

# DACORUM

## URBAN DESIGN ASSESSMENT

### BOVINGDON



**Final report**  
**January 2006**



urban  
practitioners



# CONTENTS

- 1. INTRODUCTION 3
- 2. URBAN DESIGN GUIDELINES 4
- 3. BOVINGDON - TODAY 5
- 4. BOVINGDON - HISTORY 7
- 5. STRATEGY PLAN and SETTLEMENT PRINCIPLES 8
- 6. URBAN DESIGN ZONES 9
- 7. URBAN DESIGN GUIDELINES 10
- 8. URBAN DESIGN ASSESSMENT 18
  - MAKING PLACES 18
  - CONTINUITY AND ENCLOSURE 27
  - MAKING CONNECTIONS 31
  - QUALITY OF THE PUBLIC REALM 34
  - LEGIBILITY 36
- 9. KEY ISSUES, SENSITIVITIES, CAPACITIES AND OPPORTUNITIES 38
- 10. CONSULTATION WORKSHOP 43



## INTRODUCTION

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

'Bovingdon - Today' describes the village's basic characteristics, including location, transport connections, population and social composition. The policy context summarises policy issues pertinent only to Bovingdon that have not been covered in the borough-wide document. 'Bovingdon - 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 characterises 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 Bovingdon 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. It is important to note that all maps used 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 Bovingdon stakeholder workshop. Many of the stakeholder comments have been used as evidence in the urban design assessment.

# URBAN DESIGN GUIDELINES and CASE STUDIES

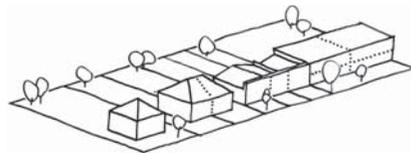
The Urban Design Guidelines have been created on the basis of each Urban Design zone. The guidelines have been developed following the Urban Design Assessment criteria described in the borough-wide report, although circulation, views and legibility have been addressed under the settlement-wide principles.

The guidelines rely on classifications for many of these criteria. These classifications are set out below:

### Building types

Building types considered for Bovingdon include:

- Terraced housing
- Semi-detached housing
- Detached housing
- Two-storey block of flats



The drawing shows the range of typologies for Bovingdon

### Architectural styles

Architectural styles within the Urban Design zones have been very broadly organised according to:

- Type of roof pitch



The facade applied to terrace buildings generally denotes a more urban character.

### Building heights

Building types considered for Bovingdon includes:

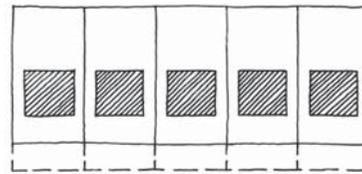
- One-storey
- Two-storey
- Three-storey (special consideration)

### Density

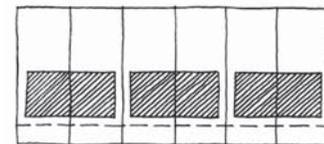
The classification for densities is based on Government guidance, reflecting advice in PPG3:

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

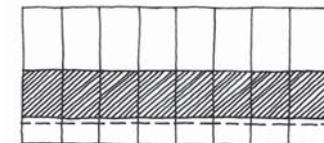
The following diagrams and drawings illustrate the generic typologies, plot sizes and setbacks that have been considered.



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)

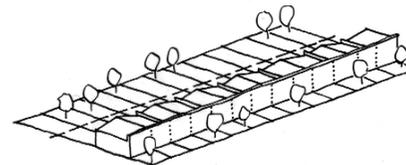
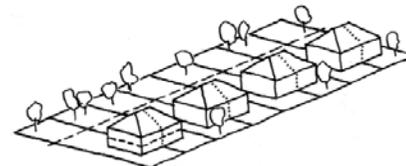
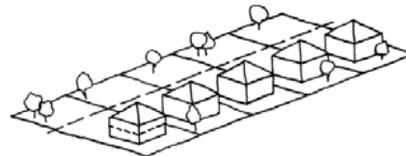


Semi-detached housing, medium setback = 42 dph  
(Assumes 3.5m setback, 11.5m rear garden, 9.5m x 25m plot)  
Semi-detached housing, no setback = 49 dph  
(Assumes no setback, 11.5m rear garden, 9.5m x 21.5m plot)



Terrace housing, medium setback = 57 dph  
(Assumes 4m setback, 11.5m rear garden, 7m x 25m plot)  
Terrace housing, no setback = 68 dph  
(Assumes no setback, 11.5m rear garden, 7m x 25m plot)

Drawings below illustrate the diagrams above.

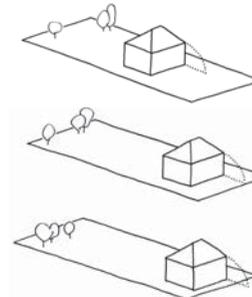


### Building lines

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

- Large setback
- Medium setback
- No setback

A medium setback assumes that the setback is approximately the same distance as the building height. A large setback assumes that the setback distance is greater than the building height.



The drawings above show large, medium and no setbacks

### Building orientation

Building orientation impacts on 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)

### 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, 'increased

density' conditions or 'special case considerations'.

## BOVINGDON - TODAY

### Physical Location

The village of Bovingdon is situated on the western boundary of Hertfordshire, about four miles from Hemel Hempstead and lies on the fringe of the Chilterns Area of Outstanding Natural Beauty. It is surrounded by farmland and situated in the southern part of Dacorum Borough.

### Transport Connections

Bovingdon has no train station of its own. The village has bus services with links to Hemel Hempstead, Chesham, Amersham and Watford. Further transport connections are available from these locations. Bovingdon also has road connections to the A41 and the M25.

### Population

Bovingdon falls into the ward of Bovingdon, Flauden and Chipperfield which had a total population of 8,819 in the year 2001. The settlement population in Bovingdon for the same year was 4,611. Bovingdon covers a total area of 2,968 hectares.

