

Elstree & Borehamwood Neighbourhood Plan Appendix A: Design Codes and Guidance

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Quality information

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1. Introduction

1. Purpose

This design guide supports the Elstree and Borehamwood Neighbourhood Plan and relevant policies in providing a common reference point and understanding of what is locally distinctive design. This design guide defines the existing local character of Elstree and Borehamwood that the community values to provide practical guidance for development within the Neighbourhood Area (NA). It forms an integral part of the Neighbourhood Plan, underpinning a number of the policies.

2. Process

The Neighbourhood Plan Steering Group (SG) are members of the local community tasked with managing the preparation of the Neighbourhood Plan for Elstree and Borehamwood.

Through the then Department for Ministry of Communities, Housing and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM was commissioned to provide design guidance to support the group. The SG provided guidance and local knowledge that has greatly informed this design guide.

The Guidance has been amended by the SG post-Regulation 14 to take into account comments received.



Figure 01: Row of shops within the town centre (top)

Figure 02: NA is surrounded by open spaces and countryside (bottom)

1.3 How to use this guide

This design guide has been divided into five sections to allow the user to quickly find information relevant to their development. The structure is as follows:

- Neighbourhood Context and Character
- Character Areas
- Design Guidance & Codes
- Town Centre Proposals
- Checklist

This design guide will be used differently by various stakeholders during the planning and development process, as summarised in Table 1.

A valuable way this design guide can be used is as part of a process of co-design and involvement that seeks to understand and takes account of local preferences and expectation for design quality. As such the guidance and codes can help to facilitate conversations on the various topics to help align expectation and aid understanding and the balance of key local issues. A design guide alone will not automatically secure optimum design outcomes but should help all involved.

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

Table 01: How stakeholders will use this guide

1.4 Area of study

The Elstree and Borehamwood Neighbourhood Area is a parished area in the Hertsmere District of Hertfordshire; it is located approximately 19 km northwest of central London and is adjacent to the Greater London boundary. The NA comprises predominantly residential development with some light industry and open land. The built area is wrapped tightly by the Metropolitan Green Belt, which also washes over parts of Elstree Village.

The community identifies four distinct communities within the NA: Borehamwood, Elstree (which are divided from each other by the Midland Main Line), Elstree Village (including Elstree Conservation area), and the Hamlet of Well End.

13.74km²
STUDY AREA

37,065
RESIDENTS

2021
census



Figure 03: Elstree and Borehamwood train station (top).

Figure 04: One of the many open end recreational space within the NA (bottom).

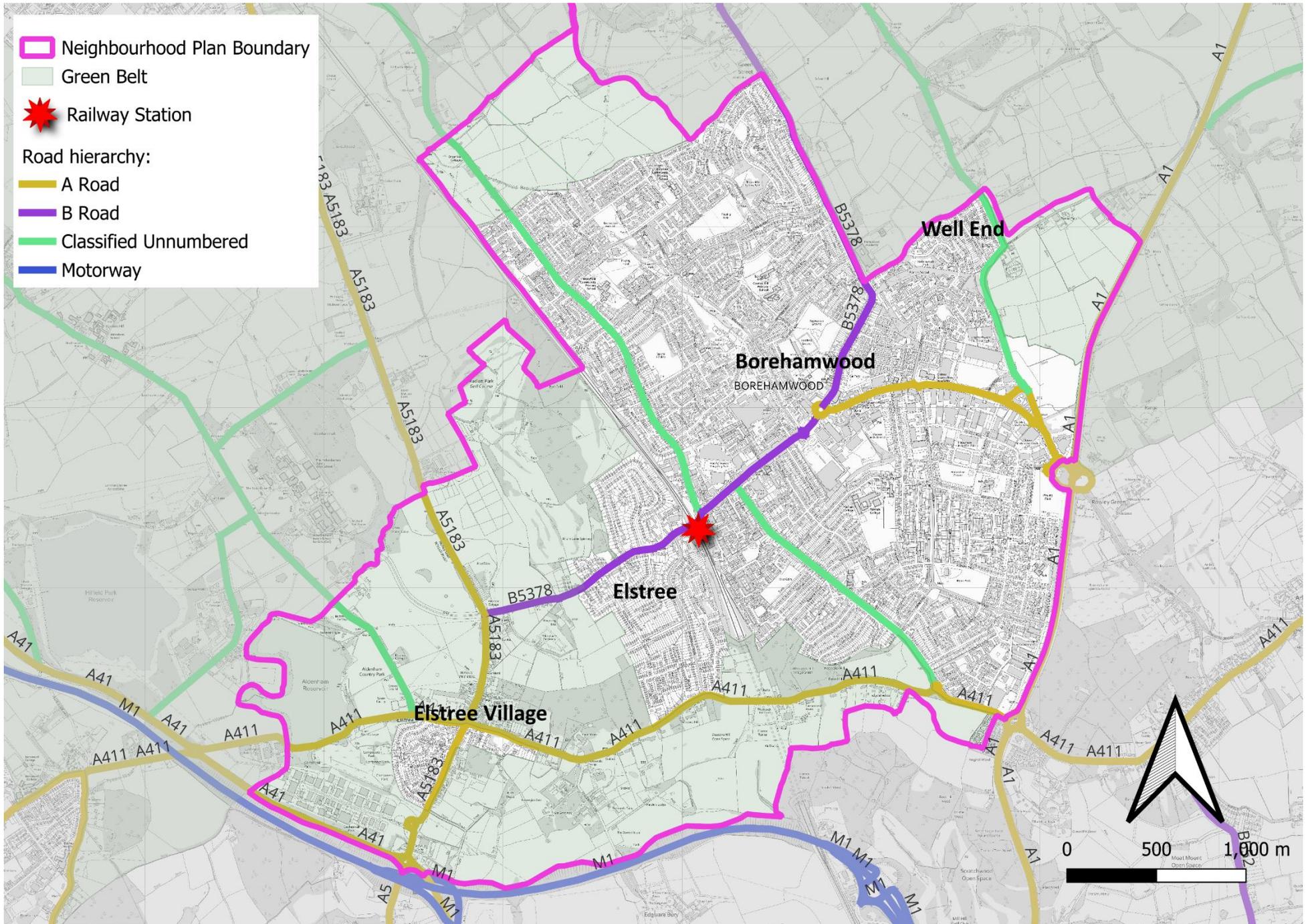


Figure 05: Overview of the NA

1.5 Policy and guidance

This design guide has been prepared with reference to national and local policy and guidance. Development must consider all relevant design policy and guidance contained in these documents alongside this design guide.

National Policy Documents

National Planning Policy Framework

MHCLG

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) 2024 and the National Planning Policy Guidance (NPPG). In particular, Chapter 12: Achieving well-designed places stresses the creation of high-quality buildings and places as being fundamental to what the planning and development process should achieve.

National Design Guide

MHCLG

The National Design Guide 2021 illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

National Model Design Code

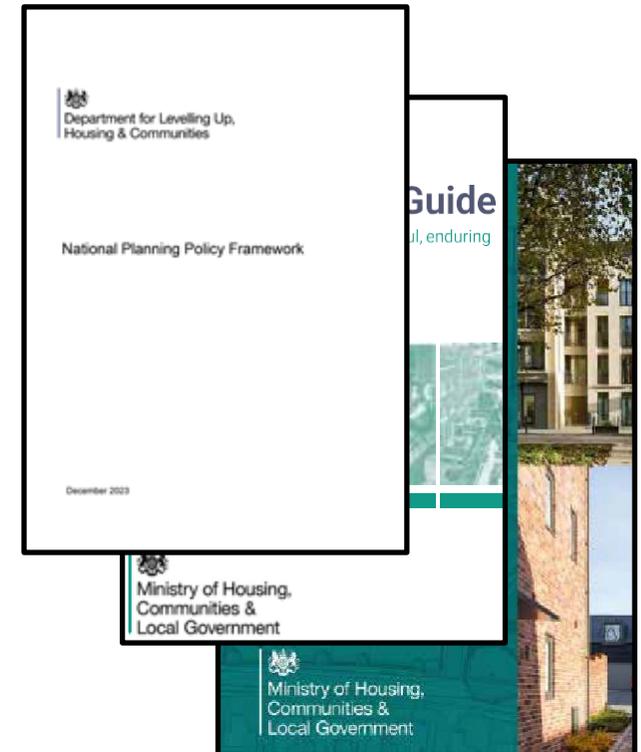
MHCLG

This report provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on 10 characteristics of good design for new development as set out in the National Design Guide.

