings is generous, typically 5 m or over.

Density: Within the medium range (25-35 dwellings/ha).

Amenity

Open space: No open land within the area, however, very close to Longdeans Nature Reserve to the south of Chambersbury Lane and school to the west.

Amenity land: Areas of amenity space planned into the layout, though not extensively provided. This adds to a sense of some spaciousness within the area.

Front gardens and forecourts: Generally open plan and planted; few converted to vehicle hardstandings.

Landscaping and planting: Generally mature, though lacking in structural planting in many parts of the area, giving some groups of buildings a harder urban feel.

Views and vistas: None of importance.

Landmarks and focal points: None of importance.

Traffic

On-street parking: Generally not high.

Off-street parking: Accommodated mainly in communal parking areas, but also by garage blocks and some private provision.

Through routes and flows: Northend links Peascroft Road (in Bennetts End) to Chambersbury Lane (serving Leverstock Green and Nash Mills) although these routes are subject to traffic calming measures to dissuade through movements.

Non-residential buildings

Only one small shop on Northend, emphasising the predominantly residential character of the area.

POLICY STATEMENT

APPROACH: Improve defined character.

<h3>SCOPE FOR RESIDENTIAL DEVELOPMENT</h3>

<h4>Area of Minimal Change</h4>
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<p><i>Greenfield development:</i> No opportunities.</p>

<p><i>Redevelopment:</i> Generally discouraged, although redevelopment for dwellings at a higher density may be appropriate close to existing flats in the northern part of the area where the Development Principles are met, the character of the area is not unduly harmed and there is no adverse impact on the amenities of existing dwellings.</p>
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<p><i>Plot amalgamation:</i> No opportunities.</p>
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<p><i>Infilling:</i> Discouraged. Opportunities are minimal and may be non-existent.</p>
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<p><i>Conversion of dwellings into smaller units:</i> Will not normally be permitted.</p>

DEVELOPMENT PRINCIPLES

Housing

- Design:* No special requirements.
- Type:* Terraced houses and flats are appropriate.
- Height:* Should not normally exceed two storeys, although three storey development may be acceptable where it is located nearby or adjacent to existing three storey development and is not injurious to the character and visual appearance of the area.
- Size:* Small dwellings are appropriate.
- Layout:* Maintain existing layout structure of culs-de-sac served from Northend. Spacing should be provided in the wide range (5 m to 10 m) and where it exists, the predominant building line should be followed.
- Density:* Development within the medium density range (30 to 35 dwellings/ha (net)) is acceptable, although high density development, in the range of 35 to 50 dwellings/ha (net), may be acceptable where sufficient spacing, amenity land and open space provision is such that the character and appearance of the area is not harmed.

Amenity

Amenity land: To be retained. Permission will not normally be granted for development on areas of amenity land or their inclusion within domestic residential curtilages unless it can be demonstrated that it will not unduly harm the character and appearance of the area.

Front gardens and forecourts: The conversion of front garden areas to vehicle hardstandings is discouraged. In cases of new development, front garden areas common in size, depth and layout to nearby and adjacent dwellings should be provided.

Landscaping and planting: Further provision is encouraged throughout; new development schemes will be expected to demonstrate measures to supplement planting provision in this area.

Views and vistas: No special requirements.

Landmarks and focal points: No special requirements.

Traffic

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

Off-street parking: Provision by communal areas is encouraged.

Through routes and flows: Traffic should be directed towards Northend.

Non-residential buildings

Only one small shop on Northend, emphasising the predominantly residential character of the area.

Development within the plot

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

Detail: No special requirements.

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

Means of enclosure: The enclosure of front garden areas is strongly discouraged. Proposals for enclosing front garden areas by a height in excess of 1 m will not normally be permitted.

Private landscaping: Strongly encouraged throughout.

HCA27: LEVERSTOCK GREEN CENTRAL

CHARACTER APPRAISAL

An area of low density, high quality detached and semi-detached housing found to the south and east of the open Green, forming part of the wider Leverstock Green neighbourhood which includes Character Areas HCA28 and HCA29.

Housing

- Age:* The buildings date mainly from the 1950s with some notable exceptions including the following listed buildings: Little Coxpound Farmhouse and Leverstock Green Farmhouse (dating from the 16th century). Crabtree Inn and Hill Farmhouse from the 17th and 18th centuries respectively. There are also some Victorian cottages. Most houses were built in the 1950s and 1960s, but progressive development from the 1970s onwards also exists.
- Design:* Variation throughout. Architectural styles are not a distinguishing characteristic of the area. Design on the whole is plain throughout. Successive phases of housebuilding in groups has produced similar styles amongst groups of houses.
- Type:* Mainly detached and semi-detached houses.
- Height:* Overwhelmingly two storeys throughout.
- Size:* Medium sized dwellings.
- Layout:* No clear pattern to the structure of the area, except that most residential roads are laid out on a cul-de-sac basis, and offer few through routes. Dwellings front onto the road and follow clear building lines, although orientation varies. Spacing is generally in the medium range (2 m to 5 m), although in some parts it rises to the wide range (5 m to 10 m).
- Density:* Generally in the low range (15-25 dwellings/ha) though this can fall to very low (less than 15 dwellings/ha).

Amenity

Open space: The green is a central feature of the area with houses facing onto it. There is open land at Leverstock Green JMI School. There is an open land link to Leverstock Green Way, which extends from school land and playing fields which lie to the south-west outside the Character Area.

Amenity land: Small areas of planted amenity greens are found on an occasional basis.

Front gardens and forecourts: Mainly open plan and well planted, providing a degree of spaciousness. Dwellings tend to be well set back from the road, giving a reasonable depth to front garden areas.

Landscaping and planting: Mainly private landscaping and planting, but generally well provided and mature.

Views and vistas: Leverstock Green Way is a wide, relatively open, green corridor. Important views over open land from Peascroft Road and Kilncroft. Views over open countryside obtainable from St Michael's Avenue.

Landmarks and focal points: The Green and Local Centre, straddling Leverstock Green Way.

Traffic

On-street parking: Generally low.

Off-street parking: Mainly accommodated within private curtilages.

Through routes and flows: Leverstock Green Way is an important local distributor, channelling traffic onto and from the A414 St Albans Road. Tile Kiln Lane has acted as a through route from Leverstock Green to St Albans Road, although there are now traffic calming measures along this route. Otherwise, flows are generally low.

Non-residential buildings

Local centre including Community Centre, garage and The White Horse public house, Leverstock Green Way; The Plough Public House on Leverstock Green Road; The Leather Bottle Public House on the Green and, Leverstock Green JMI School, Green Lane

POLICY STATEMENT

APPROACH: Maintain defined character.
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SCOPE FOR RESIDENTIAL DEVELOPMENT
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Area of Very Limited Opportunity

<i>Greenfield development:</i> Opportunities limited.

<i>Redevelopment:</i> Will not normally be permitted.

<i>Plot amalgamation:</i> Opportunities very limited.

Infilling: May be acceptable according to the Development Principles.

Conversion of dwellings into smaller units: May be acceptable where the character and appearance of the area is not harmed.

DEVELOPMENT PRINCIPLES

Housing

Design: No special requirements.

Type: Detached and semi-detached houses are strongly encouraged; terraces and flats will not normally be permitted.

Height: New dwellings should not normally exceed two storeys.

Size: Medium sized dwellings are encouraged.