### Social composition

Census 2001 shows that a majority (89.95%) of Bovingdon's population is White British, with 5% of residents from minority ethnic groups. There are 3,270 residential dwellings in the ward with 81.62% of residents owning their own homes either outright or with a mortgage. Approximately one third of all households own one car or van and just over 10% of residents live in council or housing association homes. There are 6.61% of residents living in privately rented homes. The number of people aged 16-74 is 6,695 and the mean age of the population is 39. In terms of employment, the number of retired people is 873, there are 113 unemployed people and the biggest industry in this area (with 18.81% of people) is the real estate business and services industry.

### Planning policy context

The East of England Plan draft revision to the Regional Spatial Strategy designates Bovingdon as a village and Policy 3 of the Dacorum Local Plan 1991-2011 designates Bovingdon as large village.

The local plan designates Bovingdon, in retail terms, as a local centre with a neighbourhood shopping function and Bovingdon falls into accessibility zone 4, where normal maximum car parking standards apply. Bovingdon is deficient in formal and informal leisure space. Part of the High Street and land around the church and Bury Farm fall within a Conservation Area and as such development is restricted. The village also has two Areas of Archeological Significance which are listed overleaf



## BOVINGDON - TODAY

Planning policy context cont.....

- Bury Farm Bovington
- Bovington Green

There are two major developed sites in the green Belt adjoining the settlement of Bovington:

- Bovington Prison
- Bovington Brickworks

Area Based Policy: Bovington Airfield (taken from Supplementary Planning Guidance: Area Based Policies May 2004)

A brief history of the origin and uses of Bovington Airfield are detailed and note that the airfield was closed in 1968 and a part of the site was redeveloped as a prison in the mid 1980s. The Council considers the airfield unsuitable for aviation use at present as it would require development contrary to the Council's policy of protecting the Green Belt. The policy lists several uses which are appropriate to the Green Belt designation of the site and states that expedient planning enforcement action will be taken to remove unauthorised uses or prevent events which may be considered a nuisance. Environmental improvements are to be a priority. The policy states a general approach to reinforce Green Belt designation will be enforced and that the derelict condition of sites will not be taken as justification for development inappropriate to the Green Belt. For sites ancillary to the Airfield a departure from Green Belt policy may be allowed if it results in the rationalisation of current land uses and significant environmental improvements.

Landscape Characteristics of the Area Surrounding Bovington (taken from Supplementary Planning Guidance: Landscape Character Assessment for Dacorum May 2004)

Surrounded by just one landscape area: Bovington and Chipperfield Plateau

- Land cover and land use  
Much of the landscape to the east dominated by arable agriculture, around the more settled areas there is a greater concentration of grassland providing pasture and paddocks. Woodland cover is sparse. Bovington airfield has a number of uses including a prison, stock car and go-cart racing and a Sunday Market.
- Transport patterns  
Access through the area is concentrated to the network of straight narrow lanes. There are no major roads or railways
- Key characteristics  
Semi derelict feel to the large scale redundant or industrial sites. Few focal points or vistas, Settlement pattern comprising a number of villages which spread across the plateau in loose organic forms.



## BOVINGDON - HISTORY

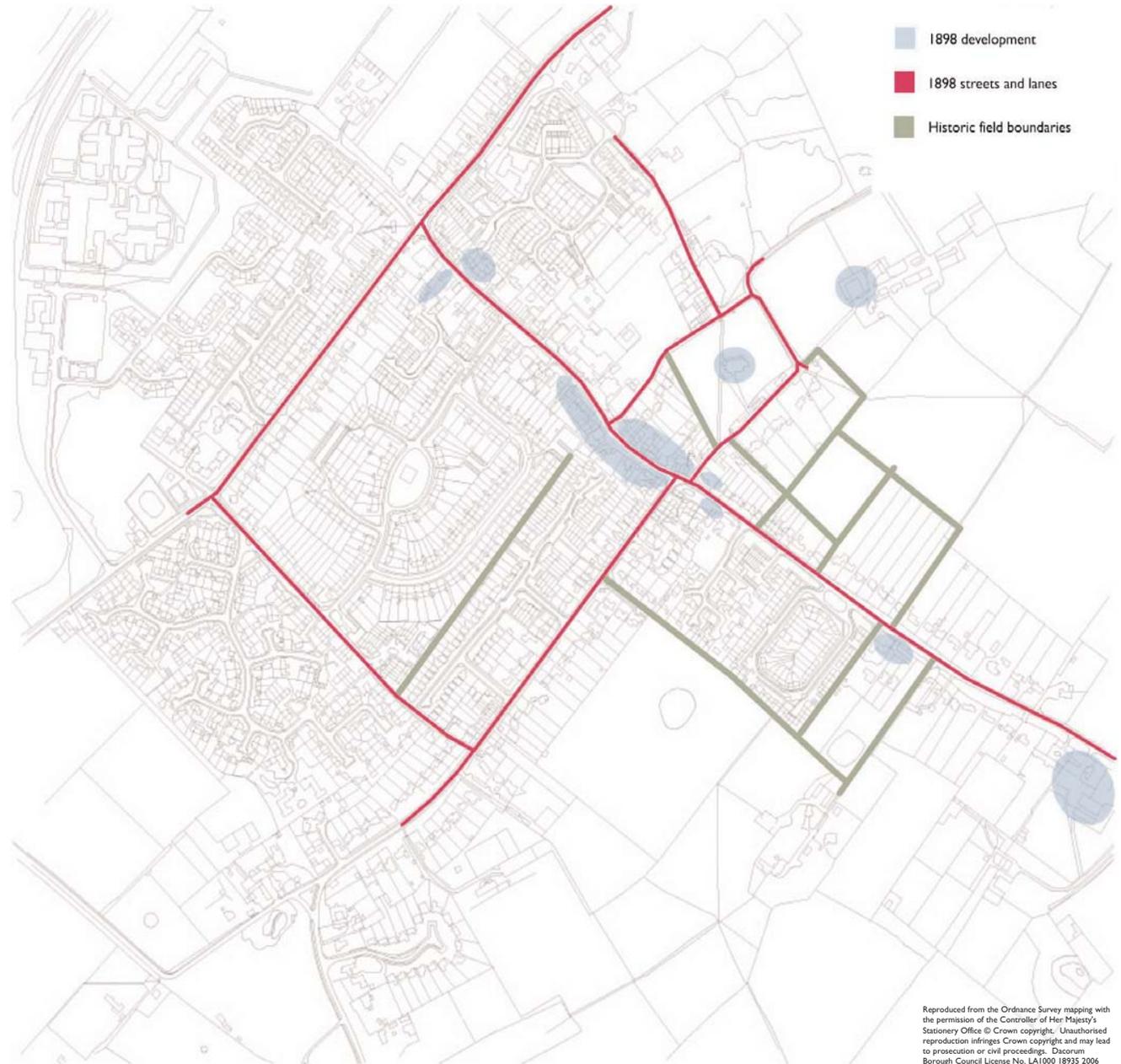
Situated some 500m above sea level, Bovingdon is believed to take its name from "Bufan dune" meaning "above the down". It has developed as a small hamlet between farmsteads, including Bury Farm, Newhall Farm and Rentstreet Farm (now Darley Ash Farm). The Well, at the junction of the Church Street, Green Lane and the High Street, marks the centre of the historic village.

