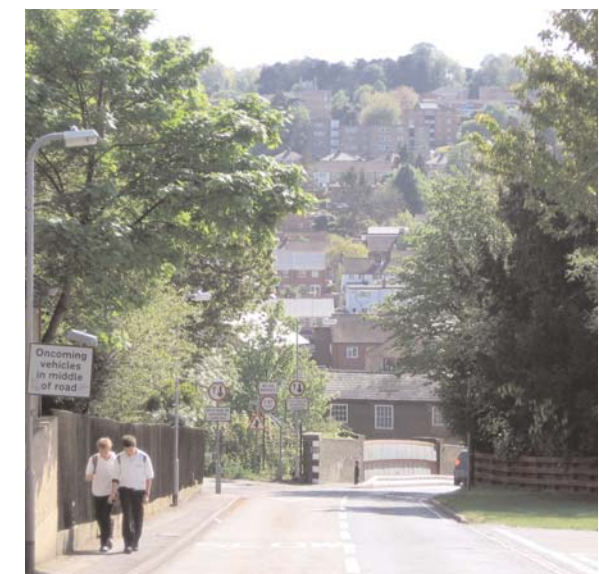


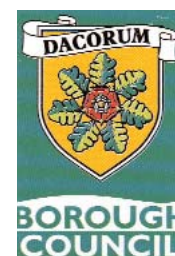
DACORUM

URBAN DESIGN ASSESSMENT

BERKHAMSTED



**Final Report
January 2006**



urban
practitioners



CONTENTS

1. INTRODUCTION	1
2. URBAN DESIGN GUIDELINES	2
3. BERKHAMSTED - TODAY	3
4. BERKHAMSTED - HISTORY	5
5. STRATEGY PLAN AND SETTLEMENT PRINCIPLES	6
6. URBAN DESIGN ZONES	7
7. URBAN DESIGN GUIDELINES	8
8. URBAN DESIGN ASSESSMENT	23
<i>MAKING PLACES</i>	23
<i>CONTINUITY AND ENCLOSURE</i>	32
<i>MAKING CONNECTIONS</i>	38
<i>QUALITY OF THE PUBLIC REALM</i>	41
<i>LEGIBILITY</i>	43
9. KEY ISSUES, SENSITIVITIES, CAPACITIES AND OPPORTUNITIES	45
10. CONSULTATION WORKSHOP	50



INTRODUCTION

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

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

STRATEGY PLAN and SETTLEMENT PRINCIPLES

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

URBAN DESIGN ZONES

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

URBAN DESIGN ASSESSMENT

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

OPPORTUNITIES, SENSITIVITIES and CAPACITIES

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

CONSULTATION WORKSHOP

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

URBAN DESIGN GUIDELINES and CASE STUDIES

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

Case Studies

The case studies apply the various classifications of the guidelines to create a range of recommended possibilities for each Urban Design zone. Depending on the zone, case studies may suggest applying 'typical' conditions, 'enhanced density' conditions, or 'increased density' conditions relative to the surrounding character. The case study drawings which follow each zone's guidelines are illustrative only, particularly as it regards car parking and amenity space.

Both the guidelines and case studies dedicated to each zone are divided into two categories, **infill** and **block** sites. A block site is considered to be an site area greater than 0.35 hectares, with dimensions of no less than (approximately) 50 metres by 70 metres. Block sites, due to their size, have greater latitude to introduce new densities and characteristics into an urban design zone. Examples are shown at the far right.

Decisions on when to apply 'enhanced' or 'increased' densities with regard to block sites would depend on the block's relative adjacency to other land uses. Blocks within approximately 400 metres of significant public transport connections, significant A1 and A3 land uses, and primary schools would be potential sites for increased densities, depending on significant view corridors or other considerations. For the purposes of the urban design guidelines, a circle with a radius of 300 metres (it is assumed that most paths to the given land use node/transport hub will not involve straight routes) has been drawn - centring on transport hubs, retail centres or schools - to determine this area of potentially increased densities. Family housing should be encouraged as part of any development seeking increased development within the radius of the school.

Alternately, increased densities should potentially be discouraged within approximately 100 metres of green belt land, forming 'the Protected Density Zone'. The determination of minimum block size and the relationship to adjacent land uses has drawn advice from the *Urban Design Compendium*, produced by Llwyn-Davies for English Partnerships and The Housing Corporation in 2000. Designated view corridors would also potentially serve to discourage taller building heights. The view corridors should be reviewed on a case-by-case matter. The guidelines rely on criteria comments and classifications. These classifications are set out below:

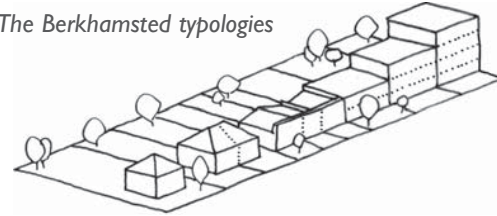
Building types

Building types considered for Berkhamsted include:

- Terraced housing

- Semi-detached housing
- Detached housing
- Two-storey block of flats
- Three-storey block of flats
- Four-storey block of flats

The Berkhamsted typologies



Architectural styles

Architectural styles within the Urban Design zones have been very broadly organised according to the type of roof pitch. The facade applied to terrace buildings generally denotes a more urban character.



Building heights

Building types considered for Berkhamsted includes:

- One-storey
- Two-storey
- Three-storey
- Four-storey

Density

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

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

The diagrams and drawings at the end of this section illustrate the generic typologies, plot sizes and setbacks that have been considered.

Building lines

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

- Large setback (6 - 9 metres, depending on the building height)
- Medium setback (3 - 6 metres)
- Minimal setback (0 - 3 metres)

Building orientation

Building orientation impacts urban design in terms of:

- Building orientation toward street front
- No particular building orientation

Pattern of open spaces

Topography impacts on urban design in terms of:

- Divided front gardens
- Shared front gardens

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

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

Parking

Parking options can be classified as:

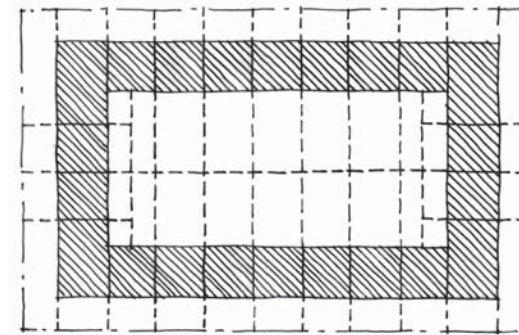
- On-street parking
- On-site communal parking
- On-site individual parking

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

Block samples

The block samples were designed on the basis of the minimum block size of 50x70 metres (0.35 ha). The approximate density per hectare has been calculated by multiplying the number of units in each respective layout by three (or 1.05 has) Because of the constraints of this block, the close block development is much less dense than the perimeter block layout. Given larger blocks, the density of the perimeter block would likely be less. In addition, the size of the setbacks in larger blocks would have a greater impact on the density.

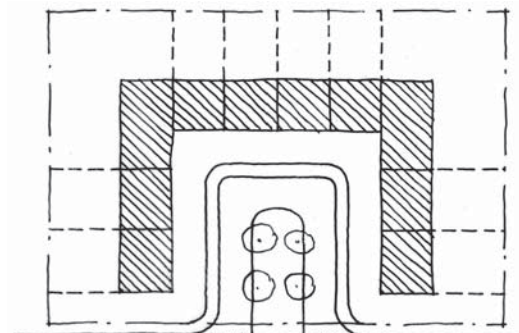
Minimum perimeter block



Two-storey terrace blocks (50 x 70m) = 66 dph

3/4-storey terrace blocks (50 x 70m) = 132 dph

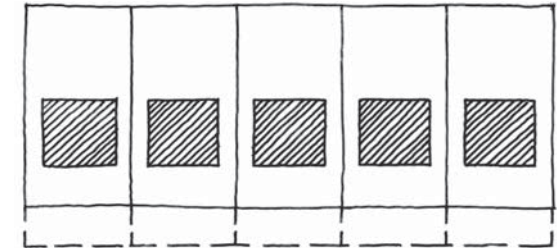
Minimum close development block



Two-storey terrace close 50 x 70 m = 30 dph

3/4-storey close, 50 x 70 m = 60 dph

Infill samples

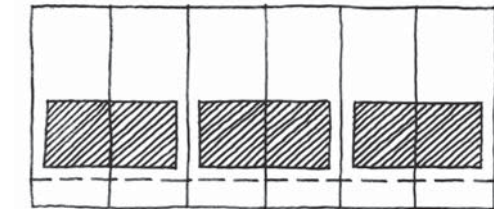


Detached housing, medium setback = 31 dph

(Assumes 5m setback, 11.5m rear garden, 13m x 25m plot)

Detached housing, large setback = 26 dph

(Assumes 10m setback, 11.5m rear garden, 13m x 30m plot)

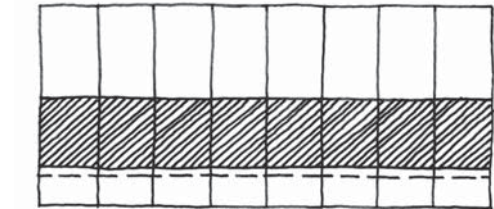


Semi-detached housing, medium setback = 42 dph

(Assumes 3.5m setback, 11.5m rear garden, 9.5m x 25m plot)

Semi-detached housing, no setback = 49 dph

(Assumes no setback, 11.5m rear garden, 9.5m x 21.5m plot)



Two-storey terrace housing, medium setback = 57 dph

(Assumes 4m setback, 11.5m rear garden, 7m x 25m plot)

Two-storey terrace housing, no setback = 68 dph

(Assumes no setback, 11.5m rear garden, 7m x 25m plot)

3/4-storey terraces with flats, medium setback = 104 dph

(Assumes 4m setback, 11.5m rear garden, 7m x 25m plot)

BERKHAMSTED - TODAY

Physical Location

Berkhamsted is a traditional market town located west of Hemel Hempstead and southeast of Aylesbury. Berkhamsted is situated at the base of the Chiltern Hills in Hertfordshire's Bulbourne Valley. The town is situated 25 miles (40km) northwest of London and is accessible from the A41 via the M25, M1 and M40 motorways. The Grand Junction Canal runs through the centre of the town.