Building for a Healthy Life

Homes England

Whilst not formal planning guidance, Building for a Healthy Life (BHL) is the government-endorsed industry standard for well-designed homes and neighbourhoods. The toolkit sets out principles to help guide discussions on planning applications and help local planning authorities to assess the quality of developments but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.



Local Policy Documents

Hertsmere Local Plan- Core Strategy (Adopted January 2013)

The Hertsmere Local Plan sets out the Council's vision and strategy for the Borough for the next fifteen years (up to 2027). It includes a variety of overarching spatial policies to guide future development and land use in the Borough. The Core Strategy deals with those issues that involve the use of land, the movement of people and access to opportunities.

Hertsmere Local Plan- Site Allocations and Development Management Policies Plan (Adopted November 2016)

The Site Allocations and Development Management Policies Plan sets out detailed proposals and policies by which the Council sees the aims and objectives of the Core Strategy being best achieved. Site allocations establish the principle that a specific form of development should be located on a particular site or within a given area. Development management policies set out criteria by which all planning applications will be judged. The policies will enable the delivery of the objectives and long-term vision for the Borough in the Hertsmere Core Strategy.

Hertsmere Local Plan- Elstree Way Corridor Area Action Plan (Adopted July 2015)

The Elstree Way Corridor Area Action Plan (AAP) is a spatial strategy for the coordinated development and design of the area known as the Elstree Way Corridor. The overall purpose of the AAP is to establish the basis for shaping the redevelopment of

the area and to ensure that the wider public realm and highways improvements come forward. Proposals are framed to respond to the needs of existing and future communities and plan for housing growth to 2027. This is in the process (at 2025) of being amended.

Planning and Design Guide Supplementary Planning Document (As Amended)

The Planning and Design Guide SPD aims to promote higher standards of design and layout in Hertsmere by setting out the key principles that we expect to be applied to new development in our borough. It has been adopted as a Supplementary Planning Document (SPD), which means that the standards and policies within it will be used when we assess planning applications.

HBC is in the process of developing design guidance for parts of the Borough.

Other relevant Supplementary Planning Documents (SPD) (As Amended):

- Biodiversity and Trees SPD
- Parking Standards SPD
- Waste Storage Provision Requirements for New Development
- Climate Change and Sustainability Interim Planning Policy Position Statement
- Elstree Conservation Area Appraisal (2014)



**Semi detached and terraced housing surrounding greenery,
Shakespeare Drive**

2. Neighbourhood Context and Character

2.1 History

Historically, Elstree was an ancient Parish in the Cashio Hundred of Hertfordshire. One of the earliest mentions of Bosci de Boreham (Wood of Boreham), is in 1188: *“In 1188 Pope Clement granted to the kitchen of the monastery the whole land of Elstree. He also gave to the Abbey the wood of Boreham for the feeding of the swine”*. The town of Borehamwood itself was historically part of the Parish of Elstree. It was not until 1 April 1993 that the boundaries of Elstree and Borehamwood were adjusted and part of the village of Elstree was transferred from the Greater London boroughs of Barnet and Harrow to Hertfordshire.

From the 1920s onwards, the area became known as one of the main centres of the UK film, and later television, industries due to the presence of production studios. At one time there were six major studios located in and around the town, and the production of films such as Star Wars and the first three Indiana Jones films still acts as a source of pride locally. The NA remains home to Elstree Studios and Sky Studios.

Following the Second World War, the population greatly increased, with large areas of council housing set up for displaced Londoners. Many of these homes are now in private ownership. Fast train connections to central London have resulted in the area becoming a primarily residential suburb.

The area has remained attractive, with a great number of parks and open spaces forming green corridors through the settlements.

These green ‘lungs’ are important not only as areas for local residents to access open space, but also as habitats and corridors for wildlife. The surrounding Green Belt comprises tall bushy hedgerows and field trees, with views into and across the wider landscape. Part of Aldenham Country Park, including Aldenham Reservoir, is located at the west of the NA. Whilst privately owned, the reservoir has a circular walk, which is open to the public.



Figure 06: All Saints church Borehamwood (left) and St Nicholas C of E Church in Elstree (right).

2.2 Elstree Conservation Area

In August 1976, the centre of Elstree Village was designated as a conservation area. At the time, Elstree was divided between Hertfordshire and Greater London, and accordingly, the conservation area was designated by the three local authorities: the London Boroughs of Barnet and Harrow, and Hertsmeire Borough Council.

In 1993, boundary changes between Greater London (Barnet and Harrow) and Hertfordshire resulted in Elstree Village being solely located within the Hertsmeire boundary. The population of the NA increased due to these changes.

The Elstree Conservation Area Appraisal (December 2014) sets out that:

"Elstree is a historic English village which retains its identity despite its close proximity to London and the M1 motorway, and the growth of nearby settlements of Borehamwood and Barnet. Elstree has a distinctive linear layout along the Roman road of Watling Street, which bore medieval pilgrim traffic to St Alban's Abbey, and coaches in the turnpike era. Its historic buildings are varied, including a scattering of timber-framed structures from the 15th to 17th centuries, two imposing Georgian town houses, a number of inns, a Victorian parish church, and modest cottages."

There are several listed and locally listed buildings within the village. This includes Aldenham House (listed grade II*) and Elstree Manor House (Grade II listed).



Figure 07: View down High Street Towards the Church of St Nicholas (left) and the Former Free Church (right).



Figure 08: Grade II listed Church of St Nicholas (left) and Grade II listed Hertsmere Progressive Synagogue (right).

2.3 Film and television heritage

The NA also has a strong cultural history associated with Elstree Film Studios. Despite being called “Elstree Studios”, only one studio has ever been located in Elstree Village itself, the others being in Borehamwood. At the time the studios were established, Elstree Village was the larger settlement, however, Borehamwood is now significantly larger.

The Neptune Film Company opened the first studios on Clarendon Road in Borehamwood in 1914. Since then, a number of new studios have been constructed in the area with studios constructed also on Shenley Road, Station Road, Imperial Place and Elstree Way.

The siting of the studios within Elstree and Borehamwood as significantly contributed to the cultural history of the town.



Figure 09: Artwork in Borehamwood displaying the cultural history (top right)
Figure 10: Signs within the NA detailing the areas history (bottom right and left)