As at other settlements in Dacorum, straw plaiting was an important industry until the late nineteenth century. The village also supported a number of public houses, including the Wheatsheaf and the Bell. The parish church of St Lawrence dates from 1235.

Bovingdon has grown steadily during the twentieth century, with new housing being built to the south-east of the old village street and off Chesham Road. A new school opened in 1927. The Mount Prison, on the north side of the village, came into operation in 1987.

During the Second World War Bovingdon airfield was constructed to the north of the village, with a main runway over a mile long to accommodate bomber and cargo fleets. From 1943-1963 Bovingdon was home to the United States Air Force as US Air Station 112.

The adjacent historical map describes what was existing in Bovingdon by 1898.



# STRATEGY PLAN AND SETTLEMENT PRINCIPLES

## Urban Design zones

- A The Village centre zone (1) should protect its historic character and develop strong civic space.
- B The Inner zone (2) should provide quality low-rise, medium density housing with strong links to the village centre and maintain quality open space.
- C The Closed Route zone (3) should continue to provide quality low-rise, medium density housing that acts as a transition between the countryside and the village.
- D The Semi-rural zone (4) should provide quality low-rise, low to medium density housing which accentuates the through street morphology as characteristic of rural villages.

## Circulation

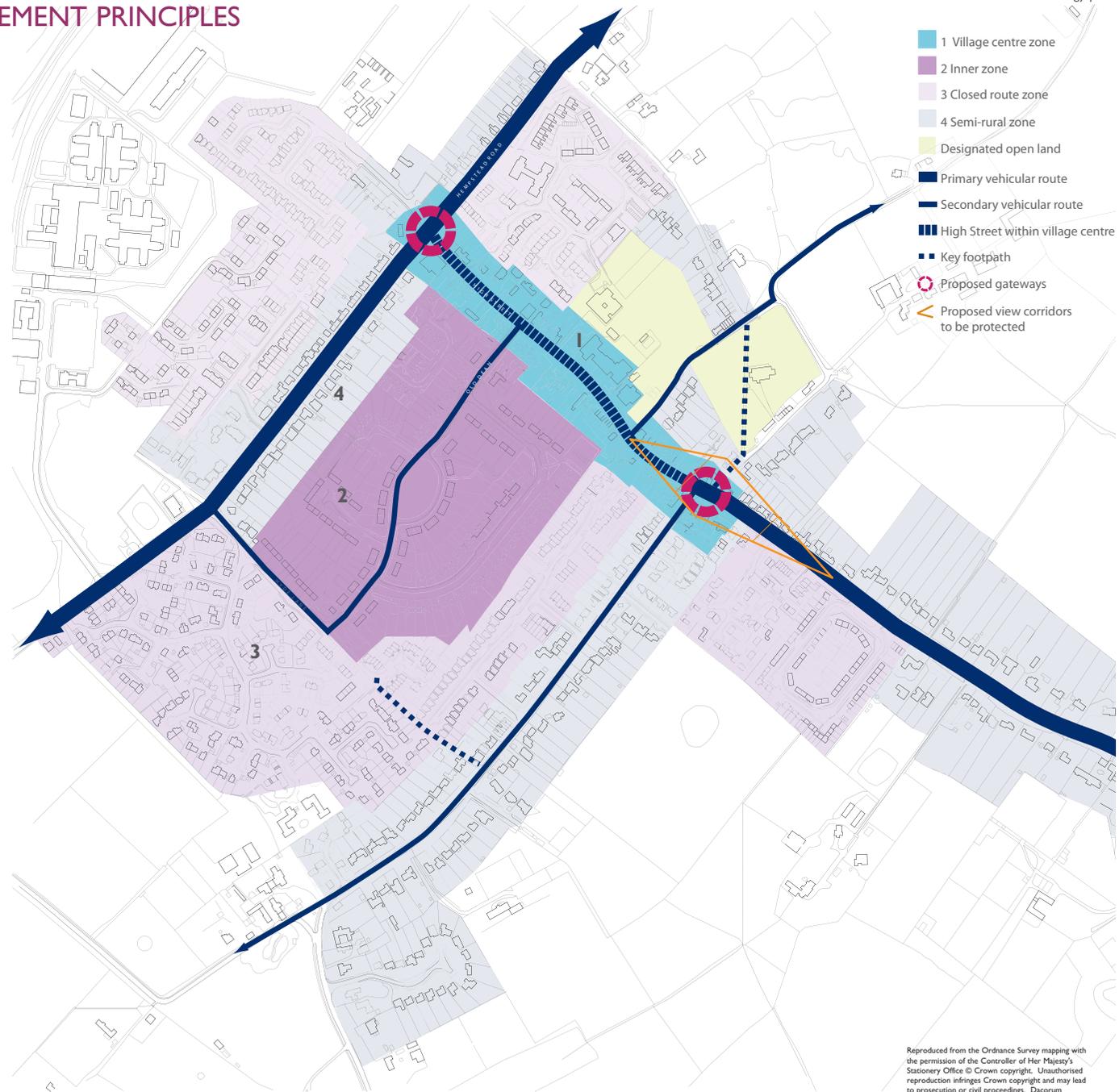
- E The primary road should facilitate through traffic, ensuring that two-way traffic is prioritised over on-street parking, with efforts to be made to include cycling routes.
- F The secondary roads should facilitate through traffic, ensuring that two-way traffic is prioritised over on-street parking, with street design to ensure calmed traffic.
- G The village centre High Street should be considered as an activity zone which prioritises High Street uses and pedestrian space. Car parking on pavement should be discouraged through enforcement and a new paving plan, and pull-in parking in front of shops should be reduced. Through traffic should be calmed through the use of elements such as traditional streetlights.
- H Footpaths should be considered as significant pedestrian routes which receive significant design attention to enhance the village's rural character.