Layout: Dwellings should follow existing building lines. Spacing should be provided in the medium range (2 m to 5 m).

Density: Development should be provided within the low density range compatible with the existing character.

Amenity

Amenity land: To be retained. Permission will not normally be given for development on areas of amenity land or for their inclusion within residential curtilages unless it can be demonstrated that it will not unduly harm the character and appearance of the area. Use of parts of these areas of amenity land for car parking may also be acceptable if the character and appearance of the area is not unduly harmed by the resulting visual impact and the effects on established landscaping.

Front gardens and forecourts: Should be provided at a size and layout common to nearby and adjacent dwellings.

Landscaping and planting: Schemes for new dwellings will be expected to provide further landscaping to supplement and enhance the existing provision.

Views and vistas: Views across open land at Longdean School and Hobbs Hill School and open countryside to the south should be maintained.

Landmarks and focal points: The local centre and the Green are to be retained.

Traffic

On-street parking: Limit effect through effective provision of off-street parking.

Off-street parking: To be provided within the curtilage of private dwellings.
Communal provision is discouraged.

Through routes and flows: No special requirements.

Non-residential buildings

The retention of all non-residential buildings is acceptable.

Development within the plot

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

Detail: No special requirements.

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

Means of enclosure: Where surrounding and nearby gardens are open plan, enclosure of front garden areas is not encouraged. In these cases, proposals for enclosing front garden areas by a height in excess of 1 m will not normally be permitted.

Private landscaping: Encouraged throughout.

HCA28: LEVERSTOCK GREEN EAST

CHARACTER APPRAISAL

A very low density residential area on the eastern side of the town featuring a variety of designs in a largely semi-rural setting, forming part of the wider Leverstock Green neighbourhood which includes Character Areas HCA27 and HCA29.

Housing

Age: Dwellings date from the 17th century, although the majority are from the 1960s and 1970s periods. Progressive infilling, plot redevelopment and amalgamation from these periods and the 1980s has taken place showing a gradual, incremental growth to the area.

Design: Variety throughout. Development from the 1960s and 1970s typical of those periods: Low ridged roofs, large window areas, use of weatherboarding and hanging tiles are common features from these periods in the area.

Type: Detached houses are the most typical, although there is a strong presence of semi-detached dwellings and some terraces. This reinforces the very low density characteristics of the area.

Height: Two storey throughout.

Size: Generally medium to large.

Layout: Based on Leverstock Green Road, a historic route leading out of the town to St Albans, and Bedmond Road. Roads spring off Leverstock Green Road in a parallel fashion. Small culs-de-sac have been created from roads through plot redevelopment and amalgamation. Dwellings front the road with front and rear gardens, and tend to follow a building line. Spacing medium to wide (2 m - 5 m and 5 m - 10 m) respectively.

Density: Mainly within the very low density range (less than 15 dwellings/ha).

Amenity

Open space: Area contains space at the Church Cottages and the Holy Trinity Church, a wildlife site, on the visually important “tongue” of land between Leverstock Green Road and Bedmond Road. Open Land Adjacent to the area at Leverstock Green JMI School and the Green.

Amenity land: Very little.

Front gardens and forecourts: Some front areas are open plan in layout, particularly those built in the 1960s and 1970s, such as Bartel Close.

Landscaping and planting: Mature and well provided throughout, being an important component to the semi-rural feel of the area.

Views and vistas: Important "green" and semi-rural entrance into the urban area from the south-east.

Landmarks and focal points: The Holy Trinity Church, close to the Green and the local centre is visually prominent.

Traffic

On-street parking: Generally low.

Off-street parking: Provided within private domestic curtilages.

Through routes and flows: Main flows run along Leverstock Green Road.

Non-residential buildings

Church, School, corner shop.

POLICY STATEMENT

APPROACH: Maintain defined character.
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SCOPE FOR RESIDENTIAL DEVELOPMENT

Opportunity Area

Greenfield development: Housing Proposal Site H42 lies within the area.

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

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

Infilling: May be acceptable according to the Development Principles.

Conversion of dwellings into smaller units: May be acceptable

DEVELOPMENT PRINCIPLES

Housing

<i>Design:</i>	No special requirements.
<i>Type:</i>	Detached dwellings are encouraged. Terraced houses and flats are not appropriate.
<i>Height:</i>	Should not normally exceed two storeys.
<i>Size:</i>	Medium to large sized dwellings are encouraged. Small dwellings and flats are not appropriate.
<i>Layout:</i>	Dwellings should normally front the road with front and rear gardens. The building line should be followed. Spacing should be provided in the wide range (5 m to 10 m).
<i>Density:</i>	Development may be provided within the low density range compatible with the existing character.

Amenity

Amenity land: No special requirements.

Front gardens and forecourts: Should be provided in all cases, common in size and layout to nearby and adjacent dwellings.

Landscaping and planting: Extensive use of private landscaping is strongly encouraged, and will be expected as part of schemes for new residential development.

Views and vistas: Development proposals will be expected to maintain attractive serial views along Leverstock Green Road.

Landmarks and focal points: Retain the Holy Trinity Church as an important local landmark and focal point for the wider Leverstock Green neighbourhood.

Traffic

On-street parking: No special requirements.

Off-street parking: To be provided within the curtilage of private dwellings. Communal provision is discouraged.

Through routes and flows: Traffic from new development should be encouraged to exit onto and enter from Leverstock Green Road.

Non-residential buildings

The retention of all non-residential buildings is acceptable.

Development within the plot

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

Detail: No special requirements.

Curtilage buildings: Will not normally be permitted forward of the front wall of a dwelling fronting the highway, unless it can be demonstrated that the proposal will not be harmful to the character and appearance of the area.

Means of enclosure: No special requirements, except within parts where open plan gardens are prevalent, where the enclosure of front garden areas is discouraged, and should not normally exceed 1 m in height.

Private landscaping: Further planting encouraged throughout.

HCA29: LEVERSTOCK GREEN NORTH

CHARACTER APPRAISAL

A planned new town area dating from the 1960s featuring a variety of housing types, repetitive designs, strong building lines and a high standard of public landscaping, forming part of the wider Leverstock Green neighbourhood which includes Character Areas HCA27 and HCA28.

Housing

Age: Largely comprised of dwellings built in the 1960s. The area has a distinct appearance given the similar age of the majority of dwellings.

Design: Generally simple, lacking architectural detailing.

Type: Mainly terraced houses, with some flats, detached and semi-detached houses. The area has an impression of generally small to medium sized units.

Height: Mainly two storey but with notable examples of three storey development (for example at Wellbury Terrace). The exceptions are the ten storey blocks of flats at Pelham Court. Attractive examples of two and three storey houses in a repetitive pattern in the terraces in Micklefield Road.

Size : Generally small to medium.

Layout: The area possesses a self-contained layout being accessed from two points - Leverstock Green Way and Green Lane. Within the area there is no one obviously dominant road around which the area is based. Most roads are interconnecting although there are some culs-de-sac. Generally roads are short, providing a small scale, intimate feel to the area. Dwellings tend to front the highway in neat, orderly groups although with variety in positioning and orientation. Spacing is generally in the medium range (2 m to 5 m).

Density: Generally within the medium range (25 to 35 dwellings/ha) although this rises to a very high density at the Pelham Court flat blocks, in excess of 70 dwellings/ha.