When the area of Berkhamsted is referred to within this report it should be understood to include the parish of Northchurch.

Transport Connections

The West Coast Line connects Berkhamsted Station to London Euston (trains run three times every hour and take approximately 35 minutes) and Birmingham to the north. There are also connections for long-distance express services further north at Watford or Milton Keynes. The town is a fifteen minute drive to the M1 and M25 and Heathrow and Luton are approximately one hour drive from Berkhamsted.

Population and population density

Berkhamsted, including the urban area of Northchurch Parish, is a small to medium sized country town with a combined population of approximately 19,000 (Northchurch Parish has a population of 2,281). The three wards that make up Berkhamsted (Berkhamsted East, West and Castle) have a total area of 1,278 hectares with an average population density of 14.53 persons per hectare. Northchurch Ward comprises 1502 hectares and has a population density of 1.77 persons per hectare.

Social composition

The mean age of the entire population of Berkhamsted is 38.74 and the number of residents aged 16-74 is 11,870. The number of unemployed residents is 220 and the number of those in retirement is 1,553. There are a total of 6,810 residential dwellings in the three wards of which comprise Berkhamsted. For all three wards the average percentage of people aged 16-74 with no qualifications is 16.36% and the average percentage of people aged 16-74 with the highest qualification attained at level 4/5 is 37.48%. The ethnic composition of the town is largely White British residents.

Planning policy context

Berkhamsted is designated in the Draft Regional Spatial Strategy as a market and other town. Policy 2 of the Dacorum Local Plan 1991-2011 designates Berkhamsted as a town whilst policy 39 gives Berkhamsted a retail designation of town centre. Some areas of Berkhamsted fall within accessibility zones 1-3 which means that parking provision as part of new development will be restricted.



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BERKHAMSTED TODAY

Opportunities for development in the town are more limited than those in Hemel Hempstead as it is constrained by its small size, however Berkhamsted Hill is designated as a major development site located within the Green Belt.

Berkhamsted town centre is a designated Conservation Area and as such development is restricted. Berkhamsted is also the location of Ancient Monuments and Areas of Archeological Significance which are listed below

Ancient Monuments

- Grim's Ditch
- Site of Roman Buildings north of Berkhamsted Castle
- Berkhamsted Castle

Areas of Archeological Significance

- Grim's Ditch
- Brick Kiln Cottage, Berkhamsted Common
- Chesham Road A41

Berkhamsted Town Centre Strategy (from Dacorum Local Plan 1991-2011)

In Berkhamsted a number of planning issues need to be addressed. New out of town and edge of town centre retail facilities have recently opened up, competing with and challenging the town centre. The strategy aims to sustain the core retail function of the centre, calm traffic and to conserve and enhance the town centre environment with reference to retention of its appearance, character and atmosphere as a small town centre. The strategy sets out a policy framework to facilitate this occurrence.

The policies aim to achieve the following in Berkhamsted Town Centre:

- Promote the mix of uses within the town centre
- Preserve and enhance the appearance of the Conservation Area
- Encourage residential uses, particularly through the use and re-use of upper floors of retail premises
- Reduce traffic speed
- Improve the pedestrian environment and pedestrian routes
- Improve facilities for special user groups such as cyclists and disabled people
- Improve pavement space
- Introduce more planting and landscaping and improve street furniture

Conservation Area Character Appraisals and Policy for Berkhamsted (taken from Supplementary Planning Guidance Area Based Policies May 2004)

The size and complexity of the area has meant that it has been divided into three identity areas: The High Street, Grand Union Canal and Charles Street. The boundaries and general conservation approach to these

areas are defined and a historic background is provided. The overall character appraisal notes that Berkhamsted is a provincial market town consisting of areas of varying character, appearance and few open spaces.

Character appraisal and Identification of problems and opportunities for the three areas:

The High Street Identity Area

- Incorporates the commercial centre of the town and is interspersed with residential areas
- Made up of buildings which span eight centuries
- Great variety of both scale and design characterises the area
- There is no precise start or finish to the High Street.
- The enhancement of a possible star in the south east is desirable
- There are several examples of excellent traditional shop fronts
- The general approach with regard to conservation policies is to maintain the diversity of uses, designs, heights of buildings, roofscapes and materials and to minimise that which detracts from this character

Grand Union Canal

- More scope for improvement of the canal setting and River Bulbourne exists
- The canal is important but partially hidden away from the town
- The ruins of Berkhamsted Castle and the surrounding trees make a significant contribution to the character and appearance of the area
- The general approach with regard to conservation policies is to grasp all opportunities for the enhancement of the canalside environment whilst ensuring that new development preserves or enhances the character of the conservation area.

Charles Street

- The area north and south of Charles Street is mostly residential
- There are some poor examples of modern development which detract from local character
- Most of the houses in this area do not have scope for any off-street parking, and off-street parking attempts have generally been unsuccessful
- The general approach with regard to conservation policies is to control inevitable development changes in this area to ensure that the southern suburban context for the central areas is conserved

For all three identity areas a series of principles for new development proposals are set out.

General Landscape Features of Berkhamsted (taken from Supplementary Planning Guidance: Landscape

Character Assessment for Dacorum May 2004)

Berkhamsted is surrounded by six different landscape areas: Berkhamsted Castle and Valleys, Ashridge, Lower Bulbourne Valley, Bourne Gutter and Hockeridge Bottom, Ashlyns and Wiggington Plateau, Upper Bulbourne valley

- Land cover and land use
Predominantly woodland to the north and east and open fields, farmland to the south and west. Secondary land uses are pastoral and recreational, including canal basins, locks, barges, bridges and canal architecture to the west.
- Transport patterns
The area is predominantly networked by minor roads, however the A41 transverses the area to the south and west.
- Key characteristics
Recreational uses, such as playing fields are located in close vicinity to the fringes of Berkhamsted, farm estates tend to be individual and scattered, there is deer grazing to the north of the area.

BERKHAMSTED - HISTORY

Berkhamsted lies in the valley of the River Bulbourne and the spine of the town, the High Street, runs parallel to it. The valley provided an important route through the Chilterns and carried the Roman road Akeman Street, which ran from London via St Albans (Verulamium) to Chester.

There is some evidence of roadside settlement during the Roman period, but recent Archeological evidence has suggested that Berkhamsted's origins are essentially Saxon. After the Norman Conquest in 1066 a castle was built to the north of the river whilst the town grew up along Akeman Street, in preference to the marshy ground in the valley bottom.

Medieval Berkhamsted prospered from trade along the highway and later on, from the wool trade. A market was licensed and laid out on a long, tapering shape next to the town's considerable parish church of St Peter's, which was started around 1200. St Peter's may have replaced a smaller Norman church on the same site. There is also evidence that St Mary's Church in Northchurch has Saxon origins.

The castle was occupied until 1495, after which much of its stonework was removed to build the Elizabethan mansion of Berkhamsted Place, some 500 metres beyond the castle earthworks, as well as other buildings around the town.

In the 18th century Akeman Street became part of the turnpike network and tolls were levied for its use.