## Views

- I The key view toward the southern village gateway from both directions on the High Street should be protected and enhanced. Improvement can be made by landscaping The Docks, improving the quality and the amount of pavement around The Docks and improving the car parking situation to the north of the gateway. Appropriate gateway signage could also be applied here.

## Legibility

- K The gateway at the southern end of the High Street should continue to mark the entry into the village centre through streetscape elements, signage, and building quality.
- L The junction of Hempstead Road and the High Street should be considered a key gateway. This site requires special consideration with regard to land use, building quality, car parking and building orientation. The building should have a strong front on the High Street. Car entries should be from Hempstead Road with no parking along the High Street.



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Discorum Borough Council License No. LA1000 18935 2006

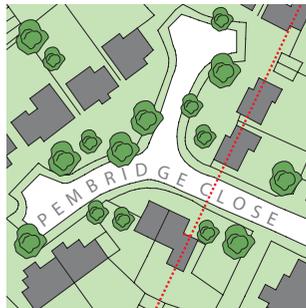
# URBAN DESIGN ZONES



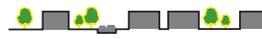
**Village centre zone**  
 The village centre contains retail, civic and residential uses. The civic uses are contained in the middle of the High Street with shops split between the northern and southern end of the village centre. There are significant setbacks all along the High Street.



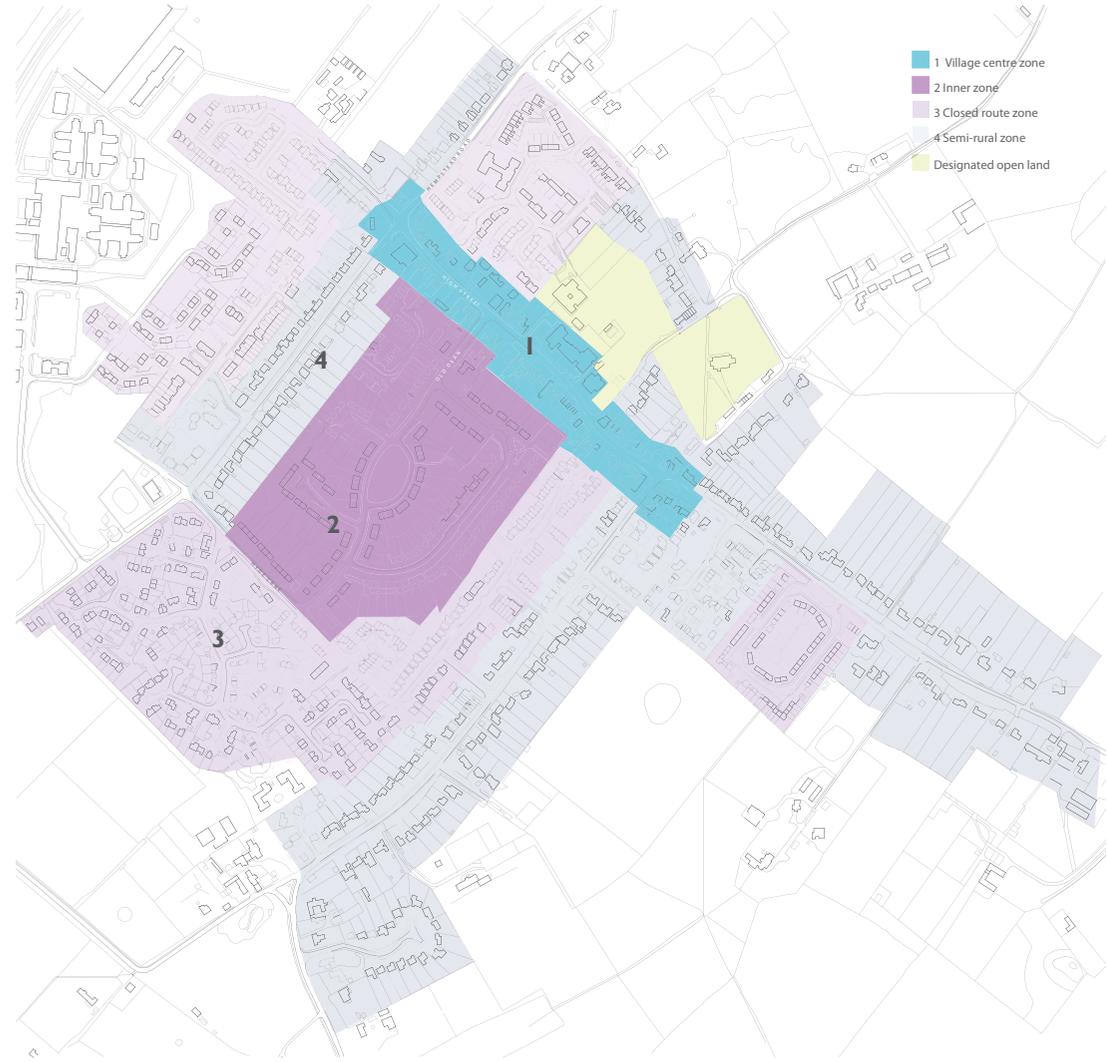
**Inner zone**  
 The inner zone is the 1950s residential area to the west of the High Street. The houses are primarily semi-detached or terraces, and the density is generally low to medium. The roads are curvilinear through streets with significant open space provided as part of the development. There are regular setbacks from the street, generally fronted by communal gardens.



**Closed route zone**  
 The 'closed route' zone is distinguished by the residential developments built along cul-de-sacs, dead-end streets and closes. The houses include terraces, semi-detached and detached dwellings, and the densities range from medium to high. Parking is generally communal, either at the end of the cul-de-sacs or in communal garages. Setbacks are frequently irregular with communal front gardens.