Amenity

Open space: No open land within the area, however the area is adjacent to open land to the north (fronting Wellbury Terrace) which is an area of mown amenity grassland, and features as site 25 (Grade C) in the Hemel Hempstead nature conservation survey. This area extends to the eastern side of the area as site 25a in the survey which is Housing Proposal Site H38. School land is found to the south.

Amenity land: Very well provided in a structural series of treed amenity greens, adding a feeling of spaciousness to the area. The areas of amenity land support much of the mature planting.

Front gardens and forecourts: Mainly enclosed; some have private drives for vehicle parking.

Landscaping and planting: Mature and established throughout.

Views and vistas: Important views across open land from Datchworth Turn/Wellbury Terrace.

Landmarks and focal points: None, although the area can be regarded as part of the wider Leverstock Green neighbourhood, which has as its focal point the local centre on Leverstock Green Road and the open Green.

Traffic

On-street parking: Can be heavy in parts where there is no on-site parking provision for dwellings.

Off-street parking: Being an older new town area, off-street parking is well provided through private drives, communal areas and garage blocks.

Through routes and flows: All traffic enters and leaves the area via two points (see *layout* above). Flows within the area are light and generally evenly distributed.

Non-residential buildings

None, emphasising the exclusively residential character of the area.

POLICY STATEMENT

APPROACH: Maintain defined character.
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SCOPE FOR RESIDENTIAL DEVELOPMENT
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Area of Minimal Change

<i>Greenfield development:</i> Opportunities at Housing Proposal Site H38, located between Buncefield Lane and Green Lane.
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<i>Redevelopment:</i> Will not normally be permitted. The redevelopment of garage blocks will only be acceptable if alternative provision is made for displaced vehicle parking and where proposals accord with the Development Principles.

Plot amalgamation: Will not normally be permitted. Opportunities very limited and possibly non-existent.

Infilling: Discouraged. Opportunities very limited.

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

DEVELOPMENT PRINCIPLES

Housing

Design: No special requirements.

Type: Terraces are encouraged; although detached and semi-detached houses may be acceptable.

Height: Should not normally exceed two storeys. Three storey development may be acceptable where close or nearby to existing three storey buildings and where the proposal is not considered harmful to the character and appearance of the area.

Size: Small to medium sized dwellings are encouraged.

Layout: New development should follow the pattern of the existing layout structure. Spacing should be provided within the medium range (2 m to 5 m). Orientation and siting of buildings should follow the pattern set by those adjoining or nearby to the site. Prevalent building lines should be followed.

Density: Development in the medium density range (30 to 35 dwellings/ha (net)) is encouraged.

Amenity

Amenity land: To be retained. Permission will not normally be given for development on areas of amenity land or for their inclusion within residential curtilages unless it can be demonstrated that it will not unduly harm the character and appearance of the area. Use of parts of these areas of amenity land for car parking may also be acceptable if the character and appearance of the area is not unduly harmed by the resulting visual impact and the effects on established landscaping. New development proposals will be expected to retain areas of amenity land, and are strongly encouraged to add to its provision throughout the area.

Front gardens and forecourts: Front garden areas common in size and layout to nearby and adjacent dwellings should be provided. The enclosure of front areas is acceptable.

Landscaping and planting: The existing high standard of landscaping and planting should be maintained and, where considered necessary and appropriate, supplemented. Open area to act as a buffer to the Green Belt is required.

Views and vistas: Public views across open land to the north of Datchworth Turn should be maintained.

Landmarks and focal points: No special requirements.

Traffic

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

Off-street parking: No special requirements.

Through routes and flows: Vehicular access to Housing Proposal Site H38 must be taken from Green Lane, itself to be widened between Leverstock Green School and the site access.

Non-residential buildings

None, emphasising the exclusively residential character of the area.

Development within the plot

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

Detail: No special requirements.

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

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

Private landscaping: Encouraged throughout.

HCA30: REDBOURN ROAD

CHARACTER APPRAISAL

A small corridor of small to medium sized, mainly detached to semi-detached dwellings fronted by well landscaped wide grass verges. The area, based on Redbourn Road, leads out towards open countryside but also serves as access to the residential areas of Woodhall Farm (HCA33) and Hunters Oak (HCA31).

Housing

- Age:* Variety, although dwellings date from the 1930s. Examples of 1980s infill and redevelopment at a higher density on St Agnells Lane.
- Design:* Dwellings possess very little architectural homogeneity or merit.
- Type:* Variety of all types.
- Height:* Varies between one and two storeys.
- Size:* Mainly small to medium sized.
- Layout:* A linear corridor-like area with dwellings accessed directly from the road, across grass verge areas. Spacing varies, but is typically in the medium range (2 m to 5 m). There is a clear, although not totally rigid building line.
- Density:* Generally in the low range (15 - 25 dwellings/ha).

Amenity

- Open space:* None within the area, although houses in St Agnells Lane and the northern side of Redbourn Road back onto open land between Grovehill and Woodhall Farm. Main open spaces are extensive grass verges fronting dwellings on Redbourn Road.
- Amenity land:* Existing in the shape of front grass verges along Redbourn Road, around 15 m deep in places.
- Front gardens and forecourts:* Present on nearly all dwellings. Depth varies from 4 m to around 12 m. These assist in providing the wide, open and well landscaped character of the area.
- Landscaping and planting:* Heavy to the street appearance of Redbourn Road.
- Views and vistas:* Perspective views in a north-easterly direction including heavy landscaping and foliage along Redbourn Road.

Landmarks and focal points: Cupid Green roundabout is a locally acknowledged landmark, as the road junction between Redbourn Road and St Agnells Lane.

Traffic

On-street parking: Practically non-existent on Redbourn Road, where traffic flows are very heavy; some parking on St Agnells Lane.

Off-street parking: Most provision made on-site in front drives.

Through routes and flows: Redbourn Road, the B487, is an important through route to Woodhall Farm and Hunters Oak and to St Albans, Redbourn and the A5 trunk road beyond. Consequently, it is a very busy road. St Agnells Lane acts as a main access to the Grovehill neighbourhood.

Non-residential buildings

Petrol filling station, Redbourn Road. Small church and hall, St Agnells Lane.

POLICY STATEMENT

APPROACH: Change to defined character acceptable.
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<h3>SCOPE FOR RESIDENTIAL DEVELOPMENT</h3>

<h4>Opportunity Area</h4>

<p><i>Greenfield development:</i> No opportunities.</p>

<p><i>Redevelopment and Plot amalgamation:</i> May be acceptable according to the development principles if carried out on a comprehensive basis. The sporadic or piecemeal development of individual plots will not be acceptable if the resulting development is unduly prominent and visually intrusive in the street scene, when viewed in the context of surrounding and nearby low-rise, small scale existing development.</p>
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<p><i>Infilling:</i> May be acceptable according to the development principles.</p>

<p><i>Conversion of dwellings into smaller units:</i> May be acceptable.</p>
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DEVELOPMENT PRINCIPLES

Housing

Design: No special requirements.

<i>Type:</i>	No special requirements, but if redevelopment is to occur, flats are acceptable.
<i>Height:</i>	Redevelopment up to three storeys is acceptable.
<i>Size:</i>	An increase in the size, massing and bulk of development in the area is acceptable in cases of redevelopment.
<i>Layout:</i>	A linear layout must be maintained with wide spacing (5 m to 10 m) in the case of redevelopment, or medium spacing (2 m to 5 m) where infill occurs. The wide grass verges and landscaping to the road must remain undeveloped. The established building line must be followed.
<i>Density:</i>	High (35 to 50 dwellings/ha (net)) and very high exceeding 50 dwellings/ha (net) densities are acceptable for redevelopment; for infilling, a low density compatible with the existing character should be maintained.