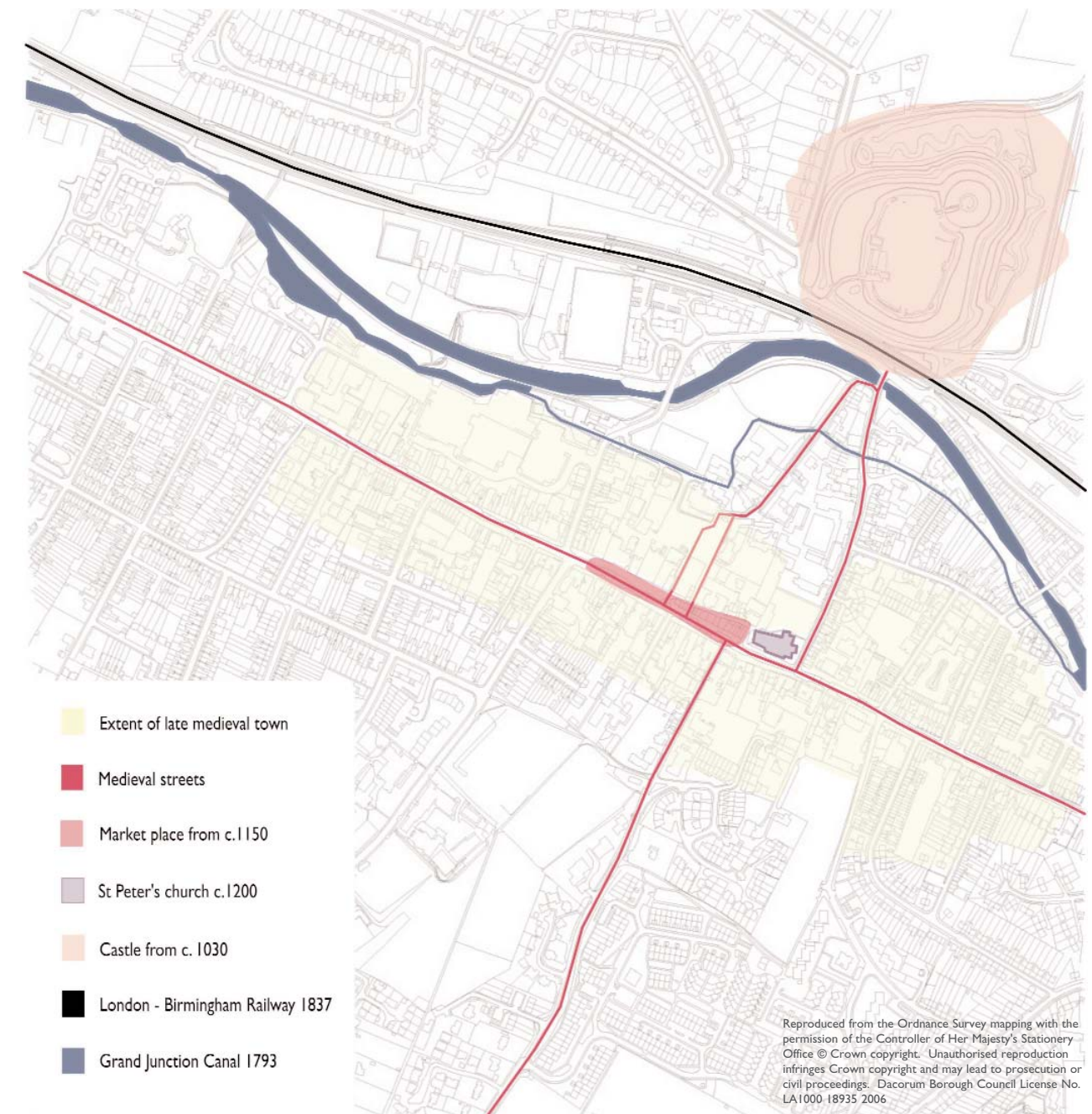
A 19th century photograph of the Berkhamsted High Street (Courtesy of the Hertfordshire County Records Office)

Many coaching inns thrived along its route, including in Berkhamsted the Kings Arms and the Crown. Berkhamsted was a centre of religious non-conformity from the 17th century and numerous chapels were built in the town.

The Grand Union canal reached Berkhamsted in 1798 and was followed in 1837 by the London to Birmingham railway. The railway line was laid to the north of both the canal and the river, clipping the castle

remains in the process. During this time brewing, malting and straw plaiting were recorded as the town's main industries.

In the twentieth century Berkhamsted grew significantly, with new schools and houses rising up the valley slopes to the south of the High Street and westwards toward the village of Northchurch. Industrial development has mostly been confined to the low-lying land on the valley floor and until recently the canal and railway line has held back growth to the north.



Map information courtesy of the Hertfordshire County Council Historic Environment Unit.

STRATEGY PLAN AND SETTLEMENT PRINCIPLES

Urban Design zones

- A The Town Centre zone (1) should protect its historic character and maintain a land use mix that encourages activity accessible by pedestrians and vehicles. Building up to four storeys on the High Street and low-rise high density is encouraged on the gridded side streets.
- B The In-town High Density zone (2) should provide quality high to very high density housing with strong links to the town centre and the train station. Building heights could range from two to four-storeys.
- C The Inner zone (3) should provide quality low-rise, generally medium density housing which accentuates the existing street morphology and topography.
- D The Northchurch residential area (4) should continue to support its existing character of semi-detached housing, with densities raised from very low to low and medium.
- E The Peripheral zone (5) currently has generally detached housing on large plots at very low densities. Any new development should be incorporated at low density.
- F Increased density zones: A number of increased density zones have been determined due to proximity to shops, transport, employment areas and schools.

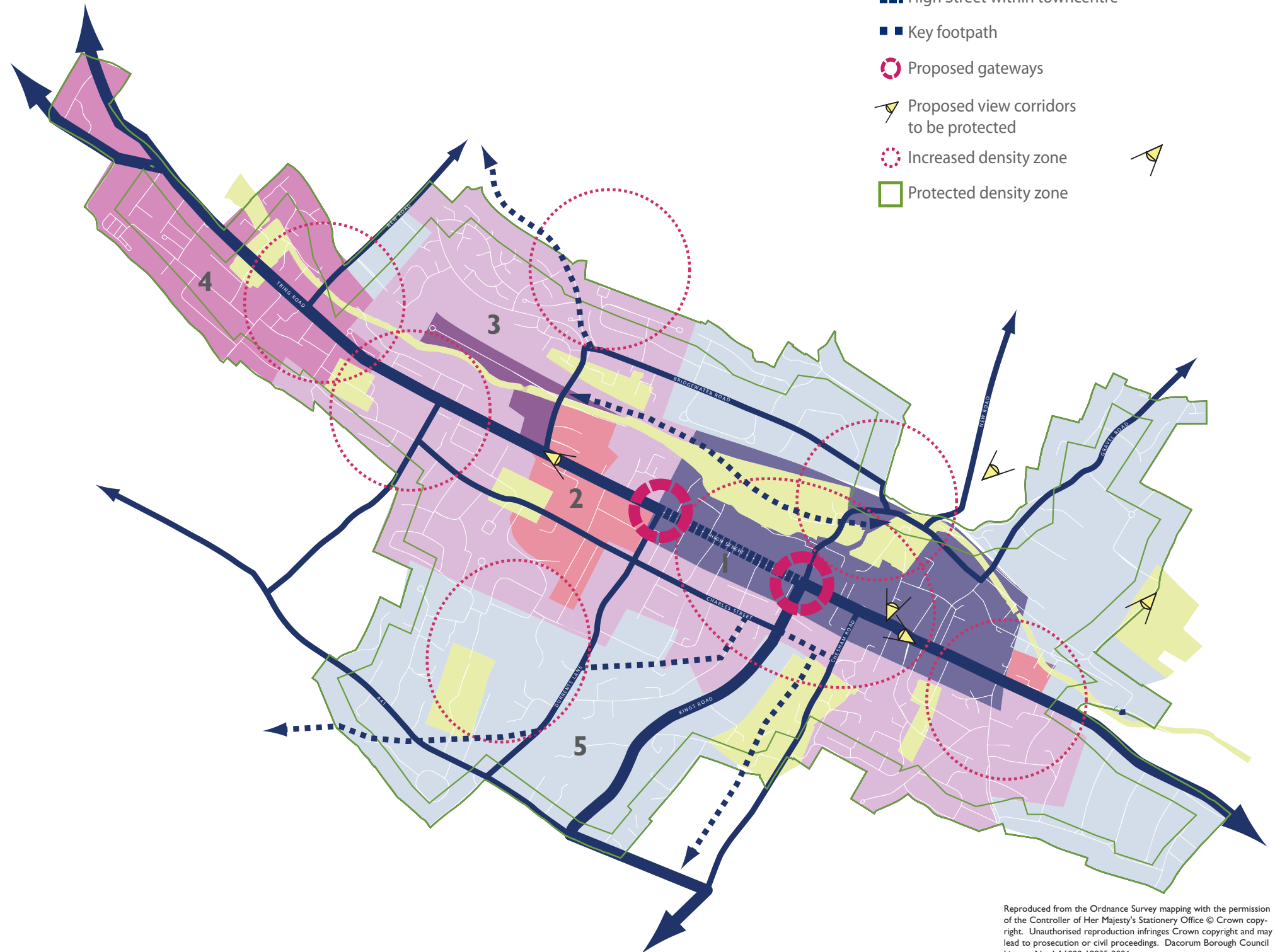
Circulation

- G The primary distributors (including the High Street before the town centre and Kings Road) should facilitate through traffic, ensuring that two-way traffic is prioritised over on-street parking, with efforts made to include cycling routes.
- H District distributor roads should facilitate through traffic, ensuring that two-way traffic is prioritised over on-street parking, with street design to ensure calmed traffic.
- I The High Street (local distributor) within the town centre should be considered as an activity zone which prioritises High Street uses, such as pedestrian crossings, over through traffic. Through traffic should be discouraged.
- J Access roads (residential streets) should encourage on-street parking, with the exception of in the Peripheral zone and select streets within the town centre.
- K Footpaths should be considered as significant pedestrian routes which receive design attention.

Views

- L Due to Berkhamsted's valley location there are several scenic views across Berkhamsted from both sides of the valley, and out of Berkhamsted into the Green Belt.
- M There are several strong view corridors within Berkhamsted's town centre, particularly along the Grand Union Canal and the High Street. These views should be protected, and the impact of the massing, height and architectural quality of any new development within the view corridor should be considered in a design review.

- 1 Town Centre
- 2 In-town High Density Area
- 3 Inner Zone
- 4 Northchurch Residential
- 5 Peripheral Zone
- Employment Zone
- Designated open land
- Primary vehicular route
- Secondary vehicular route
- High Street within towncentre
- Key footpath
- Proposed gateways
- Proposed view corridors to be protected
- Increased density zone
- Protected density zone



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URBAN DESIGN ZONES



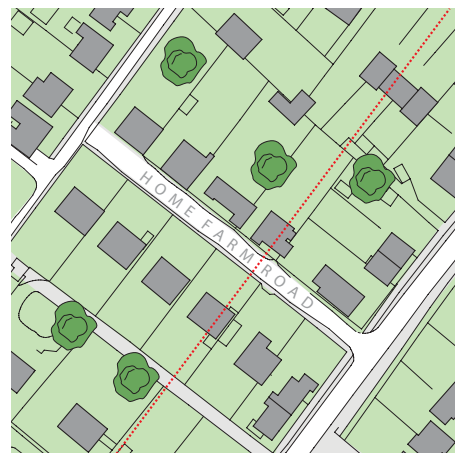
Town centre zone
 The town centre character area is bounded by the train line (to the north), Charles Street (to the south), Cross Oak Road (to the west) and Holiday Street (to the east). The area has a dynamic mix of active High Street uses, open space, train station, and a generally Victorian residential area. Along the High Street, residential uses above ground floor retail is encouraged. The side streets should have high to very high densities.