**Semi-rural zone**  
 The semi-rural zone is considered to be the residential areas located along the area's through roads. The houses are primarily single detached homes, with a number of semi-detached houses as well. The densities range from very low to low. Houses are generally set back from the street with individual front gardens and on-site parking.



Urban design zones

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. DACORUM Borough Council License No. LA1000 18935 2006

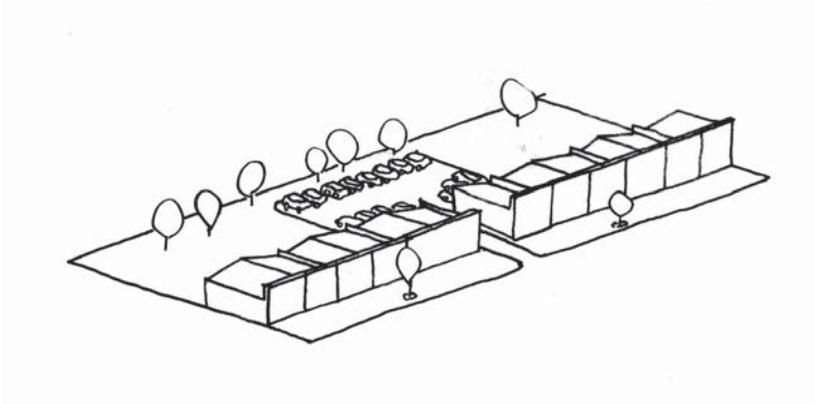
## URBAN DESIGN GUIDELINES: VILLAGE CENTRE ZONE

Assessment Category	Criteria	Guidelines	Page Reference	Photo Reference
Making places	Building types	The mix of civic, retail and residential uses and building types in the village centre suggests that <b>terrace buildings, semi-detached and detached buildings</b> would be appropriate, with only terrace buildings appropriate within the Conservation Area.	21-22,24,27	
	Materials / architectural styles	Within the Conservation Area, traditional brickwork should be favoured over modern wirecut bricks or other modern materials. Clay tile and slate roofing should be encouraged within the Conservation Area. Elsewhere in the village centre, emphasis should be on quality and high quality modern materials would work along the High Street.	18-20	1-2
	Listed buildings/ Conservation Area	Guidelines should extend to the streetscape elements and shop signage to ensure the consistency of character. Efforts should be made to reduce the asphalt paving around The Docks and the Well, and high quality paving should be encouraged along the pavements within the Conservation Area.	21-22	
	Building Heights	Buildings within the Conservation Area should remain <b>two-storey</b> . Two or three-storey buildings elsewhere in the village centre are appropriate. The gateway site at the corner of Hempstead Road and the High Street could contain a three-storey building if it were of high architectural quality.	23	
	Density	The non-residential land uses should be protected and residential development should be avoided in the village centre, with an exception of the northern gateway site.	24-25	3-4
	Topography	Given the relatively flat nature of Bovingdon, a taller building (maximum 3-storey) at the northern gateway site could provide useful orientation.	26	
Community and enclosure	Morphology	The existing street morphology should accentuate the primacy of the High Street and the secondary routes that extend off from it. Tertiary streets and cul-de-sac roads extending from the High Street should be avoided.	27	
	Building Lines	Buildings should have <b>no setback</b> from the street and should create an even street frontage along the pavement. New buildings should avoid small car parks in front of the buildings to protect the pavement and pedestrian zone.	28	5-7
	Building Orientation	The fronts of building should be <b>facing the street</b> , with entrances accessible from the pavement.	29	
	Pavements	Pavements should be protected and crossovers should be minimised.	34	
	Pattern of open space	Where possible shops should be <b>serviced from the rear</b> . Open space behind the High Street should be reserved for the servicing activities.	30	8
Making connections	Circulation, demand and linkages	The High Street within the village centre should be considered as an urban 'room' as opposed to a through 'corridor'. Priority should be given to the High Street uses, and the environment should be made conducive to pedestrians, on-street car parking or clearly demarcated off-street car parks. Pedestrian crossings should be protected and enhanced, and crossovers should be minimised. Given the school's presence on the eastern side of the High Street, this side should be given extra protection as a pedestrian area free of crossovers.	32	9-12
	Parking	<b>Off-street parking</b> that does not block shop frontages and consolidates the small car parks in front of shops and blocking pavements should be encouraged. Strict regulations reducing obstructed pavements and minimising crossovers should be implemented.	33	13-14
	Land Use	The High Street has a mix of A1, C3 and D1 land uses spread out along the High Street. There is an opportunity to improve and bring together the civic uses to create a village centre, and there should be encouragement of this civic zone. A1 uses should be protected.	31	
Quality of the public realm	Streetscape elements	Streetscape elements should fit the character of the village centre Conservation Area. These should include such elements as street lamps, planters, fencing along the High Street, benches, bus shelters, signage and paving materials. Streetscape elements should not impede pedestrian paths on the pavement.	34	15-17
	Quality of open space	There are a number of undesignated open spaces which could be improved to serve civic uses. The Docks should be landscaped as part of the southern gateway into Bovingdon.	30	8

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

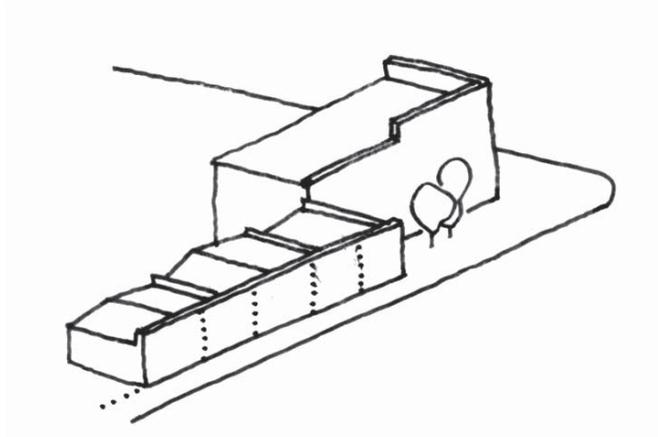
## CASE STUDIES: VILLAGE CENTRE ZONE

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



CASE STUDY VC1: Enhanced density

*The case study drawing shows terrace buildings with flats above shops and rear servicing / resident parking.*