Amenity

Amenity land: The wide, deep grass verge areas fronting onto Redbourn Road must be maintained in all cases. Development proposals on these areas will not be permitted.

Front gardens and forecourts: Where infilling is proposed, front garden areas common in size and layout to adjacent dwellings should be provided. In the case of redevelopment, front areas forward of the building line but to the back of grass verge areas may be used for vehicle parking where effective landscape screening to the road and adjacent sites is provided.

Landscaping and planting: Existing provision should be maintained, enhanced and where necessary supplemented.

Views and vistas: Retention and improvement of landscaping should complement and maintain attractive perspective views along Redbourn Road.

Landmarks and focal points: No special requirements.

Traffic

On-street parking: Acceptable along St Agnells Lane.

Off-street parking: Provision can be by on-site private parking or communal areas.

Non-residential buildings

The redevelopment of certain non-residential building and sites may be acceptable.

Development within the plot

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

Detail: No special requirements.

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

Means of enclosure: Hedging and shrub planting to the front of dwellings is encouraged.

Private landscaping: Further planting is encouraged throughout.

HCA31: HUNTERS OAK

CHARACTER APPRAISAL

A small modern housing estate from the mid-1980s set on the north-eastern edge of the town, featuring a variety of most housing types with a tightly-packed urban feel.

Housing

Age: All from the mid-1980s.

Design: Generally simple, using similar neo-vernacular styles. Variations between dwellings is achieved through using a variety of materials, 'mock' timbering, box shaped front bays and ridged porches. Overall the area has a very distinct design style.

Type: All types represented except bungalows.

Height: Mainly two storeys, but rises to three storeys where there are flats.

Size: Small to medium sized dwellings.

Layout: A virtually all cul-de-sac layout; houses served directly from Hunters Oak, a large local collector cul-de-sac road, which in turn serves smaller culs-de-sac. The area has two points of vehicular access to the main Redbourn Road. Overall it is a narrow, basically linear estate in plan form, although any real impression of linearity is taken away by the informal layout of curved roads and housing. The area has a densely-packed feel which results from small plots, spacing mainly in the close range (up to 2 m) and relatively short back to back distances. Consequently gardens are generally small. Dwellings follow a loose but recognisable building line.

Density: Varies within the area, given the wide variety of housing types. Overall, density is towards the lower end of the low range (15 - 25 dwellings/ha).

Amenity

Open space: No open land within the area, although the Nicky Line footpath/cycleway lies adjacent to the south of the area, which is listed as site 9 (Grade A) in the Hemel Hempstead Nature Conservation Survey. This lack of open space adds to the tightly-packed feel of the area. Access to open space by foot is consequently very poor, with the nearest publicly accessible land being playing fields between Grovehill and Woodhall Farm on the opposite side of Redbourn Road, which has heavy traffic flows.

Amenity land: Very small parcels of amenity greens are frequent. These accommodate public landscaping, rather than provide usable space.

Front gardens and forecourts: Generally small, but most at least 5 m or so in depth as houses feature private drives for on-site car parking. Front areas are all open-plan and unenclosed.

Landscaping and planting: Generally lacking, and where provided, immature. There is however a dense, structural landscaped edge to Redbourn Road, which marks the northern boundary of the estate. This helps to produce a very apparent 'green corridor' effect along Redbourn Road. There is also a dense landscaped backdrop to the area from dense trees, hedges and shrubs on the Nicky Line.

Views and vistas: None of importance, although Redbourn Road possesses an important linear 'green corridor' aspect.

Landmarks and focal points: None.

Traffic

On-street parking: Despite being a modern estate with a planned allocation of off-street parking, levels of parking on-street are comparatively high. This factor adds strongly to the tightly-packed feel of the area.

Off-street parking: There is allocated provision for all dwellings, by private drives and garages for houses and small communal areas for flats. Small on-street sheltered bays are provided throughout, intended for visitor parking.

Through routes and flows: Redbourn Road, along the northern edge of the estate, is an important distributor road; all traffic from the area exists onto and enters from this road. No routes run through the area; consequently flows within the estate are very light.

Non-residential buildings

None.

POLICY STATEMENT

APPROACH: Maintain defined character.
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SCOPE FOR RESIDENTIAL DEVELOPMENT
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Area of Minimal Change

Greenfield development: Opportunities at Housing Proposal Site H41 on the eastern side of the area.

Redevelopment: Will not normally be permitted.

Plot amalgamation: No opportunities.

Infilling: No realistic opportunities.

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

DEVELOPMENT PRINCIPLES

Housing

Design: The use of the architectural style, colour, proportion and detailing as existing nearby or adjacent housing is required.

Type: No special requirements.

Height: Should not exceed three storeys.

Size: Small to medium sized dwellings are encouraged; buildings with large bulk and mass will be resisted.

Layout: The existing layout should be maintained. New dwellings should follow established building lines. Spacing in the close range (up to 2 m) is acceptable.

Density: Density compatible with the existing character is acceptable; this may rise to the high range of 35 to 50 dwellings/ha in the case of flats.

Amenity

Amenity land: The loss of areas of amenity land to built development or their inclusion within residential curtilages will not normally be permitted.

Front gardens and forecourts: The conversion of front garden areas to vehicle hardstandings is discouraged. Front areas should not be enclosed.

Landscaping and planting: Further public and private planting is strongly encouraged throughout. The structural belt of planting along the northern (Redbourn Road) edge of the area must be maintained, and where necessary or appropriate, strengthened.

Views and vistas: The 'green corridor' appearance of Redbourn Road should be maintained.

Landmarks and focal points: No special requirements.

Traffic

On-street parking: Should be limited and discouraged through effective off-street provision.

Off-street parking: Provision may be made through private on-site spaces or communal areas.

Through routes and flows: Flows should be directed onto Redbourn Road. Pedestrian and cycle links should be formed through the area to connect to future residential development on Housing Site H18, to the south of the Nicky Line.

Non-residential buildings

No special requirements.

Development within the plot

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

Detail: The use of the architectural style, colour, proportions and detailing as on the parent building is required (see *Design* above).

Curtilage buildings: Will not normally be permitted forward of the front wall of the dwelling which fronts the highway.

Means of enclosure: The enclosure of front areas is strongly discouraged. Proposals for the enclosure of front garden areas by structures in excess of 1 m in height will not normally be permitted.

Private landscaping: Strongly encouraged, particularly in front areas.

HCA32: GROVEHILL

CHARACTER APPRAISAL

A large, self-contained neighbourhood dating from the late 1960s and 1970s featuring a variety of housing types based on a structured road hierarchy and around a local centre; the area is strongly characterised by high standards of open land, amenity space and mature, structured public landscaping.

Housing

Age: Largely from the late 1960s and 1970s but with progressive development of vacant sites since then. Grovehill was the last neighbourhood area of the town to be completed under New Town legislation.

Design Largely simple throughout, reflecting the styles of public sector housing in the 1960s and 1970s. However there are notable details from this period including tile hanging, weatherboarding and rendering, with simple wooden window designs. This provides most of the area with a very distinct and strong design style and identity. Development from the 1980s onwards is also generally simple in design. Redevelopment of certain parts could provide opportunities to improve design.