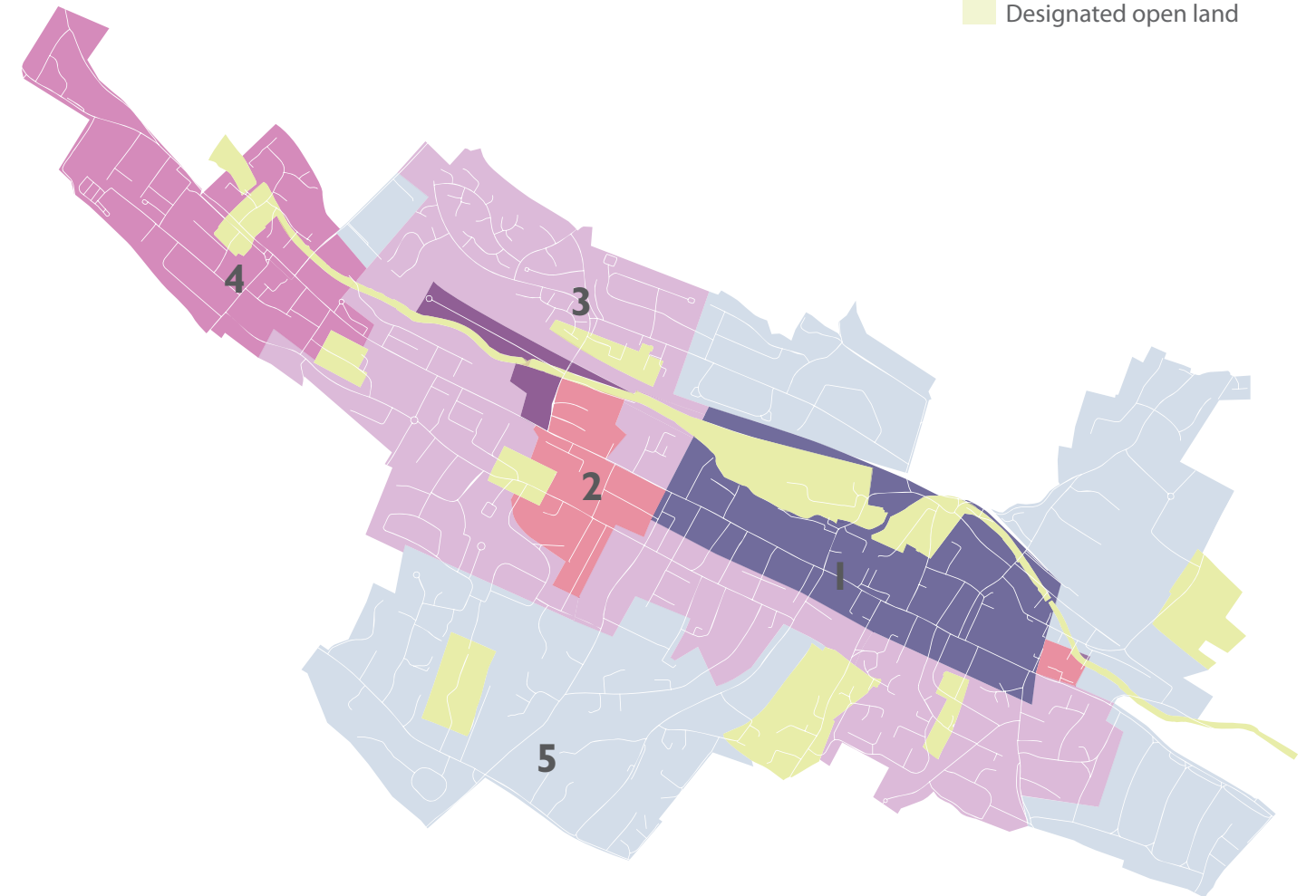
In-town high-density zone
 The 'in-town' developments are frequently of higher densities, including places like Riverside Gardens where densities are up to 70 units per hectare, including low-rise terraces with negligible setbacks and taller purpose-built flats. The areas are in close proximity to the town centre and should be seen as an in-town high density areas with building heights of three to four storeys. Efforts should be made to facilitate connections to the Canal towpath and adjacent open land.



Inner zone
 This residential area has densities ranging from very low to medium with a range of street pattern types, including curvilinear and cul-de-sacs. The houses include predominantly semi-detached, with a significant number of detached houses and some terraces and some purpose-built flats. The setbacks tend to be large, but the houses are more closely built than in the peripheral zone. New development should be encouraged to build semi-detached and detached buildings on infill sites, with three-storey flats on block sites.



Northchurch residential zone
 By 1766 Northchurch had extended as ribbon development northwest along the valley above the Bulbourne. The neighbourhood was redeveloped in the 1940s and early 1950s, providing the area with a cohesive character. The area is generally very low to low density with houses generally two-storeys, detached or semi-detached, with large setbacks. New development should be encouraged to have low to medium densities.



- 1 Town Centre
- 2 In-town High Density Area
- 3 Inner Zone
- 4 Northchurch Residential
- 5 Peripheral Zone
- Employment Zone
- Designated open land



Peripheral zone
 The low density residential areas (predominantly less than 15 units per hectare) are primarily at the outskirts of Berkhamsted with a range of street patterns, including ribbon development and cul-de-sacs. The houses are predominantly detached with large setbacks and large rear gardens. The peripheral zone creates an important transition between the Green Belt and the town. Development should emphasise detached houses but with decreases to the setback and plot sizes.



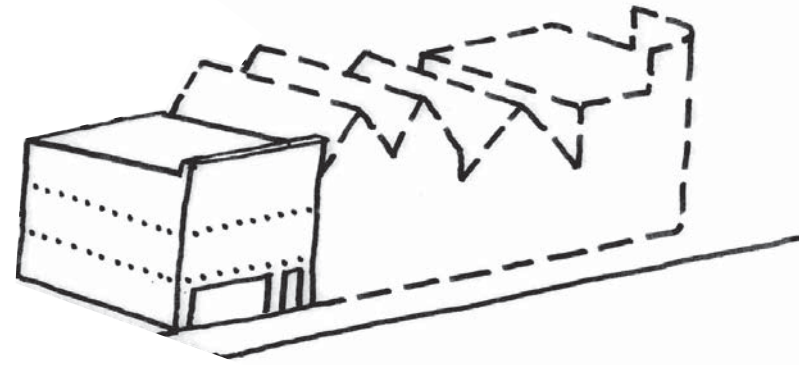
URBAN DESIGN GUIDELINES: TOWN CENTRE ZONE

Assessment Category	Criteria	Guidelines	Page Reference	*Photo Reference
Making places	Building types	The town centre has a range of building types, including early 19th century one-storey almshouses, listed public houses, inns and a courthouse. There are several terraces within the town centre and both new and old four-storey buildings. Given the width of the High Street, up to four storeys is appropriate, with ground floor retail and residential above along the High Street with high density residential buildings located off the High Street.		
	Materials / architectural styles	The town centre is made of predominantly high quality stucco or brick- many of them painted - buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay tile or slate roofing material should be encouraged. A broad stylistic approach has favoured pitched roofs with many local concerns for the 'modern' flat roofs of the newer buildings (such as the Costa Coffee and Fitness First buildings to the west of Water Lane.	23-25	20-21
	Listed buildings/ Conservation Area	The town centre retains many listed buildings and public houses ranging from the medieval period to the end of the 19th century within a large Conservation Area. Streetscape elements and furniture often conflict with the listed buildings and have conflicting motifs. The streetscape elements and furniture should reflect the town centre's historic nature.	26-28	
	Building Heights	Buildings on the High Street should generally range from three to four storeys, with buildings on the side streets generally envisioned as two-storeys for infill sites and three or four storeys for block sites.	29	
	Density	The non-residential land uses should be protected, and the replacement of non-residential uses with residential uses should be discouraged. Flats above ground floor retail uses should be encouraged. The side streets within the town centre are generally Victorian terrace buildings. These side streets should have high densities with the potential for very high densities in block sites.	30	22-21
	Topography	The town centre, located in the river valley, is the focal point for views from the valley sides, and views of the Castle and the Church should not be impeded.	32	
Continuity and enclosure	Morphology	The existing street morphology should accentuate the primacy of the High Street and the district distributors and residential access roads that extend off from it. There should be no cul-de-sac roads extending from the High Street. The footpaths running between the High Street and the Canal should be improved.	33-34	
	Building Lines	Buildings should have no setbacks from the street and pavement, and they should create an even street frontage along the pavement.	35	
	Building Orientation	The fronts of building should be facing the street , with entrances accessible from the pavement. Currently the Waitrose building presents an inactive frontage along the footpath between the High Street and the canal.	36	
	Pavements	Berkhamsted has a generous pavement width which allows for temporary uses such as a flower market. The existing pavement width should be maintained with street furniture restrictions applied so that 'clutter' is limited.		
	Pattern of open space	The pedestrian connections between the High Street and the open land along the canal should be strengthened, particularly on the footpaths that run through the Waitrose and Tesco's car parks. In addition, public space along the High Street could add significant vitality.	37	31
Making connections	Circulation, demand and linkages	The High Street within the village centre should be considered as an urban 'room' as opposed to a through 'corridor'. Kings Road should be seen as a primary distributor with its direct connection to the A41. The district distributors - Chesham Road and Cross Oak Road - should prioritise connections to residential access roads and to the A41. Pedestrian linkages to the Canal should be improved.	39	24-25
	Parking	Due to the narrowness of the residential access roads extending off of the High Street and the area's busy traffic, on-street parking causes major traffic congestion. On-street parking must be considered on a street-by-street basis along the side streets within the town centre zone to determine its viability. In addition, the supermarket car parks should be designed to improve the experience of travelling from the High Street to Canal.	40	26-27
	Land Use	The High Street has a strong presence of A1,A3 and A4 land uses along with a number of business uses. These uses are essential to the character of the town centre and should be protected and enhanced. Residential uses should be added to the High Street only as flats above ground floor retail. The presence of Waitrose and Tesco's, while adding traffic to the streets, adds considerable viability to the town centre.	38	
Quality of the public realm	Streetscape elements	Streetscape elements should fit the character of the Conservation Area. These should include such elements as street lamps, planters, fencing along the High Street, benches, bus shelters, signage and paving materials. Streetscape elements should not impede pedestrian movement on the pavement.	42	28-30
	Quality of open space	Due to its wide pavement width, Berkhamsted's High Street has many strong street trees. There are no significant public squares within the town centre, and the addition of such a space could add considerable vitality.	37	31