CASE STUDY VC2: Increased density

*This special consideration site provides a case study for the gateway site at the northern end of the High Street. Given the need for an orientation point along the High Street, this site could be useful for legibility.*

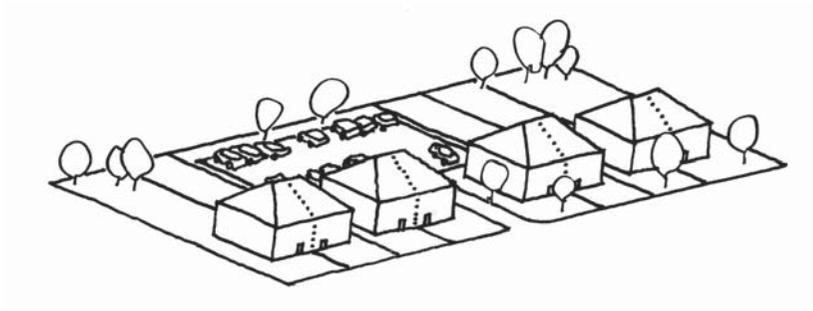
## URBAN DESIGN GUIDELINES: INNER ZONE

Assessment Category	Criteria	Guidelines	Page Reference	*Photo Reference
Making places	Building types	There are primarily two building types within this character area, including semi-detached houses and terrace houses. New developments should emphasise <b>semi-detached</b> and <b>terrace housing</b> types. <b>Two-storey blocks of flats</b> would be considered acceptable within this zone, given its generally higher density.	24,27	
	Materials / architectural styles	Traditional brickwork should be favoured over modern wirecut bricks. Clay tile or slate roofing material should be encouraged. The existing broad stylistic approach generally emphasises the <b>visibility of the roof pitch</b> , and flat roofs should be discouraged.	18-20	1-2
	Listed buildings/ Conservation Area	N/A		
	Building Heights	Buildings should be <b>two storeys</b> .	23	
	Density	Building densities currently range widely from low to medium, and new developments should be <b>medium to high</b> densities.	24-25	3-4
	Topography	The area is flat and topography has little impact on the area's urban design.	26	
Continuity and enclosure	Morphology	The existing street morphology is predominantly curvilinear through streets. Any expansion of the inner zone should continue this morphology.	27	
	Building Lines	Buildings should generally have a <b>medium setback</b> from the street.	28	5-7
	Building Orientation	The fronts of building should be <b>facing the street</b> .	29	
	Pavements	All new developments must have pavements alongside the street.	34	
	Pattern of open space	Houses should have rear gardens that back onto other rear gardens as a means of maximising wildlife habitat, privacy and sunlight. The existing front gardens are shared and future developments within this zone should continue this practice.	30	8
Making connections	Circulation, demand and linkages	Pedestrian linkages to the High Street should be encouraged. Vehicular connections should be emphasised as a way of reducing congestion along the High Street.	32	9-12
	Parking	Most homes in the inner zone have individual on-site parking. Future development should encourage either communal on-site parking or incorporate individual on-site parking.	33	13-14
	Land Use	N/A		
Quality of the public realm	Streetscape elements	Pavements should be kept free of streetscape elements.	34	15-17
	Quality of open space	There is significant undesignated open space within the inner zone. Future developments should endeavour to supply informal open space.	30	8

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

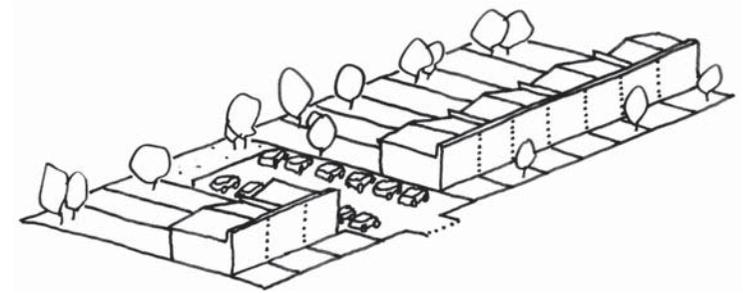
## CASE STUDIES: INNER ZONE

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



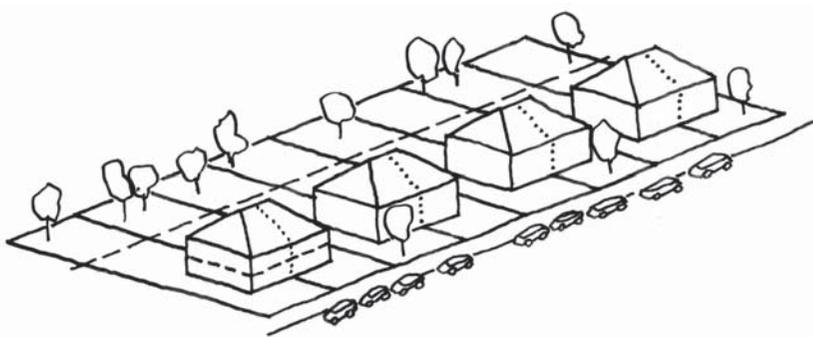
CASE STUDY 11: Typical character and density, secondary routes

*This case study shows semi-detached housing with medium setbacks and communal parking.*



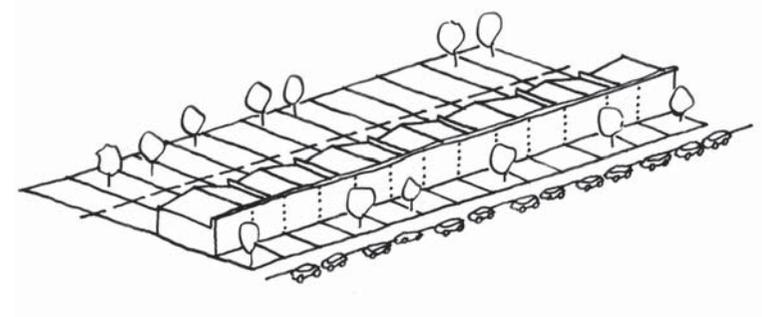
CASE STUDY 13: Enhanced density, secondary routes

*This case study shows terrace housing with medium setbacks and communal parking.*