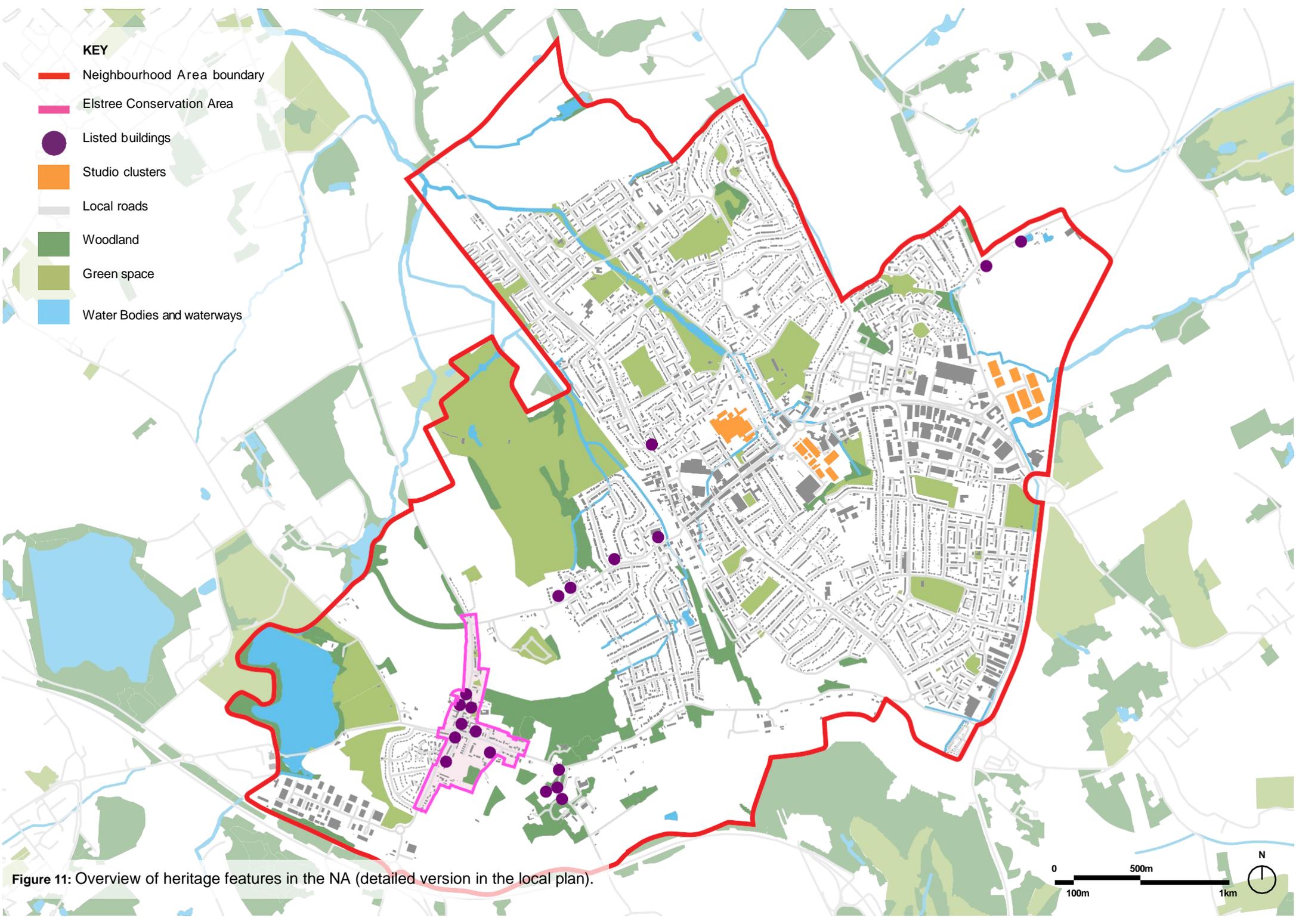


Figure 11: Overview of heritage features in the NA (detailed version in the local plan).





View down Elstree Village centre

2.3 Landscape and topography

The Hertfordshire Landscape Character Assessment (LCA) sets out that the area that lies between Borehamwood to the east, Bushey to the west, Elstree Village to the south and Aldenham plateau to the North is known as the Borehamwood Plateau. Whilst this lies outside of the NA, the topography is similar to that of Borehamwood with an undulating plateau area. However, the land to the north-east around Cowley Hill rises.

The Elstree Ridge and Slopes form a separate LCA to the south of the Borehamwood Plateau. Elstree Village is located on high ground c.140m above sea level, on the crest of a ridge which runs eastward to the A1. The land around it falls from the highpoint, creating long views over landscape. Distant vistas west from Elstree Hill North, over Aldenham Park, are visible. The views along the green lanes leading to and from Elstree help preserve its character as a discrete rural settlement. Elstree Hill South maintains this rustic feel with the help of a tree belt on the west side separating it from a modern housing estate. Equally important to the character of the settlement are the views of the spire of the parish church from the surrounding land. The LCA's are shown on the plan to the right.

Whilst the NA is in close proximity to Greater London, it is separated by open green space (Green Belt) which provides a buffer and ensures that the distinctive identity and character of the NA, and the individual settlements it comprises, is retained. It is important that new development retains this buffer.



Figure 12: View north over Borehamwood.

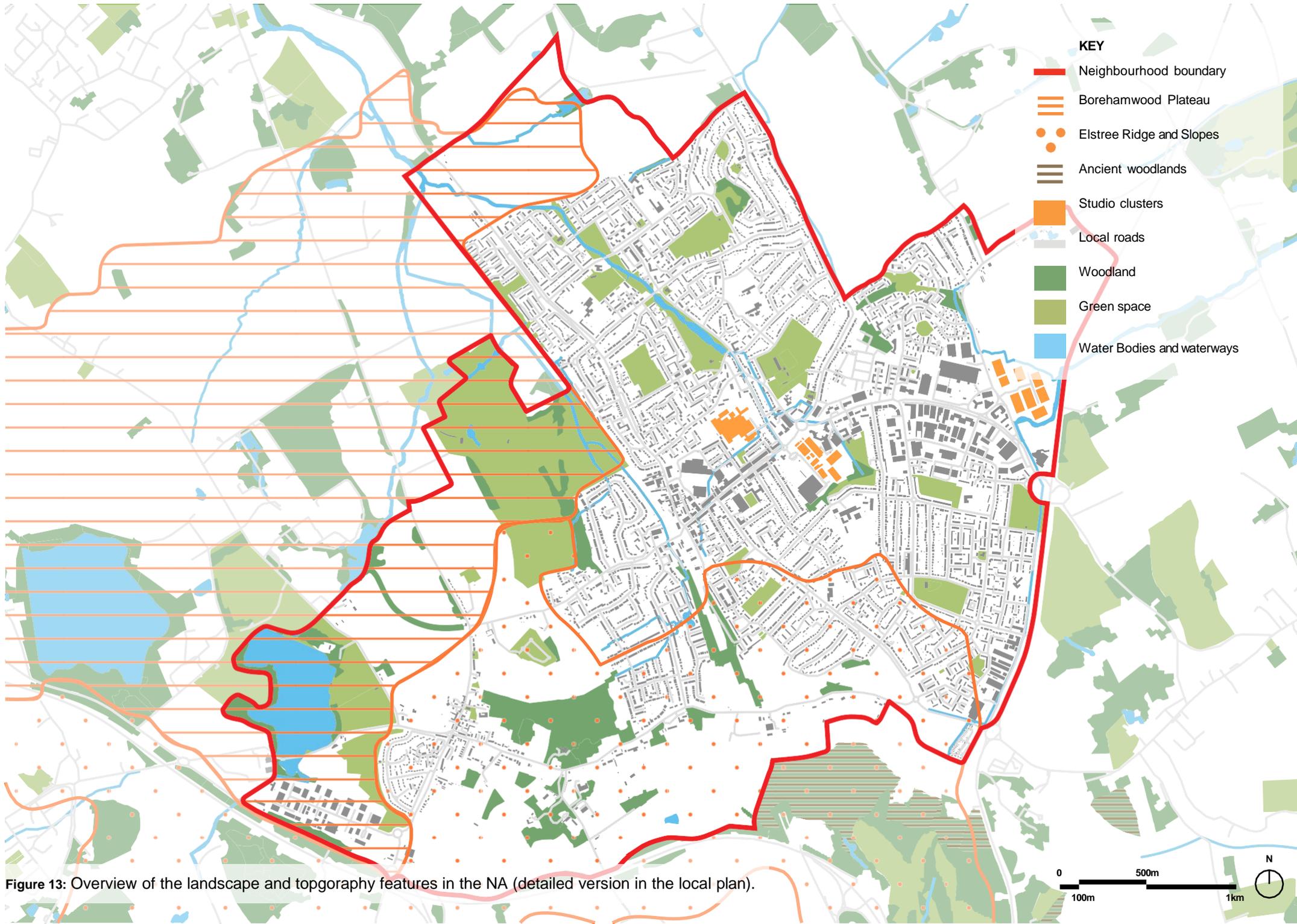


Figure 13: Overview of the landscape and topography features in the NA (detailed version in the local plan).

2.4 Green and blue infrastructure

The NA benefits from a wide network of parks and public spaces. Aberford Park is sited at the centre of Borehamwood and stretches North with a watercourse at its centre. The park connects the centre of Borehamwood to the countryside through a network of Public Rights of Way.

Elstree Open Space sits to the south of Elstree and provides a large stretch of green space that provides a visual green buffer between Elstree and Greater London. Some of the main public open spaces are shown in the plan to the right. The Neighbourhood Plan identifies some of these and others as Local Green Space, where they are demonstrably special.

There are a number of smaller parks within the NA which provide essential access to open space for residents. Examples of this include King George's Playing Fields, the green space through the Holmesley Road development and Grantham Green. Access to open space is essential, particularly for areas of mainly flats and apartments with limited access to private green space.