Type: Mainly two storey terraces, but there is considerable representation of all house types.

Height: Mainly two storey, but rises to three storeys particularly along Washington Avenue and at other parts (such as The Waveney and Livingstone Walk).

Size: All sizes from small terraces to medium sized detached houses are represented, but overall the impression is of small to moderate sized dwellings.

Layout: The area is self-contained, accessed from two roundabout junctions on the east-west link road. Generally the area is based on three central, connecting distributor roads - Aycliffe Drive, St Agnells Lane and Washington Avenue. Although these roads serve individual dwelling frontages, they lead to a series of culs-de-sac and local collector roads. Being a planned layout developed in successive phases, there is variation in the orientation, positioning and site planning of dwellings. For example the east of the area tends to be laid out in small angular blocks to create informal groups of houses, sometimes around treed greens or landscaped areas. Despite variation over the area as a whole, there is regularity of appearance within groups of dwellings. Spacing of buildings varies, but overall the perception is generous and falls within the medium range (2 m to 5 m). The new town characteristics of the area are reinforced by many roads named after other British new towns.

Density: Variation throughout from very high density (over 45 dwellings/ha) for some flat developments to low density (15 - 25 dwellings/ha) for detached houses.

Amenity

Open space: Well provided including Margaret Lloyd Park, land at Barncroft School, Aycliffe Drive, St Agnells Lane and Astley Cooper School. Grovehill Park, to the north of Washington Avenue, is in the Green Belt.

Amenity land: Well provided throughout, amenity land forming an integral part of the area's structure.

Front gardens and forecourts: Variety of open plan gardens and others with enclosure.

Landscaping and planting: Mature, established planting throughout.

Views and vistas: Views over Margaret Lloyd Park from the local centre. Attractive views of Howe Grove from Marlborough Rise.

Landmarks and focal points: Henry Wells Square local centre on Aycliffe Drive acts as the area's focal point.

Traffic

On-street parking: Generally light on the main distributor roads (Aycliffe Drive, Washington Avenue and St. Agnells Lane) during the day, however higher levels occurring overnight. Heavier within residential roads and culs-de-sac leading off from the main distributor roads.

Off-street parking: Variety in provision, through on-site spaces, communal areas and garage blocks. Provision generally good.

Through routes and flows: Structured road hierarchy channels traffic onto the area's three main internal distributor roads.

Non-residential buildings

Apart from local schools, non-residential buildings are concentrated at the local centre, Henry Wells Square. This includes shops, a church, public house and community centre.

POLICY STATEMENT

APPROACH: Maintain defined character whilst allowing selective redevelopment.
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SCOPE FOR RESIDENTIAL DEVELOPMENT

Opportunity Area

Greenfield development: Opportunities at Housing Proposal Site H41, to the rear of Ninian Road and Argyll Road, adjoining Grovehill Park.

Redevelopment: May be acceptable in certain areas. The redevelopment of garage blocks will only be acceptable if alternative provision is made for displaced vehicle parking and where proposals accord with the Development Principles.

Plot amalgamation: Will not normally be permitted. Opportunities are very limited and possibly non-existent.

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

Conversion of dwellings into smaller units: May be acceptable in certain parts where larger dwellings are found.

DEVELOPMENT PRINCIPLES

Housing

Design: No special requirements, although where infilling is proposed, new buildings must follow the architectural proportions, style, colour and details of adjacent development.

Type: Terraced dwellings are encouraged, but new development should respect the form, scale and type of adjacent and nearby buildings.

Height: Should not normally exceed two storeys, although three storey development may be acceptable in some parts, depending on the scale and height of nearby and adjacent development.

Size: Small to moderately sized dwellings are encouraged.

Layout: Maintain existing layout structure. Informal groupings of buildings are acceptable, although where there is a prevalent building line, this should be followed. Spacing should be provided in the medium range (2 m to 5 m). Proposals for redevelopment should include provision of a structured element of amenity land.

Density: High density development in the range of 35 to 50 dwellings/ha (net) is generally acceptable, although the density of development schemes should be commensurate with that of nearby and adjacent development.

Amenity

Amenity land: To be retained. The loss of areas of amenity land to built development or their inclusion within private domestic curtilages will only be permitted where it can be clearly demonstrated that the proposal will not result in the loss of large areas of amenity land or smaller areas making a positive contribution to the character and appearance of the area and its amenities.

Front gardens and forecourts: Front garden areas should be provided at a size, depth and layout common to that of nearby and adjacent development.

Landscaping and planting: New development schemes will be expected to include provision for additional structural landscaping.

Views and vistas: Public views across Margaret Lloyd Park and Howe Grove should be maintained.

Landmarks and focal points: The local centre at Henry Wells Square is to be retained.

Traffic

On-street parking: No special requirements, although adequate provision for off-street parking should be made.

Off-street parking: May be provided by either on-site spaces, in communal areas or garage blocks.

Through routes and flows: Traffic flows should be directed to the area's distributor roads - Aycliffe Drive, Washington Avenue and St Agnells Lane.

Non-residential buildings

The retention of all non-residential buildings is acceptable.

Development within the plot

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

Detail: No special requirements.

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

Means of enclosure: Enclosure of front garden areas is acceptable; the use of planting is encouraged.

Private landscaping: Encouraged throughout.

HCA33: WOODHALL FARM

CHARACTER APPRAISAL

A large estate constructed mainly in the 1970s situated on the north eastern edge of the town abutting open countryside. It features a variety of housing types and densities, laid out around a looped local distributor road which serves smaller local collector roads and culs-de-sac.

Housing

Age: The estate was developed comprehensively in the early 1970s giving consistency of age throughout most of the area. Some flat development has taken place in the north eastern part of the area in the 1980s, and on the eastern side in the 1990s.

Design: Generally simple. The estate exhibits common design features of mass house building from the 1970s. These include shallow pitched roofs, painted white timber bargeboarding, tile hanging and large, simple timber window casements. Flat development on the eastern side of the area from the 1990s feature buff brickwork with the use of decorative darker brick coursing; hipped end roofs with bold roll roof tiles and front gables.

Type: Variety of types throughout.

Height: Mainly two storey, emphasising the low rise characteristics of the area, although some flats rise to three storeys.

Size: Mainly small to medium.

Layout: The area is laid out in small groups of dwellings in culs-de-sac and local collector roads. These are served from a looped local distributor, Shenley Road, which connects to Redbourn Road, giving access to the whole estate at two separate points. Dwellings are arranged in informal groups, not necessarily following building lines. Spacing varies throughout, but is mainly no less than the medium range (2 m to 5 m). These factors give the area a degree of informality in appearance.

Density: Given the wide variety of house types, densities vary considerably. Most are, however, in the medium density range (25-35 dwellings/ha). Very high densities exist with flats at Cuffley Court/Bayford Close (about 50 dwellings/ha) and at Valley Green (about 88 dwellings/ha).

Amenity

Open space: Provision is generally good with areas of land located at Brockwood School and High Wood, a wildlife site, both on Shenley Road and a large central area at and adjacent to Holtsmere End School. The area is adjacent to open land separating it from Grovehill (HCA32) and open countryside to the North and East.

Amenity land: Planned provision throughout includes small areas of amenity land. Small enclosed playground at Bayford Close.