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

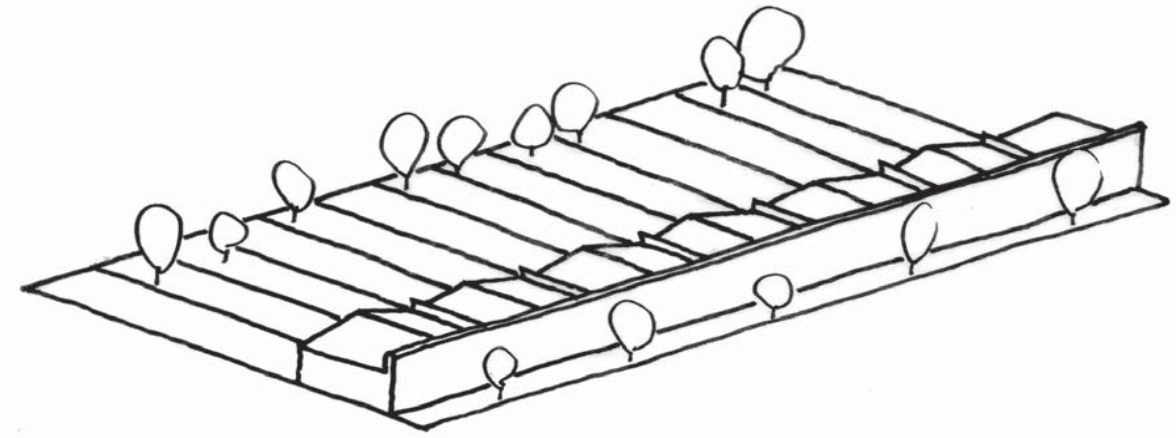
CASE STUDIES: TOWN CENTRE ZONE - INFILL SITES

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



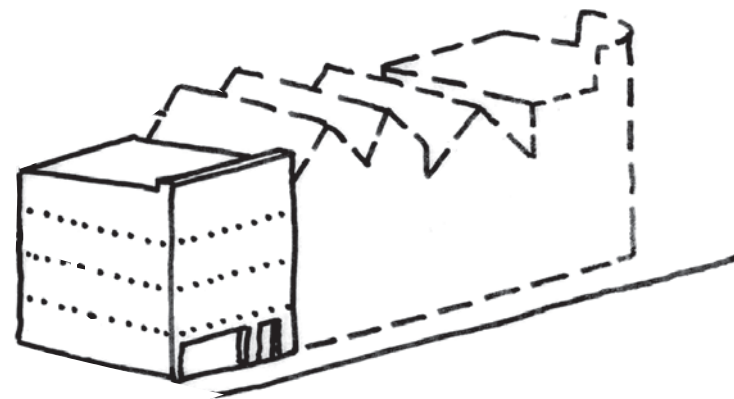
CASE STUDY TC1: Typical Density

This case study shows three-storey terrace buildings with ground floor retail and flats above. It is assumed that car parking would occur on-street or in nearby existing car parks.



CASE STUDY TC3: Typical Density

The case study above - two-storey terrace houses - would be the appropriate infill for the Victorian residential streets off of the High Street. It is assumed that car parking would occur on-street for infill sites.

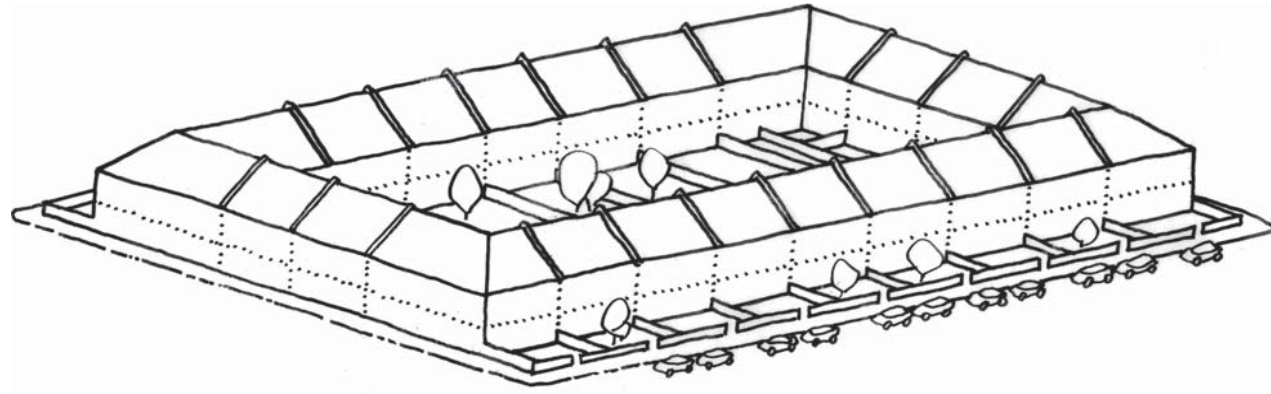


CASE STUDY TC2: Enhanced Density

This case study shows four-storey terrace buildings with ground floor retail and flats above.. It is assumed that car parking would occur on-street or in nearby existing car parks.

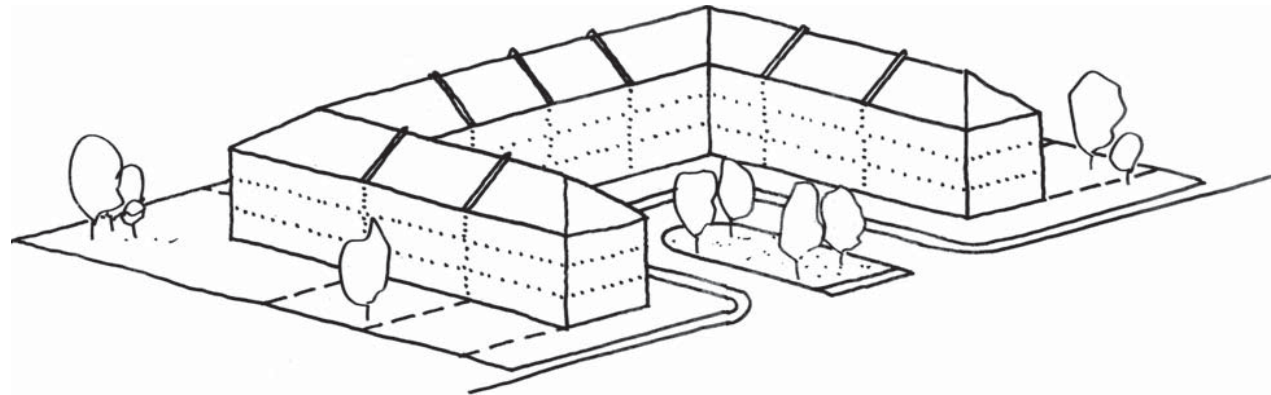
CASE STUDIES: TOWN CENTRE ZONE - BLOCK SITES

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



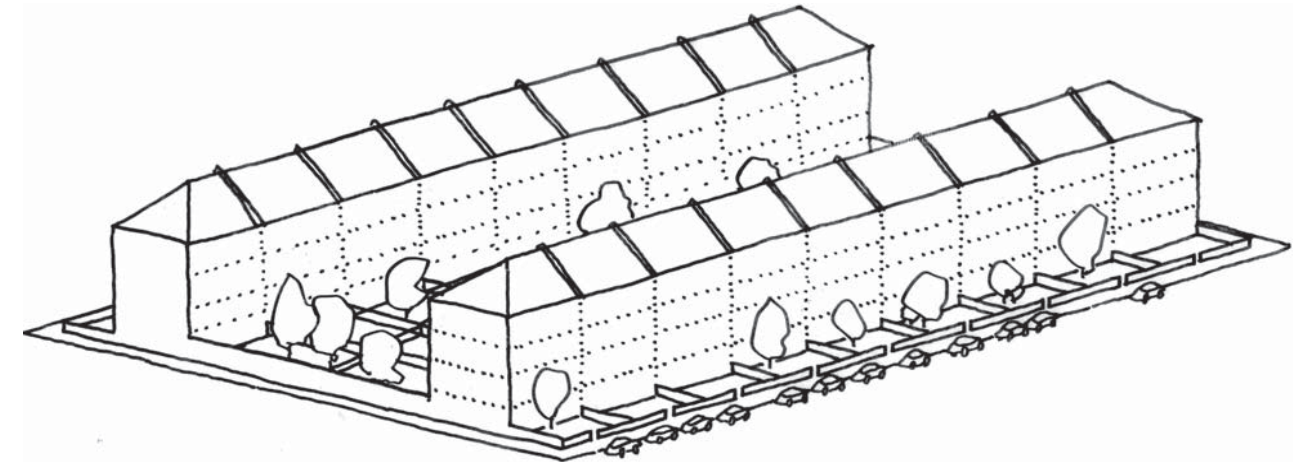
CASE STUDY TC1: Typical Density

The case study above - two-storey terrace houses with minimal setbacks - would be the appropriate block site for the Victorian residential streets off of the High Street. It is assumed that car parking would occur on-street unless narrow existing street widths dictated that parking should occur on-site or because the site is along a distributor road.