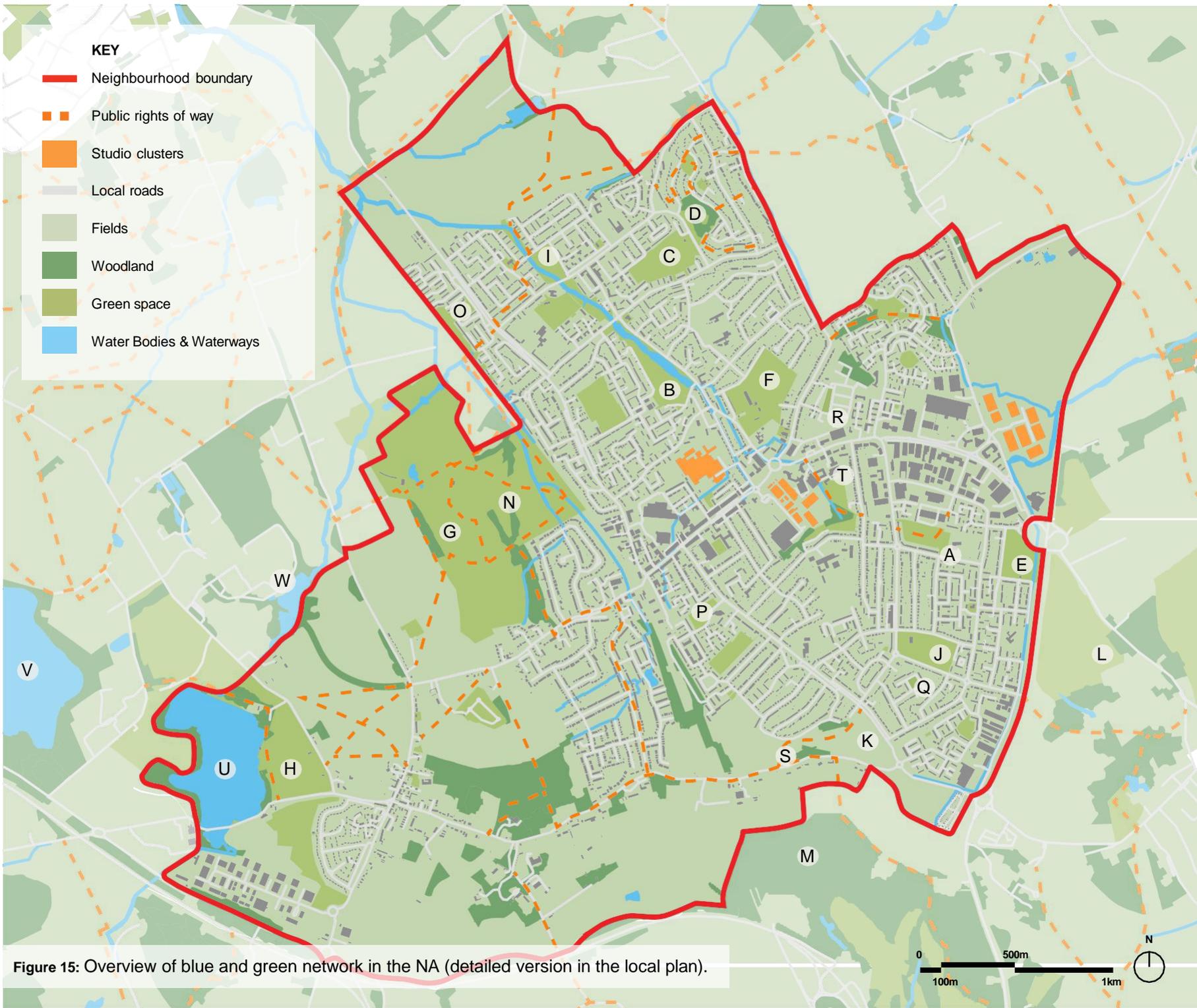
To the east of Shenley Road in Borehamwood there are good examples of street planting including trees and concrete planters which provide visual interest within the street scene.

Due to the siting of the NA within the Metropolitan Green Belt, there is a strong connection to the countryside. This can be enhanced through improvements to Public Rights of Way and increasing green parks and open spaces towards the edges of the town.

Tykes Water, a minor tributary of the River Colne, runs to the north of Elstree and to the west of Borehamwood. There is also a watercourse which runs through the centre of Borehamwood Town centre, connecting with the Tykes Water Tributary to the North. Due to this, there are some areas of medium and high flood risk.



Figure 14: Ducks Lake by Aberford Park



PARKS, RIVERS, LAKES & PUBLIC RIGHT OF WAYS

- A. Kenilworth Park
- B. Aberford Park
- C. Aycliffe Park (Three Fields)
- D. Thirskcliffe Nature Park
- E. Tempsford Green
- F. Meadow Park
- G. The Hertsmere
- H. Aldenham Country Park
- I. Brook Meadow Park
- J. Ripon Park
- K. Furze Hill
- L. Rowley Lodge
- M. Scratch Wood
- N. Parkfields
- O. Organ Hall Park
- P. Shakespeare Park
- Q. Grantham Green
- R. Holmesley Road development green
- S. Woodcock Hill
- T. Maxwell Park
- U. Aldenham Reservoir
- V. Hilfield Park Reservoir
- W. Tykes Water Lake

Figure 15: Overview of blue and green network in the NA (detailed version in the local plan).

2.5 Movement network

The NA is well connected through the road network to other settlements within Hertfordshire and Greater London. The A1 borders the east and connects to the north and London. The M1, situated to the west, connects the area to other towns such as Watford, St Albans and to the north and greater London.

Borehamwood has extended via smaller roads from Shenley Road which is sited at the centre of town. Barnet Road/Lane to the south of the NA connects the settlement to Barnet. There are only two roads which run east to west, one being the High Street, the other being Barnet Lane (A411). These roads are often inflicted with exiting town rush hour and vehicle gridlock traffic within the town centre and shopping centre car park, especially in the scenario when one of the surrounding roads (including the Primary route network) is closed.

Elstree Village benefits from its own smaller High Street which links into Watling Street providing access to St Albans.

The NA also benefits from a railway station, accessed from the centre of the town. The station connects to St Albans, Bedford and Peterborough in the North and offers a direct route into central London. However, being the northernmost Thameslink station in Zone 6, many residents drive to the railway station from surrounding towns to reduce fares. This adds to local traffic and car parking congestion. Similarly, the location at the border of London results in a mix of End of London Routes for TFL buses, which does not

allow for a top-down approach to bus travel and restricts residents who would need multiple types of travel cards to benefit from this public transport option.

There is a wide network of Public Rights of Way in the NA, which connect the area to nearby settlements. There are opportunities to enhance these existing routes and also to incorporate new rights of way into developments. This would add to the permeability of local housing areas. Where these can be upgraded to shared cycle paths, opportunities for this should be taken.

The routes are a critical component to supporting active travel and the implementation of 20-minute neighbourhoods which have the benefit of creating high-quality, attractive places, reducing emissions and promoting healthier lifestyles.



Figure 16: New cycle lane along the A5135, Borehamwood.