Front gardens and forecourts: Size and shape vary. Most are open plan and unenclosed, giving an open feel to much of the area.

Landscaping and planting: Some mature trees, although the area is generally lacking in public landscaping. As a result, buildings are predominant in the street scene.

Views and vistas: Serial vision is good along most roads, given their curving nature.

Landmarks and focal points: Large supermarket building in the north eastern part of the area is a locally recognised landmark. The local centre, of which the superstore forms a part, acts as a focal point for the community with its small parade of shops and large surface car park.

Traffic

On-street parking: Provision is made for off-street parking for most dwellings, although in parts this is insufficient to prevent on-street parking. The incidence of this varies throughout the area, which can be high, particularly where there are flats.

Off-street parking: Accommodated mainly in private domestic drives, and also garages; communal areas are frequently provided for smaller dwellings and flats.

Through routes and flows: Limited to Shenley Road, which is subject to traffic calming. Typical of the period in which most of the estate was constructed, roads are a large, dominant feature in the area with extensive areas of hard surfacing and relatively wide junctions.

Non-residential buildings

Local Centre, Shenley Road, accommodating shops and supermarket. Schools on Shenley Road, Health Centre at Valley Green and Community Centre in Datchet Close. Small surgeries within the area.

POLICY STATEMENT

APPROACH: Maintain, improve and develop defined character.

SCOPE FOR RESIDENTIAL DEVELOPMENT

Area of Minimal Change

Greenfield development: Opportunities limited.

Redevelopment: May be acceptable in certain areas developed as flats, although opportunities are likely to be very limited.

Plot amalgamation: Will not normally be permitted.

Infilling: May be acceptable according to the Development Principles.

Conversion of dwellings into smaller units: May be acceptable in larger dwellings.

DEVELOPMENT PRINCIPLES

Housing

Design: No special requirements.

Type: No special requirements.

Height: Should not normally exceed three storeys.

Size: No special requirements.

Layout: The existing layout pattern and structure of dwellings in small groups in culs-de-sac and small local collector roads, being served from Shenley Road, should be maintained.

Density: Should normally be provided in the medium range (30 to 35 dwellings/ha (net)). For proposals replacing existing flats, densities in the very high range exceeding 50 dwellings/ha (net) will be acceptable.

Amenity

Amenity land: With the exception of areas around poorly designed flatted areas, the loss of areas of amenity land to built development and their enclosure within private domestic curtilages will not normally be permitted. Proposals for redevelopment should normally provide and retain areas of amenity land to enhance the visual appearance of the area.

Front gardens and forecourts: Should be provided and maintained unenclosed.

Landscaping and planting: Proposals for new development should include new public landscaping to supplement existing preservation and enhance the visual appearance of the area.

Views and vistas: Consideration should be given to the preservation and creation of attractive serial views.

Landmarks and focal points: The local centre should be retained as a focal point to the area.

Traffic

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

Off-street parking: No special requirements as to method of provision.

Through routes and flows: Traffic from new development should ultimately flow onto Shenley Road. Proposals for the creation of new through routes within the area and new access points onto Redbourn Road will not normally be permitted.

Non-residential buildings

The retention of all existing non-residential buildings is acceptable.

Development within the plot

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

Detail: No special requirements.

Curtilage buildings: Proposals for siting curtilage buildings forward of the front wall of the dwelling that fronts onto a highway will not normally be permitted.

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

Private landscaping: Strongly encouraged throughout.

HCA34: MANOR ESTATE

CHARACTER APPRAISAL

An established estate of mainly inter-war housing constructed on the steeply sloping side of the Bulbourne Valley, located between the main line railway and the A41 bypass/Two Waters Way and featuring a variety of small-scale infill development. The area lies adjacent to Two Waters and Apsley Proposal Site TWA3 and TWA4.

Housing

Age: Predominantly from the inter-war period which gives the area its strongest characteristic in terms of design identity. Infill development has occurred progressively from this period up to the 1980s.

Design: Varied, mainly featuring styles typical of the inter-war period including large bay windows, pebbledashing and rendering, half-timbering, hipped roofs and heavy framed wooden windows.

Type: Mainly detached and semi-detached houses with modern terraced houses in King Edward Street. Detached bungalows common.

Height: Variety of single and two storey development. Some three storey town houses.

Size: Generally medium.

Layout: Development is based on four parallel roads which steeply ascend the valley side, with linking roads across. Layout is conventional in that dwellings front onto the highway with gardens front and rear, and follow general building lines. Spacing is mainly in the medium range (2 m to 5 m).

Density: In the low density range (15-25 dwellings/ha).

Amenity

Open space: None within the area. Proposals for open space (Two Waters and Apsley Proposals TWA21 and TWA22) outside the area and at Two Waters JMI School in association with residential development on Two Waters and Apsley Proposal Sites TWA3 and TWA4. Refer to the Two Waters and Apsley Inset for details.

Amenity land: None, except for a children's play area in King Edward Street.

Front gardens and forecourts: Front garden sizes are moderate and tend to be consistent in size, shape and layout in any one road, being governed

by the position of the building line. Most front areas possess vehicle drives, and are enclosed by a variety of means.

Landscaping and planting: Very largely provided within private curtilages, and generally mature where planted. However, landscape coverage by planting is sporadic and the area lacks comprehensive structural planting. Some planting on roadside verges. A general lack of planting throughout emphasises the suburban feel of the area.

Views and vistas: Numerous public north-eastern views across the Bulbourne Valley. Views of open countryside at the edges of the area.

Landmarks and focal points: None.

Traffic

On-street parking: Generally medium to light.

Off-street parking: Mainly contained within private curtilages.

Through routes and flows: No through routes within the area as all traffic enters and leaves via the junction of King Edward Street with Featherbed Lane. Flows are generally light within the area, although there are notable traffic difficulties at the junction of King Edward Street with Featherbed Lane, particularly at peak hours. Congestion also occurs at and around the Two Waters JMI School in High Ridge Road at the start and end of School hours; this involves both cars and School buses/coaches.

Non-residential buildings

Two Waters JMI Primary School, High Ridge Road, and Warehouse Premises (Egg Supply Company), King Edward Street. Otherwise the area is almost exclusively residential.

POLICY STATEMENT

APPROACH: Maintain defined character.
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SCOPE FOR RESIDENTIAL DEVELOPMENT
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Area of Limited Opportunity

<i>Greenfield development:</i> No opportunities.
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<i>Redevelopment:</i> Strongly discouraged.

<i>Plot amalgamation:</i> Strongly discouraged.

Infilling: May be acceptable according to the Development Principles.

Conversion of dwellings into smaller units: May be acceptable.

DEVELOPMENT PRINCIPLES

Housing

Design: No special requirements.

Type: Detached and semi-detached houses and bungalows are encouraged.

Height: Should not normally exceed two storeys.

Size: Medium sized dwellings are encouraged.

Layout: New development should follow the established building line. Spacing should be maintained within the medium range (2 m to 5 m).

Density: Development should be compatible with the existing character.

Amenity

Amenity land: No special requirements.

Front gardens and forecourts: The enclosure of front garden areas is acceptable and is encouraged where planting is used. Front garden areas should be provided at a size common in depth and layout to that of nearby and adjoining sites.

Landscaping and planting: Schemes for new development should include proposals to enhance the provision of landscaping within the area.

Views and vistas: Schemes should maintain important public north-east facing views across the Bulbourne Valley.