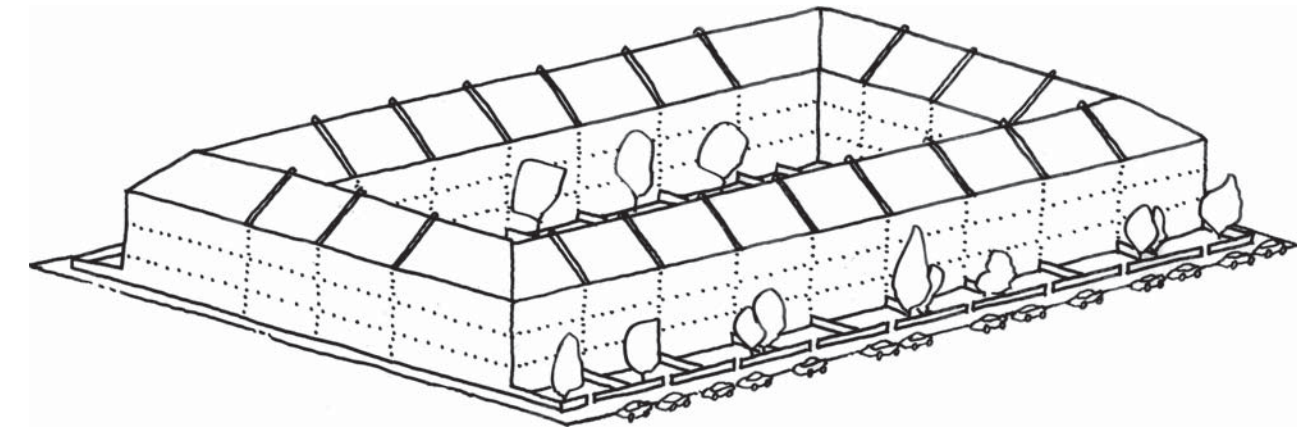
CASE STUDY TC2: Enhanced Density

The three-storey close development would be a potential enhanced density development. The close should not be located directly off of the High Street. It is assumed that car parking would occur along the close and on-street, unless narrow existing street widths dictated that parking should occur on-site.



CASE STUDY TC3: Increased Density

Four-storey terrace housing blocks with medium setbacks would be an increased density option given its proximity to transport, shops, or schools. The front and rear gardens could be treated as communal spaces, and some on-site communal parking could be provided given the town centre's congested streets. This scenario would be a logical option for undercroft parking as well.



CASE STUDY TC4: Increased Density

Three-storey terrace perimeter blocks with medium setbacks would be an increased density option given its proximity to transport, shops, or schools. The front and rear gardens could be treated as communal spaces, and some on-site communal parking could be provided given the town centre's congested streets. This scenario would be a logical option for undercroft parking as well.

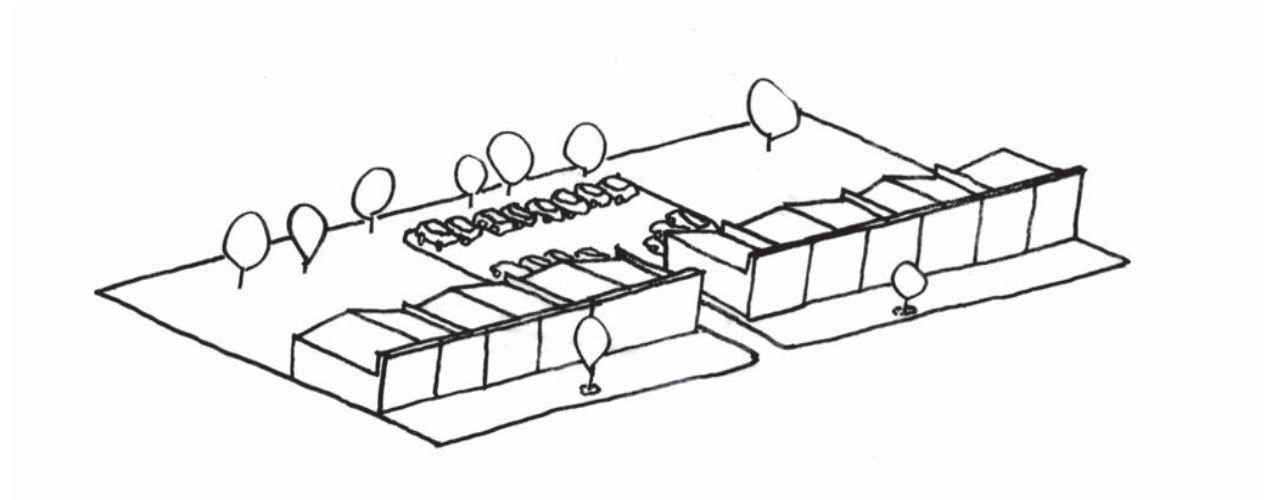
URBAN DESIGN GUIDELINES: IN-TOWN HIGH DENSITY ZONE

	Criteria	Guidelines	Page Reference	*Photo Reference
Making places	Building types	The in-town high density zone contains a range of building types, from two-storey terraces to larger purpose-built flat buildings. Infill sites should be terraces or three-storey garden flats, and block sites could be three/four-storey buildings, including terraces to blocks of flats.		
	Materials / architectural styles	The town centre is made of predominantly high quality brick buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay tile, slate roofing material should be encouraged. A broad stylistic approach should favour pitched roofs with gables.	23-25	20-21
	Listed buildings/ Conservation Area	There are three listed buildings within this zone, including Sacred Heart Church. They should be protected, particularly with the potential for higher densities within their vicinity.	26-28	
	Building Heights	Buildings on the High Street should generally be three-storeys. Infill sites should generally be two-three-storeys, whereas block sites could be three-four storeys.	29	
	Density	Densities for this zone should range from high to very high. It is assumed that any land in the Employment Area to the south of the canal-side open land that would be transferred to residential uses would be considered as part of the In-town high Density Zone.	30	22-23
	Topography	Buildings should accentuate the topography and views. Particular consideration should be given to the views into this zone and the town centre from the valley sides.	32	
Continuity and enclosure	Morphology	The existing street morphology includes through streets and dead-end streets. New development is encouraged to continue using through streets, or alternatively, create close developments.	33-34	
	Building Lines	The current building line is inconsistent with no setbacks, medium setbacks, large setbacks and several gaps. Building lines formed by new development should have medium setbacks to accommodate the potential for three-storey buildings and to signify the shift from the town centre area to the in-town residential area. Space should also be kept between any buildings created near the Canal towpath, promoting access to the open land.	35	
	Building Orientation	The fronts of buildings should be facing the street - particularly with regard to the High Street - with entrances accessible from the pavement.	36	
	Pavements	The existing pavement width on the High Street should be maintained. Street furniture, aside from streetlamps, are not essential and their absence should signify a shift from the town centre.		
	Pattern of open space	Connections to the Canal towpath are currently blocked by residential and employment uses. Any new development should endeavour to strengthen these connections. Houses should have rear gardens that back onto other rear gardens as a means of maximising wildlife habitat, privacy and sunlight. Rear gardens should also back onto the Canal so as to maximize wildlife habitat. Front gardens should be individual or communal (as there are examples of both individual and communal front gardens in this zone).	37	31
Making Connections	Circulation, demand and linkages	The High Street and London Road should be considered as primary distributors, facilitating connections out of town and to residential access roads. Billet Lane is considered to be a district distributor road. Access to the Canal-side open land should be facilitated through or along any new block developments, either by footpath or road.	39	24-25
	Parking	The primary and district distributor roads should be kept clear of on-street parking - with new block developments providing on-site parking. Residential access roads may have on-street parking.	40	26-27
	Land Use	The land uses in this zone should represent a transition from the town centre mix of uses to primarily residential uses.	38	
Quality of the public realm	Streetscape elements	Streetscape elements should be minimal, signifying the shift away from the town centre toward a primarily residential area.	42	28-30
	Quality of open space	Significant street trees and greenery along the High Street outside of the town centre would signify a shift in the zones. Connections to the Canal towpath should also be green and well-lit.	37	31

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

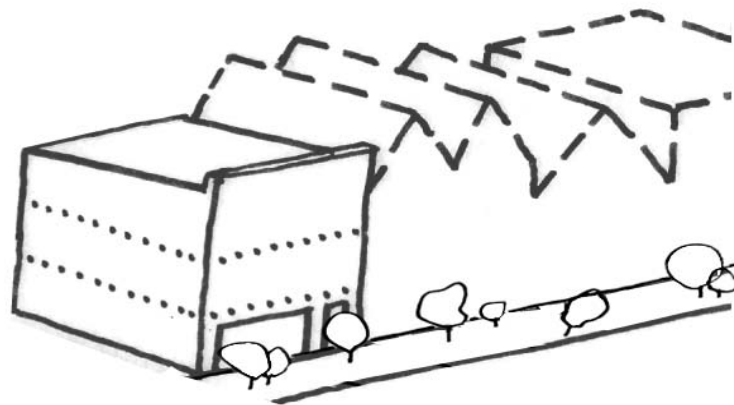
CASE STUDIES: IN-TOWN HIGH DENSITY ZONE - INFILL SITES

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



CASE STUDY HD1: Typical Density

Two-storey terrace buildings with medium setbacks along the High Street outside of the town centre and on adjacent side streets would be considered typical density and character for the in-town high density zone. Given the high density of these sites, consideration should be given to creating on-site parking, particularly if the site is located along a primary distributor.