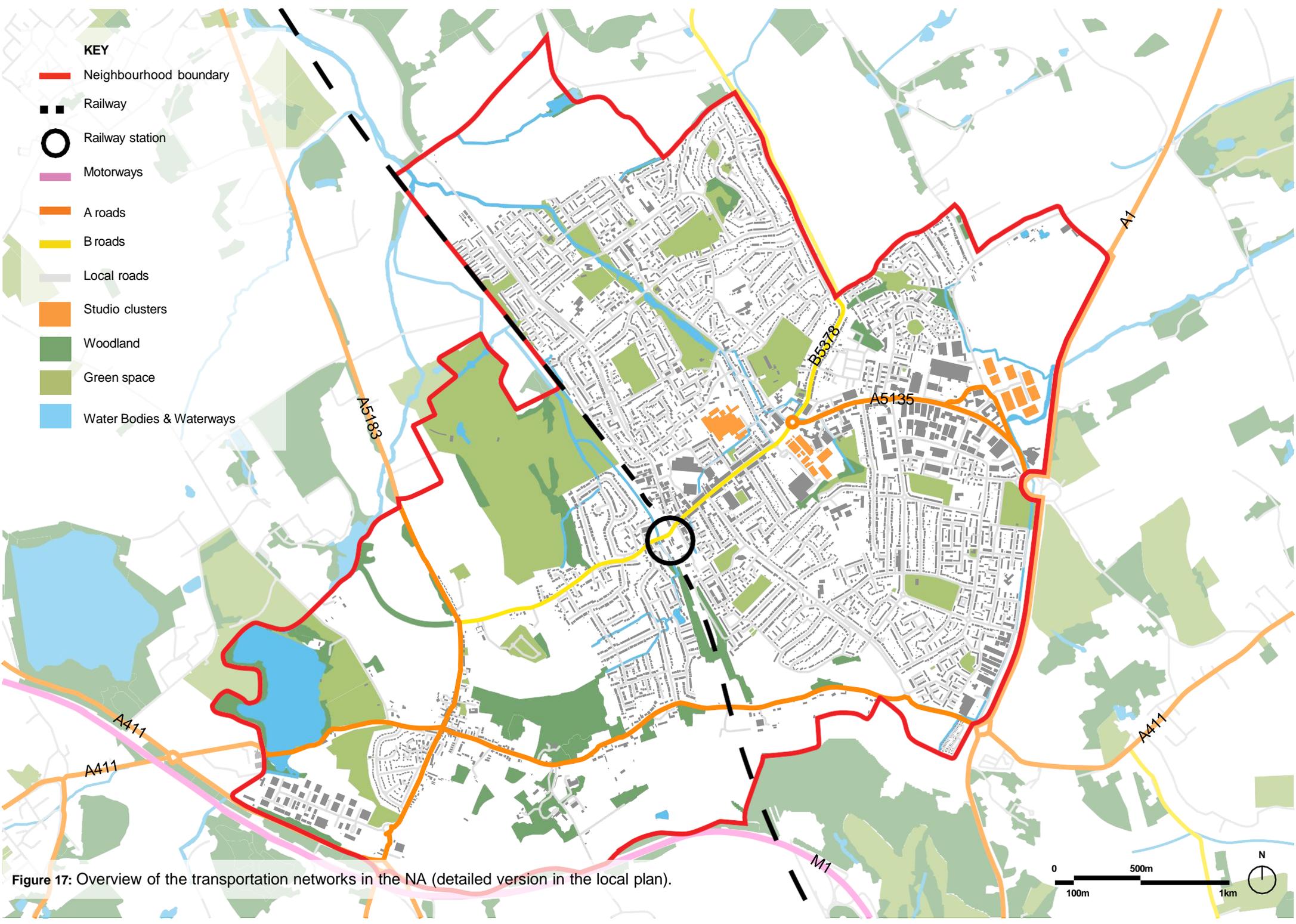


Figure 17: Overview of the transportation networks in the NA (detailed version in the local plan).

3. Neighbourhood Areas

This section outlines the different Neighbourhood Areas within the NA.

The NA can be divided into four main areas; the residential areas, the Elstree Conservation Area, the High Street and the Industrial and commercial areas.

These are shown on the map on the following page.

A description of these areas is set out within this section.

1 Residential Areas

2 Elstree Conservation Area

3 High Street

4 Industrial/commercial



Figure 18: Overview of Neighbourhood Areas in the NA.

1 Residential Areas

The Residential Areas are made up of a number of different housing estates of varying ages, sizes and styles. There is a small historic core with Victorian and early-20th Century housing at Drayton Road, Furzehill Road and Mildred Avenue. The properties within this area are typically two storey in height, with either gabled or hipped roofs and made up of light render and brick walls and tiles roofs. Numerous properties have undergone extensions, however, they generally remain traditional in design.

There are extensive post-war semi-detached and terraced local authority housing developments around the edges of Borehamwood, with generally verdant character due to wide, tree-lined streets, distinct front gardens and large rear gardens. The properties are generally two storey in height and either terraced or semi-detached. They are made up of brick elevations and tiled roofs.

There is some variation in character in places closer to the town centre. High density flats of 3-4 storeys are located around Stratfield Road and Leeming Road with larger blocks of flat around Aycliffe Road. A recent block of flats has been constructed on the corner of Shenley Road and Brook Road varying between 8 and 10 storeys. Such taller storey developments should be focussed to those areas within the Elstree Corridor, bordering the town centre or located near to the railway station.

Development West of the Railway in Elstree off Allum Lane, known as Elstree, consists of two-storey, detached properties that are large in scale and become more spacious in their layout towards the fringes of Borehamwood. The properties vary in style and size.

This residential area has a different character to the residential areas to the east of the railway line.

Along Barnet Lane development is more scattered and consists of large detached properties set within the open countryside.

Outside of the conservation area within Elstree Village, there is a housing estate to the southwest which consists of two storey properties of varying styles and sizes.

Well End: Whilst connected to Borehamwood, this is a distinct hamlet and considered to have a distinctive rural feel. Development here should reflect the rurality.



Figure 19: Flats within Borehamwood (left)



Figure 20: Residential property within Elstree Village off the high street just outside the conservation area (right).

1 Residential Areas

Photographic examples from the Residential Areas



Flats near to the railway station, where higher density homes are near to a main transport hub



Flats near Brook Road. Taller buildings should be focussed toward the Elstree corridor as opposed to the broader residential areas



Victorian homes along Drayton Road



Wide verges provide a sense of openness and barrier from the main roads



Homes are often set around green communal spaces, which offer a sense of openness in otherwise densely built areas.



Homes in Elstree tend to be larger detached homes in a variety of styles and materials.



Homes in Elstree Village (outside the conservation area) are no more than 2-storeys high.



Homes in Well End are less dense as they approach the wider countryside beyond.

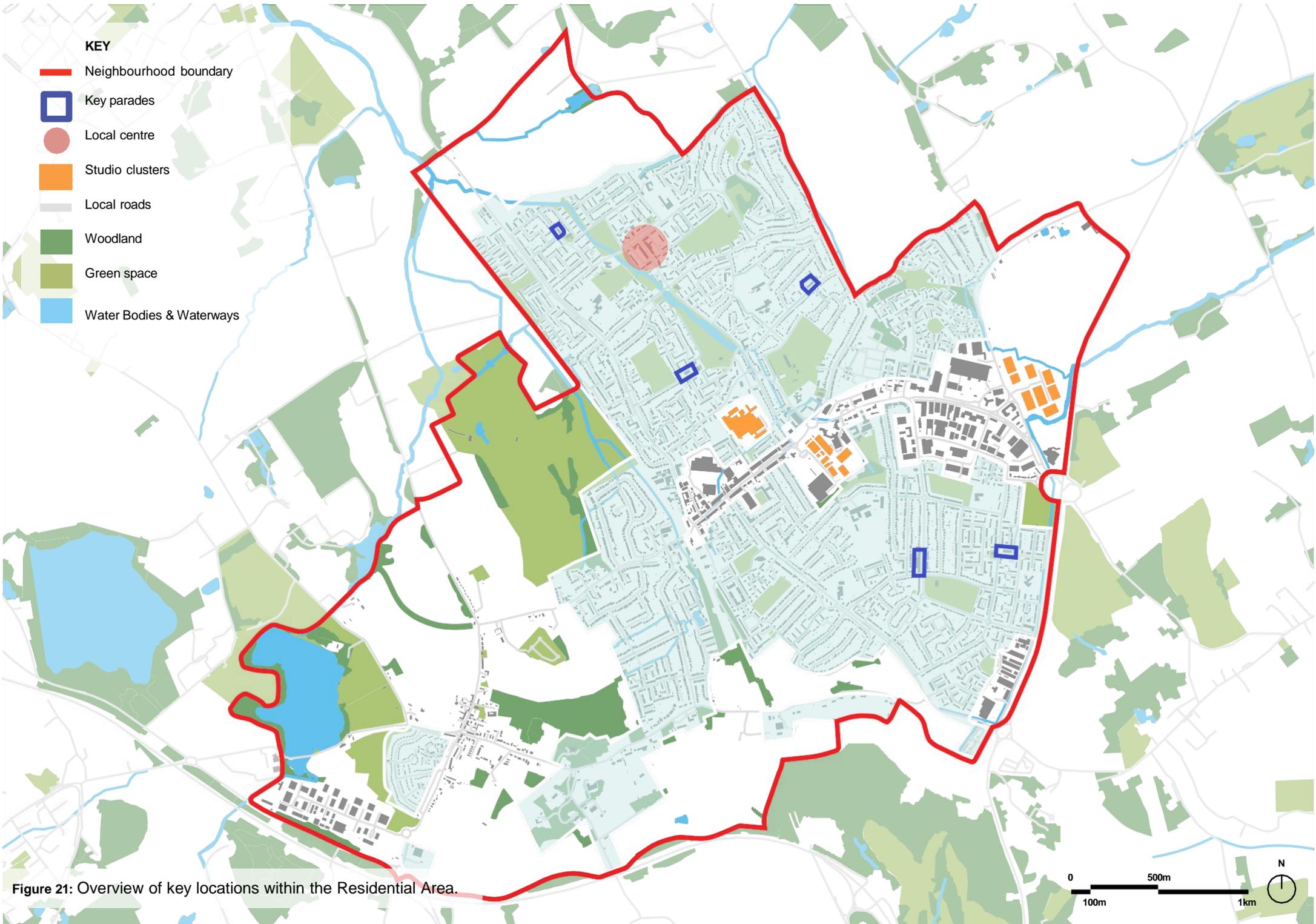


Figure 21: Overview of key locations within the Residential Area.