Landmarks and focal points: No special requirements.

Traffic

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

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

Through routes and flows: No special requirements.

Non-residential buildings

No special requirements.

Development within the plot

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

Detail: No special requirements.

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

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

Private landscaping: Strongly encouraged throughout.

HCA35: MOUNTBATTEN

CHARACTER APPRAISAL

A modern estate of mainly medium densities featuring a wide range of dwelling types with extensive variety in the use of building and surfacing materials, laid out in a loose grid framework and positioned informally around a group of culs-de-sac.
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Housing

Age: Overwhelmingly from the 1990s with the exception of the Jarman (Day) Centre (1960s) and the Jarman Field Cottages (1940s).

Design: The estate comprises a wide range of standard volume housebuilders' dwelling types which are nearly all conventional two storey houses with gardens to the front and rear. Most variety in appearance is achieved through differences in detailing features and a wide range of materials. Extensive use of brick coursing across elevations and window and door openings. Variety in roof types featuring gables and half-hipped ends commonly sited adjacent to each other. Porch canopies common with detailing in the timber supports and braces.

Type: A range of detached, semi-detached and terraced houses throughout. Large elderly persons' home complex at Mountbatten Lodge on Old Crabtree Lane. Group of eight flats in Satinwood Court.

Height: Two storeys throughout, with the exception of the single storey Jarman Centre on Old Crabtree Lane.

Size: Dwellings are small to medium sized, including the detached houses.

Layout: The layout of dwellings follows, in plan form, a grid type of layout with four principal culs-de-sac - Caister Close, Kenilworth Close, Chilham Close and York Way - accessed from the principal road serving the site, Old Crabtree Lane. These culs-de sac, although curving, lie broadly parallel to each other. Further culs-de-sac are served from Kenilworth Close and York Way. Some of the culs-de sac are linked by access driveways and footpaths. Despite the fundamental layout being in grid form, the visual effect is of an informal layout with gently curving streets and broken, informal building lines. The extensive variety in building and surfacing materials, details on buildings and small areas of amenity space in the street scene serves to add to the informality of appearance. Dwellings are conventional in nature with gardens to the front and rear, and are largely spaced together in the close (2 m or less) range.

A second part of the area is accessed from Redwood Drive which serves the culs-de-sac of Evergreen Walk, Pinetree Gardens and

Satinwood Court. The layout of dwellings here is more formal with houses mainly fronting the road, gardens to the front and rear and generally strong building lines. Spacing between dwellings and groups of dwellings is in the close (2 m or less) and medium ranges (2 m to 5 m).

Density: In the main part of the area, based around Old Crabtree Lane, the development falls in the medium density range (25 - 35 dwellings/ha). Groups of detached dwellings are at a density of about 25 units to the hectare, with terraced dwellings typically at the upper end of the range at 35 units to the hectare (this assessment of density takes no account of the Mountbatten Lodge elderly persons' home, which effectively stands alone in its own right). The group of three culs-de-sac to the south of Redwood Drive has been developed at about 40 dwellings/ha, in the high (35 - 45 dwellings/ha) range.

Amenity

Open space: The area possesses open land to its north, forming an informal wooded area between houses in Chilham Close and Caister Close and the A414 St. Albans Road. An open green corridor passes south from this area between houses in Chilham Close and Burnet Close (in the adjacent Crabtree HCA17 Character Area) and beyond to provide a pedestrian link through to Jarman Close (also in HCA17). Open land adjacent to the area is found at Tudor JMI School, the Hemel Ski Centre and the Dacorum Athletics Track.

Amenity land: Small informal areas of amenity land help provide a pleasant open feel to the main public route through the area, along Old Crabtree Lane through to Redwood Drive.

Front gardens and forecourts: Generally short and unenclosed.

Landscaping and planting: Extensive variety in a scheme of landscaping planted as part of the development. Tree species generally immature. Landscaping complements, but does not dominate, the setting of the dwellings within the area.

Views and vistas: Important and attractive west and south facing views of steeply sloping, wooded and open countryside on the north eastern side of the Gade valley. Occasional glimpses of the Kodak tower in the town centre.

Landmarks and focal points: The small roundabout at the junction of Old Crabtree Lane with Caister Close and Kenilworth Close provides a visual focus for those passing through the site. The through pedestrian route from Old Crabtree Lane to Redwood Drive is well used, providing an important link from the south through to the Jarman Park local centre (including large food supermarket) and leisure facilities, and on to the Adeyfield residential area and local centre further to the north.

Traffic

On-street parking: Generally medium, but heavier during weekday evenings and weekends.

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

Through routes and flows: No routes through the area open to vehicular traffic. Important pedestrian link through the area as described in *landmarks and focal points* above.

Non-residential buildings

Day care centre at the Jarman Centre, Old Crabtree Lane. The area lies adjacent to Jarman Park which contains leisure facilities and a food superstore.

POLICY STATEMENT

APPROACH: Maintain defined character.
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<h3>SCOPE FOR RESIDENTIAL DEVELOPMENT</h3>
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<h4>Area of Very Limited Opportunity</h4>

<p><i>Greenfield development:</i> No opportunities.</p>

<p><i>Redevelopment:</i> May be acceptable on sites of sufficient size, where the requirements of the Development Principles can be met.</p>
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<p><i>Plot amalgamation:</i> Will not normally be permitted.</p>
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<p><i>Infilling:</i> Opportunities severely limited, but may be acceptable according to the Development Principles.</p>

<p><i>Conversion of dwellings into smaller units:</i> Inappropriate. Will not normally be permitted.</p>
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DEVELOPMENT PRINCIPLES

Housing

Design: For new dwellings and other freestanding buildings, variety in design and materials is acceptable.

Type: All dwelling types are acceptable.

- Height:* Should not normally exceed two storeys.
- Size:* Small to medium sized dwellings are appropriate and encouraged.
- Layout:* The existing layout framework should be followed. Spacing should be maintained within the close range (2 m or less).
- Density:* Development should be provided within the medium density range (30 to 35 dwellings/ha (net)) but may extend into the high range of 35 to 50 dwellings/ha (net), if it is otherwise consistent with the overall character of the area.

Amenity

Amenity land: The loss of areas of open amenity land to built development or enclosure within private curtilages will be resisted and not normally permitted.

Front gardens and forecourts: The enclosure of front garden areas will not normally be permitted. Front garden areas should be provided at a size common in depth and layout to that of nearby and adjoining sites. The conversion of front garden areas to vehicle hardstandings is discouraged.

Landscaping and planting: Schemes for new development should include proposals to enhance the provision of landscaping within the area.

Views and vistas: Schemes should maintain important public views across the Gade Valley.

Landmarks and focal points: The pedestrian routes through the site should be maintained, with the central small roundabout junction of Old Crabtree Lane, Caister Close and Kenilworth Close acting as a minor focal point.

Traffic

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

Off-street parking: May be accommodated within private curtilages, in communal areas or garage blocks.

Through routes and flows: Important pedestrian routes through the site from Redwood Drive and Jarman Close to Old Crabtree Lane and out of the area must be maintained.

Non-residential buildings

The retention of the Jarman Centre is acceptable.

Development within the plot

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

Detail: The use of the architectural style, colour, proportions and detailing as on the parent building is required.

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

Means of enclosure: The enclosure of front areas is strongly discouraged. Proposals for the enclosure of front garden areas by structures in excess of 1 m in height will not normally be permitted.