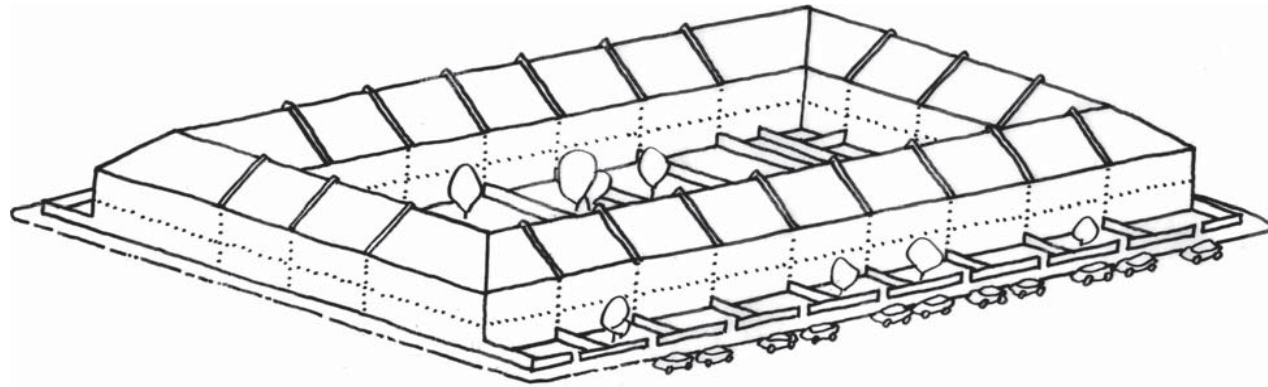


CASE STUDY HD2: Enhanced Density

This case study shows three-storey terrace buildings with medium setbacks as an appropriate infill for the in-town high density zone. Given the high density of these sites, consideration should be given to creating on-site parking, particularly if the site is located along a primary distributor.

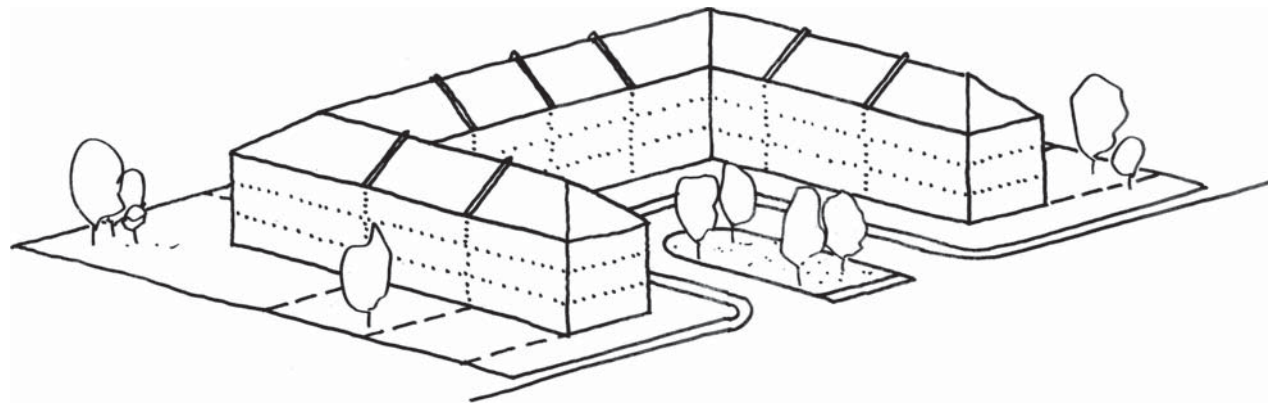
CASE STUDIES: IN-TOWN HIGH DENSITY ZONE - BLOCK SITES

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



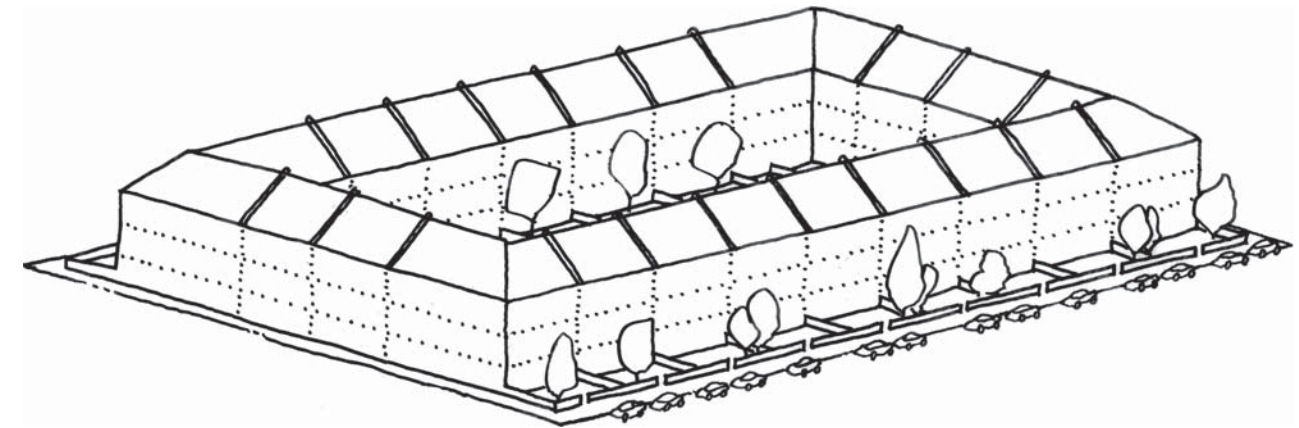
CASE STUDY HD1: Typical Density

This case study shows the typical density of the in-town high density zone - depicting blocks of two-storey terrace building perimeter blocks. Blocks would have medium setbacks and communal gardens along the High Street. Given the high density of these sites, parking could be on-street or on-site parking. If the site is located along a primary distributor, parking should be on-site.



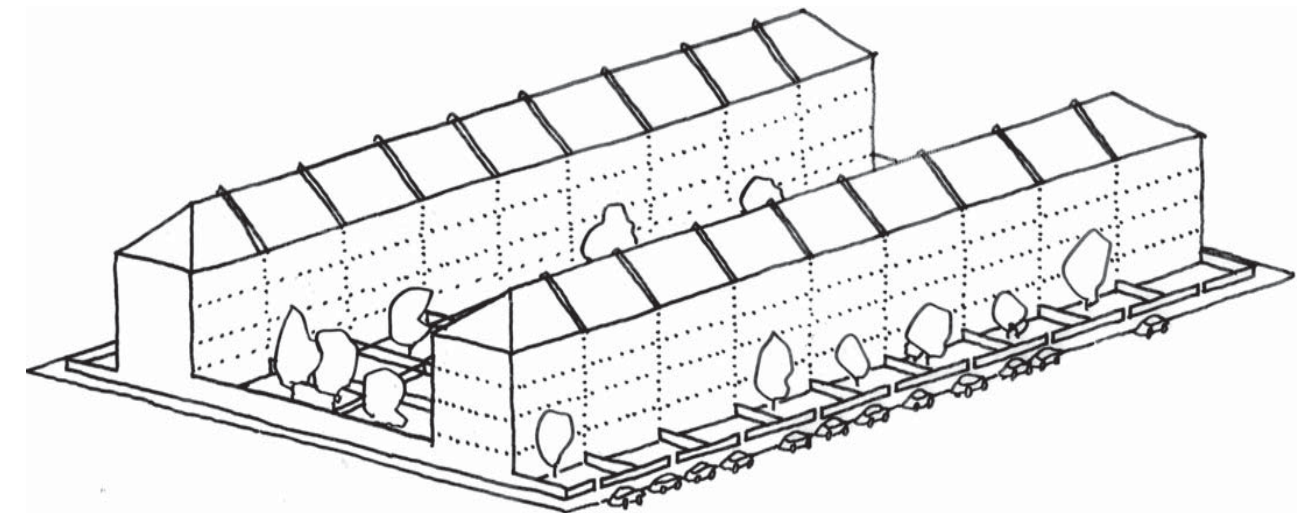
CASE STUDY HD2: Enhanced Density

The three-storey close development would be a potential enhanced density development. Given the high density of these sites, consideration should be given to creating on-site parking, particularly if the site is located along a primary distributor. This scenario would be a logical option for undercroft parking as well.



CASE STUDY HD3: Increased Density

This case study shows three-storey terraces with garden flats in a block structure. This scenario could be particularly useful as a case study for family housing within the designated zones of increased density within proximity of schools. Given the high density of these sites, consideration should be given to creating on-site parking, particularly if the site is located along a primary distributor. This scenario would be a logical option for undercroft parking as well.



CASE STUDY HD4: Increased Density

Four-storey terrace housing blocks with medium setbacks would be an increased density option given its proximity to transport, shops, or schools. The front and rear gardens could be treated as communal spaces. Given the high density of these sites, consideration should be given to creating on-site parking, particularly if the site is located along a primary distributor. This scenario would be a logical option for undercroft parking as well.