2 Elstree Conservation Area

The historic centre of Elstree is centered around the High Street and St Nicholas Church, and is within the Green Belt. It contains a mix of historic and more modern housing styles, and has the character of small but a fairly dense, rural village centre. Victorian and early-20th Century housing spreads out along Elstree Hill North and Elstree Hill South, with larger houses in more spacious plots along Barnet Lane. Along the main road here, there are some amenities, but the village mainly relies upon nearby settlements.

The Elstree Conservation Area Appraisal (December 2014) sets out the following: *'Elstree is a historic English village which retains its identity despite its close proximity to London and the M1 motorway, and the growth of nearby settlements of Borehamwood and Barnet. Many of its historic buildings were demolished between c.1880 and c.1970, and replaced by new residential development in small pockets, and by a widened crossroad. These changes have eroded but not effaced its character. Elstree has a distinctive linear layout along the Roman road of Watling Street, which bore medieval pilgrim traffic to St Alban's Abbey, and coaches in the turnpike era. Its historic buildings are varied, including a scattering of timber-framed structures from the 15th to 17th centuries, two imposing Georgian town houses, a number of inns, a Victorian parish church, and modest cottages. It has a number of striking Arts and Crafts buildings, built under the patronage of the 1st Lord Aldenham, including the former school, alms-houses and cottages, as well as Arts and Craft houses and villas on its later fringes.'*



Figure 22: The above photos show historic properties including the Grade II listed Shopwick Place within the Elstree Conservation Area.



Figure 23: Overview of heritage features within the Elstree Conservation Area.

3 High Street

Shenley Road (the High Street), is made up of a linear row of commercial buildings with more recent retail park development to the north-west.

At the western end of Shenley Road, towards the train station, the buildings are lower in height at around 2-3 storeys with commercial uses on the ground floor and residential uses on the upper floors. The street is wide with heavy traffic running through the centre. There are some examples of street planting along the entrance to Shenley Road, however, these are limited and should be expanded and increased throughout the area to 'green' the street scene.

Towards the centre and eastern end of this area, there is a range of property styles, however, most buildings are around 3-4 storeys in height with commercial uses on the ground floor and residential uses on the upper floors. There are some modern infill buildings along Shenley Road with full glass frontages that appear out of context with the surrounding buildings.

There are more examples of street planting to the eastern end of the High Street with an increase in trees and planters. However, there are opportunities to improve this and provide more greenery within the existing street scene.

Given the width of Shenley Road, there are also opportunities to improve active travel by implementing safe cycle paths. This is discussed further within Section 5: Town Centre Proposals.

Situated to the north of the Shenley Road is the BBC Elstree Centre which is made up of a number of warehouse style buildings rising from around 2-5 storeys in height. The centre is well screened from nearby residential properties.

Elstree Studios, another filming location, is situated to the south of the High Street. Similarly, this is made up of a range of buildings which are significantly taller.



Figure 24: View down the High Street

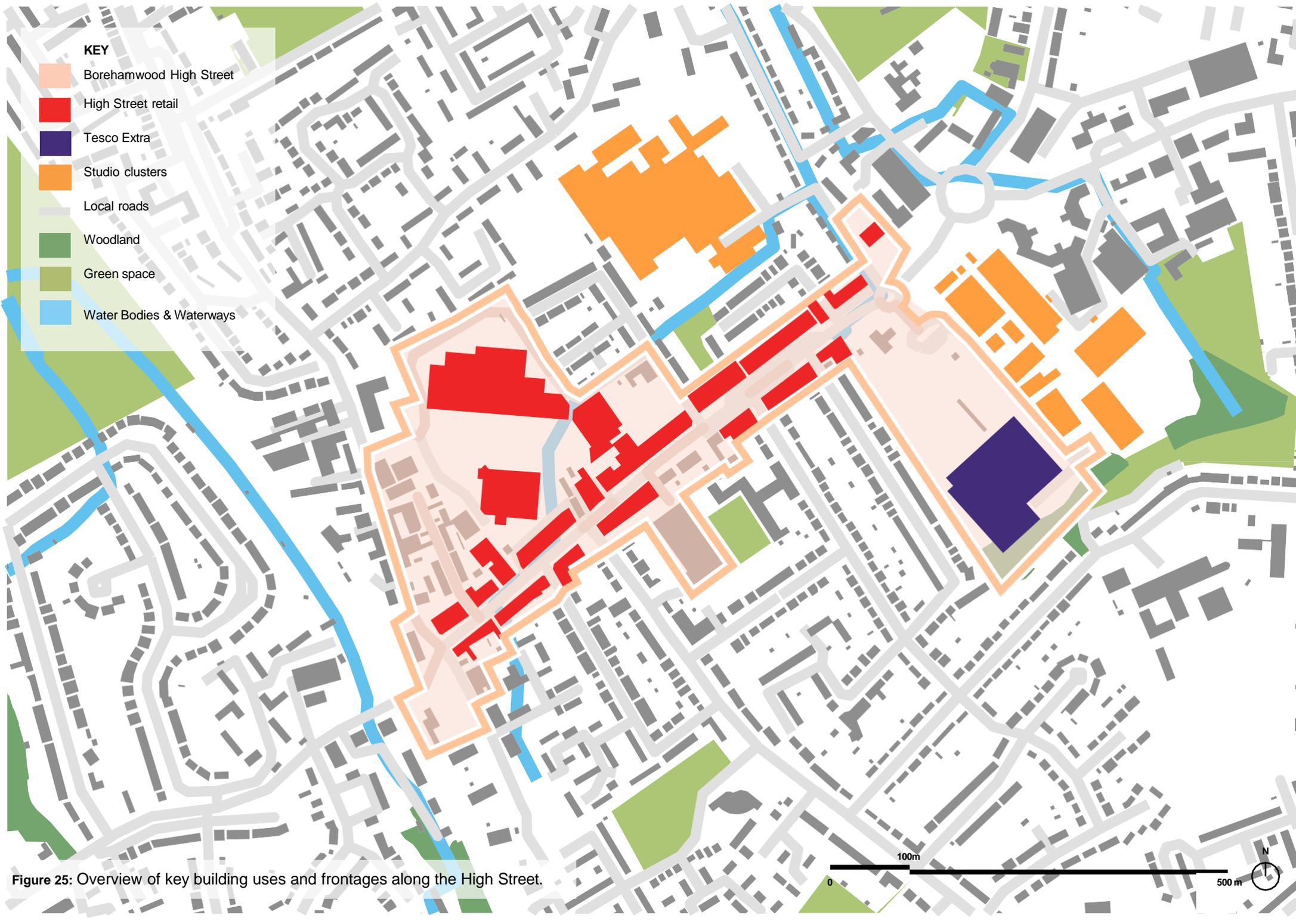


Figure 25: Overview of key building uses and frontages along the High Street.

4 Industrial/commercial

Beyond the High Street character area and adjacent retail park, there are a number of other employment and light industrial sites.

Elstree Way, sited to the east of Borehamwood, provides warehouses and office buildings for a number of commercial businesses, supermarkets and hotels and the recently constructed Sky filming studios.

To the southwest of Borehamwood is a further commercial park on Stirling Way with a supermarket and warehouse buildings.

To the southwest of Elstree Village, is Centennial Park which has a number of commercial warehouse buildings and the Village Hotel with amenities. Whilst the site sits within the open countryside, it is well screened by trees ensuring that it is not visible within the wider Landscape.