Private landscaping: Strongly encouraged throughout.

HCA36: HALES PARK

CHARACTER APPRAISAL

An enclave of housing close to and surrounded by the town's principal employment and industrial area, comprising mainly very high density modern housing laid out in a series of culs-de-sac behind a line of older individual residential plots that front onto Wood Lane End.

Housing

Age: The area has developed in two broad phases. The initial phase was one of gradual, incremental development of detached dwellings, mainly from the 1930s onwards to the 1970s, fronting onto Wood Lane End. Land behind this informal line of houses, mainly comprising their rear gardens, was opened up for very high density residential development in the 1980s, forming the second broad phase of development. Dwellings served off Hales Park and culs-de-sac leading from it date from the early to mid-1980s, whereas those served by Wood End Close, Romany Court and Welkin Green are newer, and include building from the 1990s as well as the 1980s.

Design: There is variety between the dwellings that front onto Wood Lane End, which possess design features typical of their particular age; here, their appearance is generally simple with no strong themes. The majority of the area comprises the original 'backlands' of the houses which front onto Wood Lane End. In terms of age and design, this part of the area divides into two: dwellings served from Hales Park and those served from Wood End Close.

Dwellings served from Hales Park feature a variety of styles. The oldest flats and houses have simple pitched roofs with gable ends. Dwellings are commonly in red or buff brickwork, some with a rendered, painted finish at first floor level. Use of arched brick soldier courses over windows and openings common. Small two storey blocks of flats front onto Hales Park, finished in buff brickwork. Here, roofs are irregular in shape, slope steeply down in hipped sides to first floor level and feature near-flush fitting rooflights.

For Wood End Close and the two culs-de-sac it serves, the use of detailing is more extensive than in Hales Park and its culs-de-sac. Dwellings are conventional in form, at two storeys in height with simple pitched roofs with gable ends. Variation in roof orientation at Romany Court where the end house in the terrace has gabled ends to its front and rear. Use of soldier and string brick courses and decorative 'quoin' style brick effects at the external corners of walls. Some use of painted rendering at first floor level. Timber framed canopy porches common. Flats at Alison Court feature short projecting bay windows at first floor level.

- Type:* Detached and semi-detached houses and bungalows front onto Wood Lane End. The majority of the area comprises two storey terraced houses and flats. There are some semi-detached houses in this part of the area, but they are of similar size to the terraced houses and of no greatly different character.
- Height:* Predominantly two storeys, with the exception of bungalows on Wood Lane End.
- Size:* Generally small dwellings throughout. Detached dwellings on Wood Lane End are modest in size.
- Layout:* Along Wood Lane End, the positioning of dwellings in relation to the road is informal; there are no strong building lines. Spacing also varies, with no regular pattern. Front garden areas are typically deep.
- The southern, modern part of the area served by Wood End Close and Hales Park is characterised by a more regular layout. Houses have short front gardens and front onto either the road, communal car parking areas or small areas of amenity land. Terraced houses are set out in short blocks set at right angles to each other, providing strong building lines to groups of dwellings. Flats are laid out in modestly sized blocks set in generally small areas of unenclosed amenity space that is open to the road. Blocks of flats are linked in Hales Park Close. Spacing between blocks of dwellings is generous, but otherwise is within the close (less than 2 m) range.
- Density:* Most development, in culs-de-sac in the southern part of the area, falls within the very high (over 45 dwellings/ha) density range. Older, original development fronting Wood Lane End is at low densities, within the low (15-25 dwellings/ha) range.

Amenity

- Open space:* None within the area, although the Lucas Sports Ground lies to its immediate south.
- Amenity land:* Provision generally sparse. Some small, open areas to the front and sides of some dwellings provide important visual relief from very high density development.
- Front gardens and forecourts:* Large, deep, enclosed and informal along Wood Lane End. Within the rest of the area, front gardens are very short and unenclosed, and at similar depths. Open garden space around flats is informal and unenclosed.
- Landscaping and planting:* Strong, established informal planting on Wood Lane End provides it with a semi-rural, sylvan feel. Within the area, planting is relatively young and is still developing. The impression is of limited

planting to provide a degree of softening to the large extent of built development.

Views and vistas: Glimpses and views of adjacent and nearby industrial buildings.

Landmarks and focal points: None within the area.

Traffic

On-street parking: Generally high throughout.

Off-street parking: Apart from dwellings that front onto Wood Lane End, where provision is made within individual private curtilages, car parking is provided in communal areas either in front of or away from the dwellings that the spaces serve. Garage block in Romany Court.

Through routes and flows: Limited to Wood Lane End only.

Non-residential buildings

None.

POLICY STATEMENT

APPROACH: Change to character of development fronting Wood Lane End acceptable.
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<h3>SCOPE FOR RESIDENTIAL DEVELOPMENT</h3>

<h4>Opportunity Area</h4>

<p><i>Greenfield development:</i> No opportunities.</p>

<p><i>Redevelopment:</i> Acceptable in plots fronting onto Wood Lane End where the requirements of the Development Principles are met.</p>
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<p><i>Plot amalgamation:</i> Encouraged between plots of dwellings fronting onto Wood Lane End.</p>

<p><i>Infilling:</i> May be acceptable according to the Development Principles.</p>

<p><i>Conversion of dwellings into smaller units:</i> May be acceptable in larger dwellings fronting onto Wood Lane End.</p>
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DEVELOPMENT PRINCIPLES

Housing

Design: No special requirements.

- Type:* Flats and terraced houses are acceptable and are encouraged. Semi-detached houses may be acceptable if they are of a similar size and character to terraced houses (both existing and proposed) within the area.
- Height:* Should not normally exceed two storeys.
- Size:* Small dwellings are appropriate and are encouraged. Medium to large sized dwellings will not normally be permitted.
- Layout:* Dwellings should be laid out in blocks generally sited at right angles to each other. Strong building lines should be maintained and created. Spacing is acceptable in the close (less than 2 m) range.
- Density:* Development should be provided within the (35 to 50 dwellings/ha (net)) and very high (exceeding 50 dwellings/ha) density ranges.

Amenity

Amenity land: To be retained. The loss of areas of amenity land to built development or enclosure within residential curtilages is not acceptable will not normally be permitted. Additional provision of areas of amenity space will be expected as part of new development proposals.

Front gardens and forecourts: Should be short in length, and unenclosed. They should be generally comparable to those on nearby and adjacent plots in depth and size.

Landscaping and planting: Schemes for new development should, where appropriate, include proposals to close off public views of nearby and surrounding industrial development. Existing planting should be retained, and where possible, enhanced.

Views and vistas: See *landscaping and planting* above.

Landmarks and focal points: No special requirements.

Traffic

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

Off-street parking: Should normally be accommodated within communal areas or garage blocks.

Through routes and flows: All traffic must pass through Wood Lane End to access development within the area.

Non-residential buildings

No special requirements.

Development within the plot

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

Detail: The use of the architectural style, colour, proportions and detailing as on the parent building is required.

Curtilage buildings: Will not normally be permitted forward of the front wall of a dwelling fronting a highway, except for the residential plots that front onto Wood Lane End, where proposals may be acceptable if the character and appearance of the street scene is not harmed.

Means of enclosure: The enclosure of front areas by structures over 1.0 m in height will not normally be permitted.

Private landscaping: Strongly encouraged throughout.