CASE STUDY 12: Typical character and density, tertiary roads

*This case study shows semi-detached housing with medium setbacks and on-street parking.*



CASE STUDY 14: Enhanced density, tertiary routes

*This case study shows terrace housing with medium setbacks and on-street parking.*

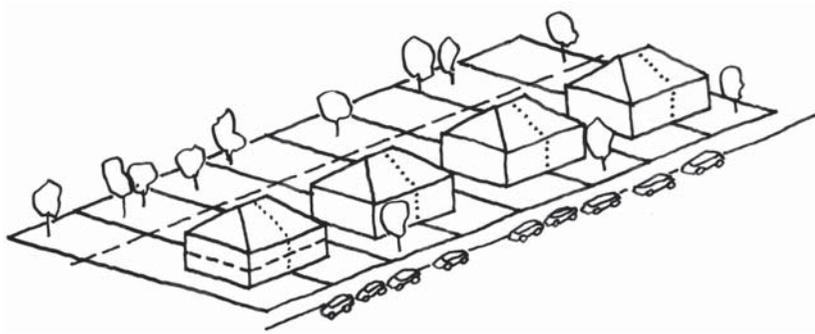
## URBAN DESIGN GUIDELINES: CLOSED ROUTE ZONE

Assessment Category	Criteria	Guidelines	Page Reference	*Photo Reference
Making places	Building types	There are primarily three building types within this character area; single detached houses, semi-detached houses and terrace houses. New developments should focus on <b>terrace and semi-detached housing</b> .	24,27	
	Materials / architectural styles	Traditional brickwork should be favoured over modern wirecut bricks. Ceramic tile or slate roofing material should be encouraged. The existing broad stylistic approach emphasises the <b>visibility of the roof pitch</b> , and flat roofs should be discouraged.	18-20	1-2
	Listed buildings/ Conservation Area	N/A		
	Building Heights	Buildings should be <b>two storeys</b> .	23	
	Density	The existing density is generally medium to high. The recommended densities should generally be low-rise <b>high to very high density</b> .	24-25	3-4
	Topography	The area is flat and topography has little impact on the area's urban design.	26	
Continuity and enclosure	Morphology	The existing morphology consists predominantly of cul-de-sacs and closes. Both configurations create insular enclaves and through routing is encouraged. The closes would be favoured over cul-de-sacs, offering greater potential for public space, open space plots and natural habitats, but should avoid being developed directly off of the village's original roads.	27	
	Building Lines	The current building lines are generally small to medium setbacks, and <b>small to medium setbacks</b> should be continued in future developments.	28	5-7
	Building Orientation	The fronts of building should endeavour to front the street.	29	
	Pavements	All new developments must have pavements alongside the street.	34	
	Pattern of open space	The existing developments have primarily private back gardens and shared front gardens. The closes offer unique opportunities to create high quality shared rear gardens. Future developments should consider the range of private and shared front and rear gardens.	30	8
Making connections	Circulation, demand and linkages	Pedestrian paths should be encouraged (such as at the end of Hyde Lane), particularly where there are no vehicular through routes.	32	9-12
	Parking	Car parking is currently pooled at the end of cul-de-sacs, on-street, and individual on-site. Provided street widths are adequate on-street parking is recommended for closes and tertiary through streets.	33	13-14
	Land Use	The residential land use should be maintained.	31	
Quality of the public realm	Streetscape elements	Given the high density of this zone, streetscape furniture such as pedestrian scale streetlighting, benches and rubbish bins may be recommended to encourage pedestrian activity.	34	15-17
	Quality of open space	Access to the Green Belt should continue to be promoted.	30	8

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

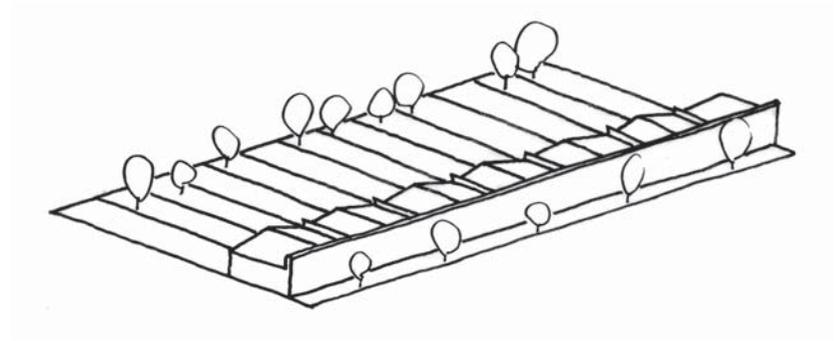
## CASE STUDIES: CLOSED ROUTE ZONE

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



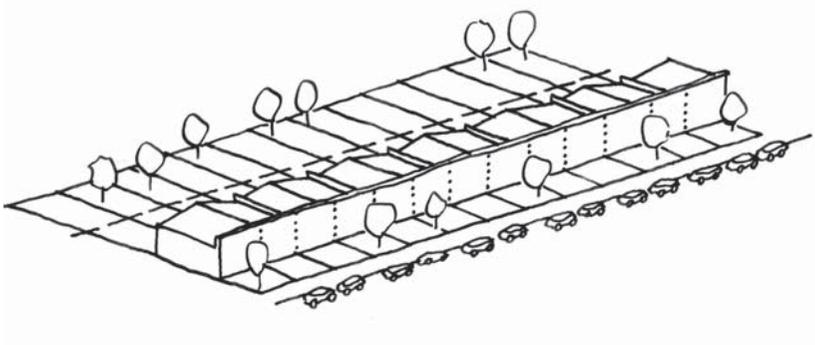
CASE STUDY CR1: Enhanced density, on-site parking

*This case study shows semi-detached housing with medium setbacks and on-site individual parking. On-site parking should be used on through streets.*



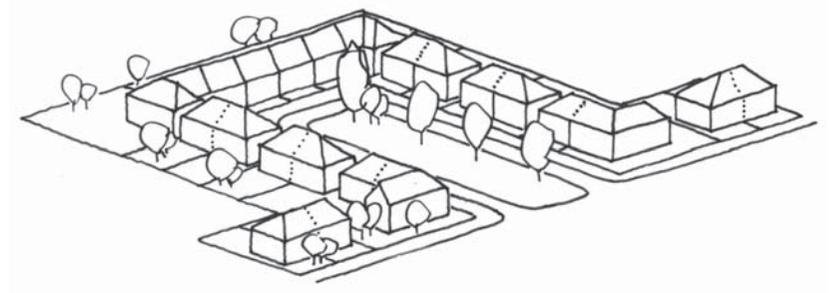
CASE STUDY CR1: Enhanced density, on-site parking