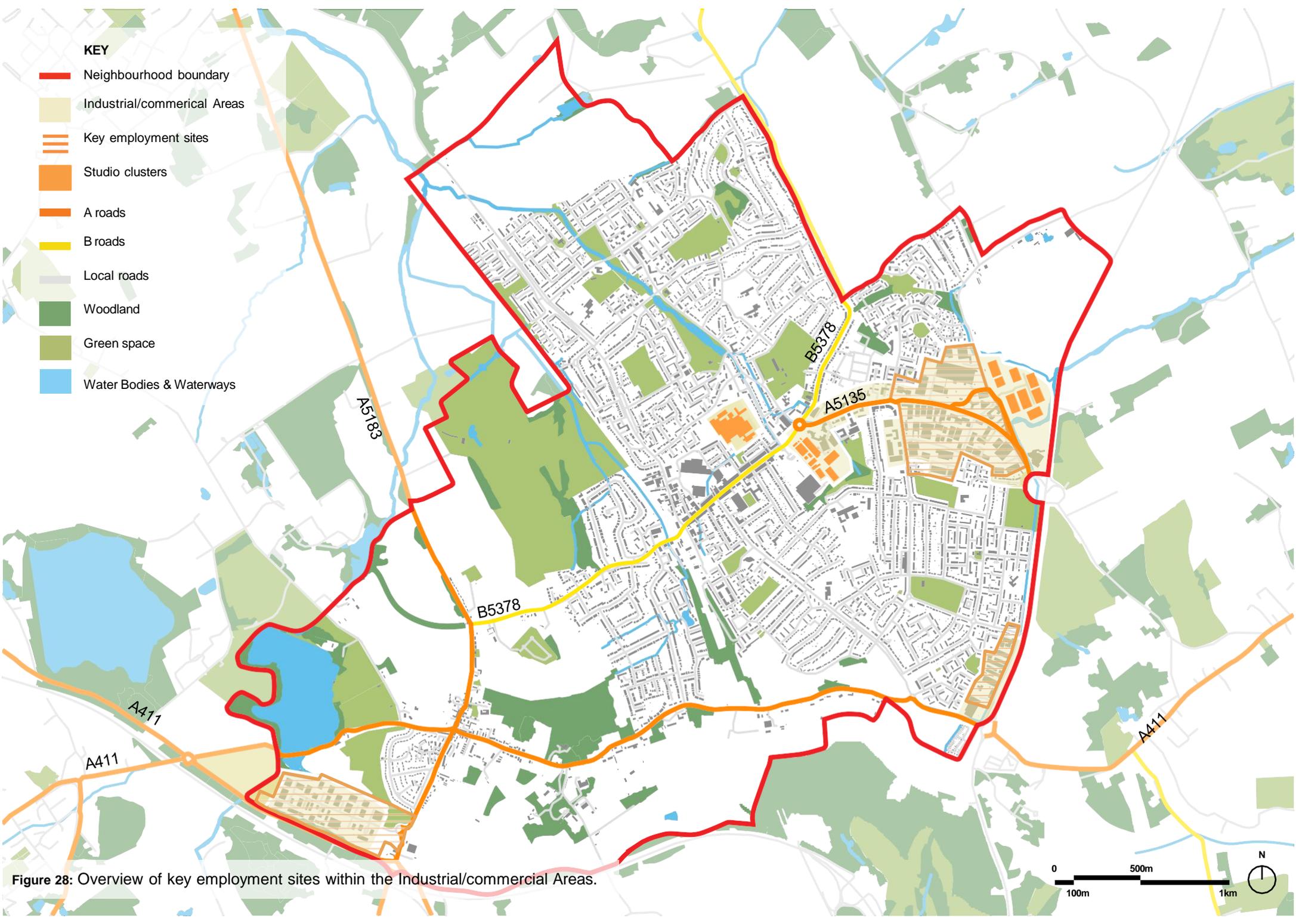
Within these industrial/commercial areas, there is a lack of consistency in the design of the buildings which has resulted in unattractive areas. There are opportunities to improve these areas, and future industrial/commercial sites, by providing landscaping and public areas and improving the design of new buildings.

Additionally, two new industrial sites adjacent to the A41 on Elstree Road and Watford Road have recently been approved and so transport infrastructure to Elstree & Borehamwood Railway Station and Shopping Area is an important current and future planning consideration.



Figure 26: Imperial Place employment site (top)

Figure 27: Delta Court industrial estate (bottom)



KEY

- Neighbourhood boundary
- Industrial/commercial Areas
- Key employment sites
- Studio clusters
- A roads
- B roads
- Local roads
- Woodland
- Green space
- Water Bodies & Waterways

Figure 28: Overview of key employment sites within the Industrial/commercial Areas.

0 100m 500m 1km

N

4. Design Objectives

This section sets out the Design objectives for the Neighbourhood Area. The Objectives have been drawn from the context and character study of the Neighbourhood Area and guided by the SG.

The NPPF sets out that development should create ‘well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being’.

The Design Objectives set out below seek to ensure that Elstree and Borehamwood meets this policy.

OBJECTIVE 1 Ensure that new development is designed to a high standard of design that is in keeping with the existing urban form and character of the area.

OBJECTIVE 2 Create a place that is accessible to enable and support healthy lifestyles.

OBJECTIVE 3 Ensure that new and existing developments promote high levels of sustainability.

OBJECTIVE 4 Ensure that new and existing developments are safe and secure to promote social interaction.

OBJECTIVE 5 Ensure that Elstree and Borehamwood is an area where people can live and work for generations.

OBJECTIVE 6 Support healthy lifestyles through the provision of safe and accessible green infrastructure.

5. Design Guidance & Codes

This section sets out the principles that will influence the design of potential new development and inform the retrofit of existing properties in the Neighbourhood Area. Where possible, local images are used to exemplify the design guidelines and codes. The design guidance and codes support the Neighbourhood Plan and should be read in conjunction with Hertsmere’s Design Guide or successor document.

5.1 Introduction

This section identifies design guidance and codes for future development in the Neighbourhood Areas to adhere to. They are organised under four principles that are particularly relevant for development in Elstree and Borehamwood and reflect the process of siting and thereafter designing development.

The table on the right shows the design codes which apply to the NA. Some are applicable to the NA as a whole and some are only applicable to specific neighbourhood areas. The design codes support the delivery of the design objectives.

Objective	Title
Objective 1	Pattern, layout and grain of developments
	Maintain a consistent building line
	Desired height profile
	Extensions
	Infill developments
	Design of flats
Objective 2	Creative connected places
	Active travel
	Accessible and attractive footpath/network
	Car parking solutions
	Electric vehicle charging
Objective 3	Resilience to the climate respond to the climate emergency
	Assessing alternative energy sources
	Energy efficiency measures towards net-zero carbon
	Wildlife friendly features
Objective 4	Privacy and security
	Street lighting
Objective 5	Accessible and adaptable homes
	Adapting to new working practices
Objective 6	Respect locally important views
	Trees and landscaping on streets
	Right tree, right place
	Give spatial enclosure, provide screening and privacy
	Complement public realm and enhance built environment and local identity
	Form focal points and frame views
	Green Corridors
	Parks and green spaces
Noise pollution mitigation though landscaping	

OBJECTIVE 1 Ensure that new development is designed to a high standard of design that is in keeping with the existing urban form and character of the area.

Pattern, layout and grain of developments

Borehamwood has a nucleated pattern of development extending from the centre of the town. Over the years, the town has expanded outwards towards the north and south. The train line and A1 provide barriers either side of the town preventing development from sprawling east and westwards. Main roads spur off of Shenley Road and the centre with further cul-de-sacs and smaller roads extending from these.

Elstree Village and the conservation area differs in character with a largely linear pattern of development along the high street extending towards Borehamwood along Barnet Lane. A more recent development to the west of Elstree Village has been developed within cul-de-sacs.

Elstree (located immediately adjacent to the railway line), whilst within the residential character area, has a more spacious layout with large gardens, landscaping and detached dwellings.