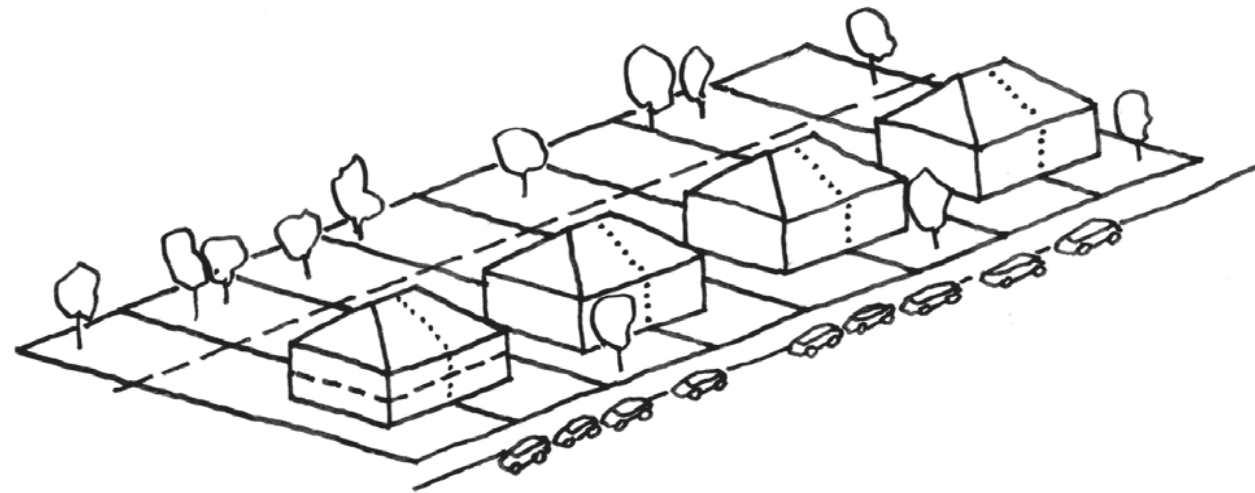
URBAN DESIGN GUIDELINES: INNER ZONE

	Criteria	Guidelines	Page Reference	*Photo Reference
Making places	Building types	The existing building types include purpose-built flats, terraces, semi-detached and detached buildings. The primary typologies should be terraces and semi-detached buildings . Blocks within the appropriate distance of land uses justifying increased densities could include three-storey terraced buildings with flats .		
	Materials / architectural styles	The inner zone buildings are predominantly brick buildings. Traditional brickwork should be favoured over modern wirecut bricks. Clay tile or slate roofing material should be encouraged. A broad stylistic approach should favour pitched roofs in this zone, and flat roofs should be avoided.	23-25	20-21
	Listed buildings/ Conservation Area	The town's main Conservation Area extends into the inner zone, particularly along Kings Road and Cross Oak Road to the south of the High Street. This area addresses the Victorian streets and the Berkhamsted Collegiate School buildings. Efforts should be made to preserve the Victorian street grid and terraces.	26-28	
	Building Heights	Buildings should generally be two-storeys . New blocks that are potential sites of increased density could include three-storey buildings .	29	
	Density	The existing densities range from very low to high. In general the area's density should be medium to high, with particularly opportunities in new block sites to have very high (60+) densities.	30	22-23
	Topography	There are strong views northward across the valley from the inner zone area south of the High Street.	32	
	Continuity and enclosure	Morphology	The existing gridded Victorian street should be protected and expanded wherever possible. Through streets would be preferable to cul-de-sacs and dead-end streets, and close developments would be possible within tight block developments.	33-34
Building Lines		The existing buildings range from no setback to large setbacks. The historic Victorian gridded streets should have no setbacks, and the zone as a whole should have medium setbacks. Blocks sites with potential for increased densities could potentially have no setbacks.	35	
Building Orientation		The fronts of building should be facing the street , with entrances accessible from the pavement.	36	
Pavements		All new developments should have pavements along the roads. Efforts should be made to discourage cars from parking along the pavements.		
Pattern of open space		Houses should have rear gardens that back onto other rear gardens as a means of maximising wildlife habitat, privacy and sunlight. Front gardens should be individual or communal (as there are examples of both individual and communal front gardens in the inner zone).	37	31
Making Connections	Circulation, demand and linkages	Kings Road is a primary distributor which connects the High Street to the A41. The road should prioritise through traffic and avoid on-street parking that would obstruct traffic. Chesham Road and Bridgewater Road should be considered district distributors facilitating traffic movements into residential access roads.	39	24-25
	Parking	Efforts should be made to discourage cars from parking along the pavements. On-street parking should be encouraged for residential access roads; on-site parking should be encouraged for district distributor roads.	40	26-27
	Land Use	N/A	38	
Quality of the public realm	Streetscape elements	Benches may be appropriate at particular viewing points.	42	28-30
	Quality of open space	There are important footpaths that connect to the Green Belt. These footpaths should be protected and enhanced.	37	31

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

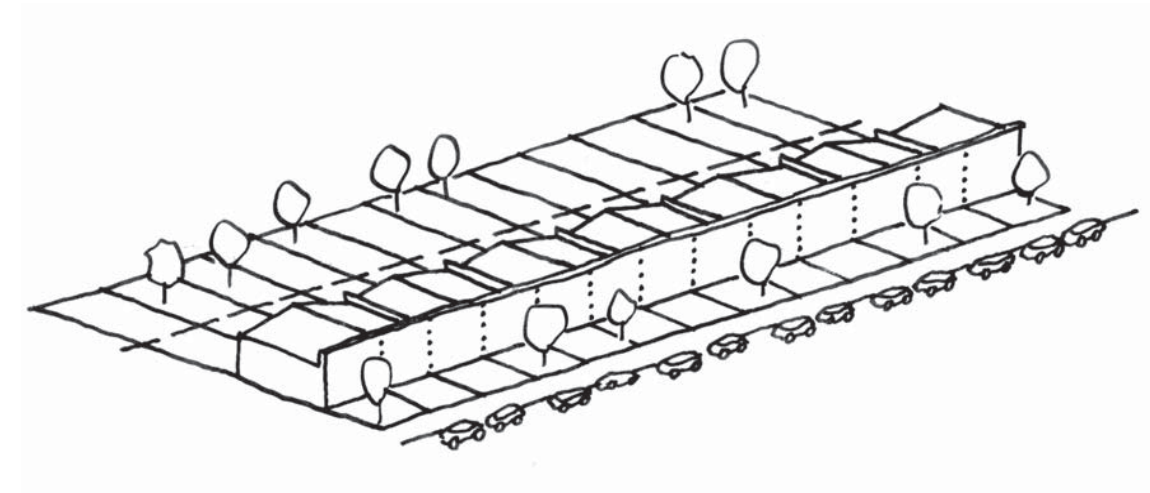
CASE STUDIES: INNER ZONE - INFILL SITES

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



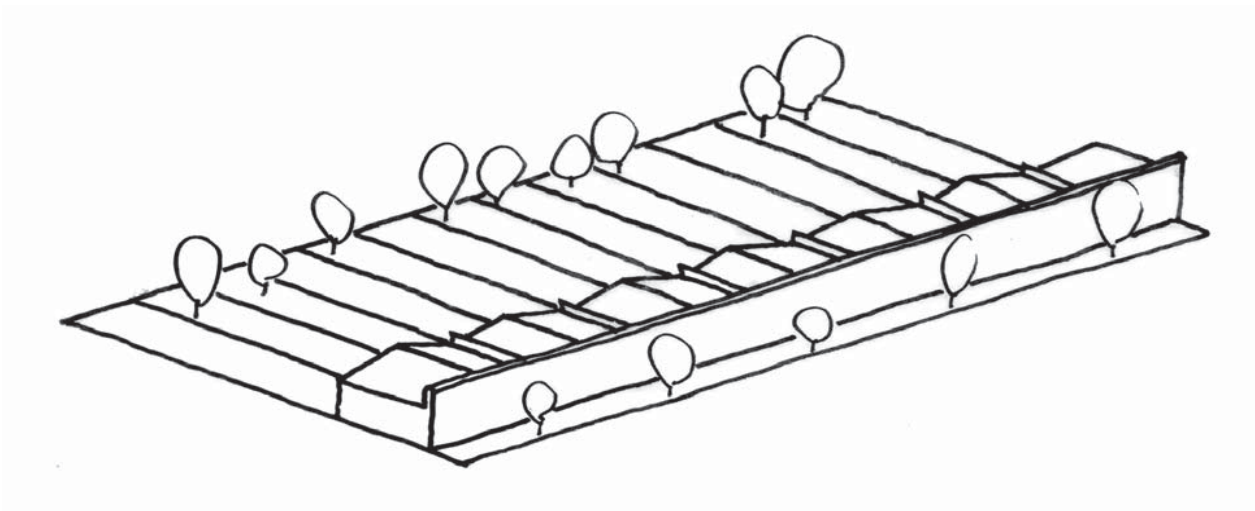
CASE STUDY I1: Typical Density

The case study above shows two-storey semi-detached houses with medium setbacks. It is assumed that on-street parking would occur on residential access roads and on-site parking would occur on distributor roads.



CASE STUDY I3: Enhanced Density

Two-storey terrace housing with medium setbacks would represent an enhanced density for this zone. Parking should occur on-street unless the site is located along a distributor road.



* CASE STUDY I2: Typical Density, historic Victorian streets only

The case study above shows two-storey terrace housing with minimal setbacks as a typical density and character on particular Victorian streets within this zone. Given the existing narrow streets, parking may need to be incorporated on-site.

* The historic Victorian terrace streets