*This case study shows semi-detached housing with medium setbacks and on-site individual parking. On-site parking should be used on through streets.*



CASE STUDY CR2: Enhanced density, on-street parking

*This case study shows semi-detached housing with medium setbacks and on-street parking.*



CASE STUDY CR2: Enhanced density, on-street parking

*This case study shows a close with semi-detached buildings.*

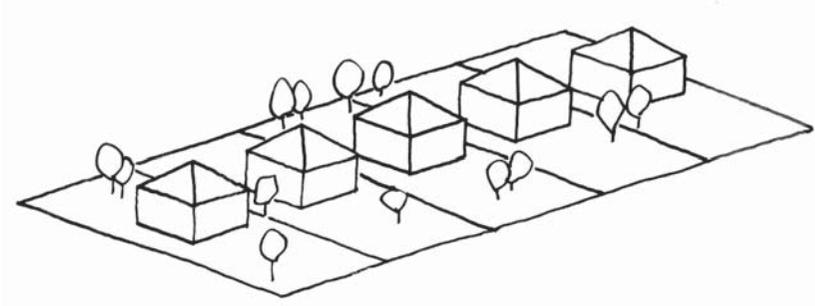
## URBAN DESIGN GUIDELINES: SEMI-RURAL ZONE

Assessment Category	Criteria	Guidelines	Page Reference	*Photo Reference
Making places	Building types	The semi-rural building types are primarily single detached homes, with some examples of terrace buildings and semi-detached homes. Future developments should be <b>single detached</b> or <b>semi-detached</b> buildings.	24,27	
	Materials / architectural styles	There is little consistency in the existing materials used in this zone. However, traditional scalloped clay tile was favoured by local residents. The existing broad stylistic approach emphasises the <b>visibility of the roof pitch</b> .	18-20	1-2
	Listed buildings/ Conservation Area	N/A		
	Building Heights	Buildings should be <b>two storeys</b> .	23	
	Density	The existing density is generally very low to low density. The recommended densities should generally be <b>low to medium density</b> (30 - 50 dph).	24-25	3-4
	Topography	The area is flat and topography has little impact on the area's urban design.	26	
Continuity and enclosure	Morphology	The existing street morphology consists of homes built along the village's oldest streets. These through routes which link to surrounding villages give Bovingdon its semi-rural character. The existing morphology should be protected, with the discouragement of cul-de-sac and close developments built directly off of the through roads.	27	
	Building Lines	The existing buildings have medium to large setbacks. Future developments should maintain a <b>medium setback</b> from the street to preserve the area's semi-rural character.	28	5-7
	Building Orientation	The fronts of building should be <b>facing the street</b> .	29	
	Pavements	All new developments must have pavements, contrary to some of the recent developments. Parking should be on-street or communal to minimise the interruptions along the pavement caused by driveways.	34	
	Pattern of open space	Houses should have rear gardens that back onto other rear gardens as a means of maximising wildlife habitat, privacy and sunlight. Front and rear gardens should generally be individual to maintain the semi-rural character.	30	8
Making connections	Circulation, demand and linkages	Existing pavements should be maintained and any new development should include pavements that run alongside the street.	32	9-12
	Parking	The houses in the semi-rural zone, with its predominance of through routes, generally have individual car parking on-site. Future parking should be on-site, either communal or individual.	33	13-14
	Land Use	The residential land use should be maintained.	31	
Quality of the public realm	Streetscape elements	Streetscape furniture should be negligible in the semi-rural character area.	34	15-17
	Quality of open	Access to the Green Belt should continue to be promoted.	30	8

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

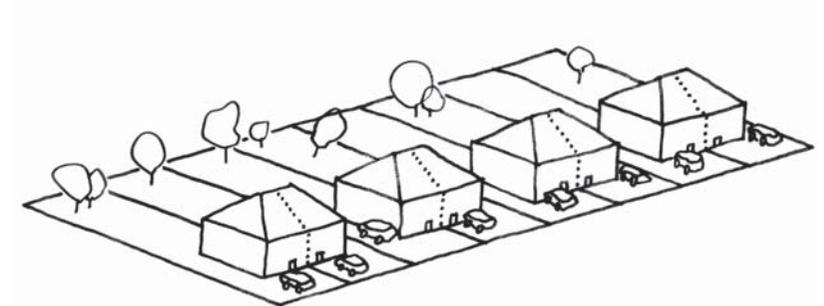
## CASE STUDIES: SEMI-RURAL ZONE

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



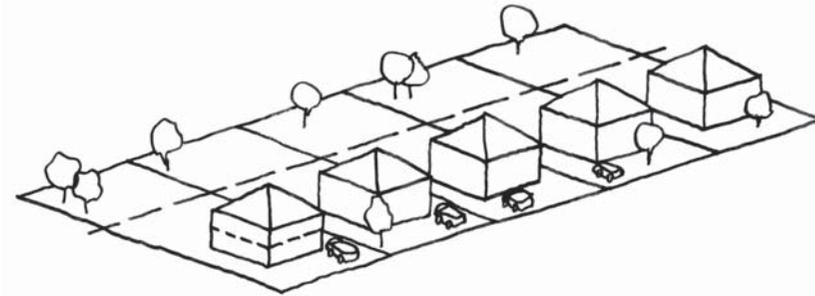
### CASE STUDY SR1: Typical density

*This case study shows detached housing with a large setbacks with on-site individual parking. The drawing suggests more regular plot sizes that are smaller than the current conditions.*



### CASE STUDY SR3: Increased density, on-site parking

*This case study shows semi-detached housing with medium setbacks and on-site individual parking. On-site parking should be used on through streets.*



### CASE STUDY SR2: Enhanced density, on-site parking

*This case study shows detached housing with medium setbacks and on-site individual parking. On-site parking should be used on through streets.*