Development within the NA should follow the following principles:

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

- The views towards the countryside should be protected, and the impact of the massing, height and architectural quality of any new developments within the view corridor should be considered;
- Future developments should be sympathetic to local character and history and establish or maintain a strong sense of place. Understanding and appreciating the local historic environment and the different character areas will help to ensure that the potential new development is properly integrated with the existing settlement and does not result in the loss of local distinctiveness;
- Within Elstree Conservation Area, developments should respect the historic locally distinctive grain with mix of form, layout and size;
- Siting and layout of new developments must be sympathetic to the specific neighbourhood areas; and
- Proposals need to consider existing density and the relationship between buildings and plot sizes.

Maintain a consistent building line

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

- Building set backs should be consistent with the existing street scene. Where there is a consistent building line, for example within Borehamwood and the Elstree Conservation Area, this should be matched. Where the building line is more varied, development should be sympathetic to this. Examples are provided in figures 28 and 29. Building lines may be varied where appropriate, e.g. at junctions, to enhance legibility, create focal points, and contribute to placemaking;
- To ensure sufficient street enclosure, private front thresholds should have a modest depth and accommodate a small garden or area for planting;
- Low to medium densities in residential areas can vary setbacks in order to respond to the landscape context and the more open character of the area; and
- Front gardens can be much deeper where the topography requires so or to respond to the existing character of the villages. It also helps to create a softer transition between countryside, green spaces and built environment.



Figure 29: Consistent building line



Figure 30: Varied building line

Desired height profile

The scale, form and massing of buildings are important to the character of a place; therefore, the existing context needs to be considered and new development needs to react sensitively to preserve and enhance the best characteristics of a place ensuring a harmonious relationship with neighbouring buildings, spaces and streets. The precedent for these should be chosen from properties that are in line with the character of the area; for example, building height should follow the surrounding majority and not use a singular taller building as a precedent.

Within Borehamwood town centre, building heights vary although typically do not go above 3-4 storeys in height. There are examples of taller buildings, however, these appear at odds with the existing character, notably when located well outside those areas within Elstree Corridor and the town centre. Within the residential areas of both Borehamwood and Elstree, buildings heights are typically 2-storeys. The following principles should be followed by all new development:

- The scale and massing of new buildings should be consistent with the form and massing of neighbouring properties;
- New developments should seek to respond to the surrounding context by using similar configurations with a modern interpretation. Buildings and developments that do not respect the existing townscape should be avoided; and

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



Figure 31: Matching height profile Woodhill Rise (top)

Figure 32: Matching height profile Wordsworth Gardens (bottom)

Extensions

Part E (Guidelines for Residential Extensions and Alterations) of Hertsmere's Planning and Design Guide (as amended) sets out guidance on the minimum requirements that should be adhered to in order for an extension to be considered acceptable. When designing an extension, consideration should therefore be given to this document. In addition to this, there are a number of principles that residential extensions and conversions should follow to maintain character. Some extensions are covered by permitted development rights and so do not need planning permission.

- The original building should remain the dominant element of the property regardless of the scale or number of extensions. The newly built extension should not overwhelm the building from any given viewpoint;
- Extensions should not result in a significant loss to the private amenity area of the dwelling; and
- Designs that wrap around the existing building and involve overly complicated roof forms should be avoided.



Figure 33: Properties with extensions within the NA.

Infill developments

Infill sites will vary in scale, context and location within a settlement. Any new infill can have significant impact on the character and appearance of the built environment. The following principles should be applied in any future infill site:

- Infill development should complement the street scene into which it will be inserted. It does not need to mimic the existing styles, but its scale, massing and layout need to be in general conformity with the existing (this is particularly ridge/eave heights, especially for terraced or dense groupings of buildings, although some limited variation may be suitable for landmark buildings in appropriate locations);
- The building line of new development should be in conformity with the existing. Very often, with terraced or dense groupings, the building line will be exactly the same, but in other cases it might be acceptable that it closely aligns with the exiting arrangement of buildings where there is an irregular, meandering building line;
- The density of any new infill development should reflect its context and its location in the village (centre or edge), or in a smaller settlement nestled in a wider landscape. The optimum density will respond to surrounding densities whilst making efficient use of land; and
- Where there are opportunities for infill development, proposals should demonstrate that existing views and vistas between buildings and along view corridors have been considered and the aim should be that they are retained, wherever possible. The sight lines, light and views between buildings is crucial to retaining character where infill development is proposed.



Figure 34: Infill development fitting in with urban context

Design of flats

In central parts of Borehamwood, building heights and overall density is slightly higher. This way of living lends itself to the development of flats. However, in order to not take away from the existing character of the area, flats should be designed in context of the surrounding built environment. Key principles are:

- Building heights should be similar to the surrounding context. If there are only 2.5 storeys houses around, then maximum could be 3 storeys. As well as this, the existing roof line should be retained.
- The massing of buildings should be sensitive to the surrounding context, typologies and density. For example, if there are only detached/semi-detached or bungalows around then the flats cannot have long facades but short ones to match the surroundings;
- Within the Elstree Conservation Area and lower density residential areas, maisonette typology is recommended to offer the opportunity for flats but at the same time preserve the village feel. Maisonette means flat on ground floor and stairs on the side leading to another flat on the upper floor. The result of this is that from the outside it looks more like a semi-detached house;
- Flats should be designed in an intergenerational manner so that they suit the needs of different age groups. For example, flats should both have step free access (e.g. lifts and also no steps over the threshold) for older people as well as access to spaces for play for children;
- Parking provision for flats should be in alignment with the Hertsmere's Parking Standards (or successor document), July 2014;
- Any parking court should integrate green features to soften the environment and where possible be overlooked for an added element of security;
- Flats should be dual aspect to maximise the levels of natural light for occupants and where possible they should be looking onto open spaces. Furthermore, internal corridors should have views out and not be long or have many turns; and
- Flats must all have direct access to external space designed as integral balconies. Bolt on balconies will be resisted.



Figure 35: Well-designed block of flats.



Recent apartment development in Borehamwood

OBJECTIVE 2 Create a place that is accessible to enable and support healthy lifestyles.

The following pages set out policies to consider when developing both existing and new development within the NA. They are generic design codes that apply to all areas of the NA and are not specific to one area. Increasing the number of residents walking and cycling around the NA is an important part of improving health and the quality of their experience.

Creating connected places

Connected Places are sometimes also known as 'livable neighbourhoods'. They follow the principle of '20-minute neighbourhood' which allows people to spend more time locally, working at home, if possible, use public green space, and cycle and walk instead of using cars and connecting with neighbours.

Generally, connected places have the following travel characteristics:

- A safe, accessible, and well-connected movement network for pedestrians and cyclists;
- High-quality public spaces, streets and open space (Discussed under objective 6);
- Good access to services that support local living; and
- Inclusive and easy access to public transport that caters for different needs, connecting people to jobs and other services further afield.

The following pages describe ways to improve connectivity across the NA.

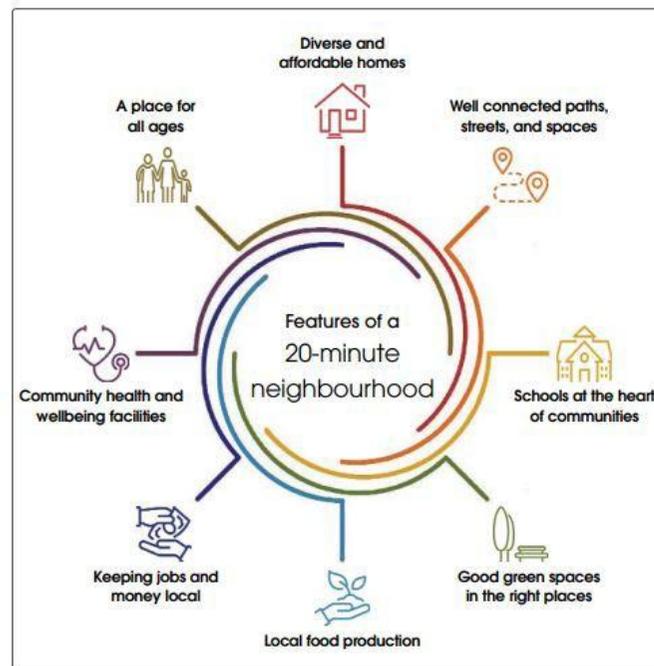


Figure 36: Diagram of a 20-minute neighbourhood¹

¹ https://tcpa.org.uk/wp-content/uploads/2021/11/final_20mnguide-compressed.pdf

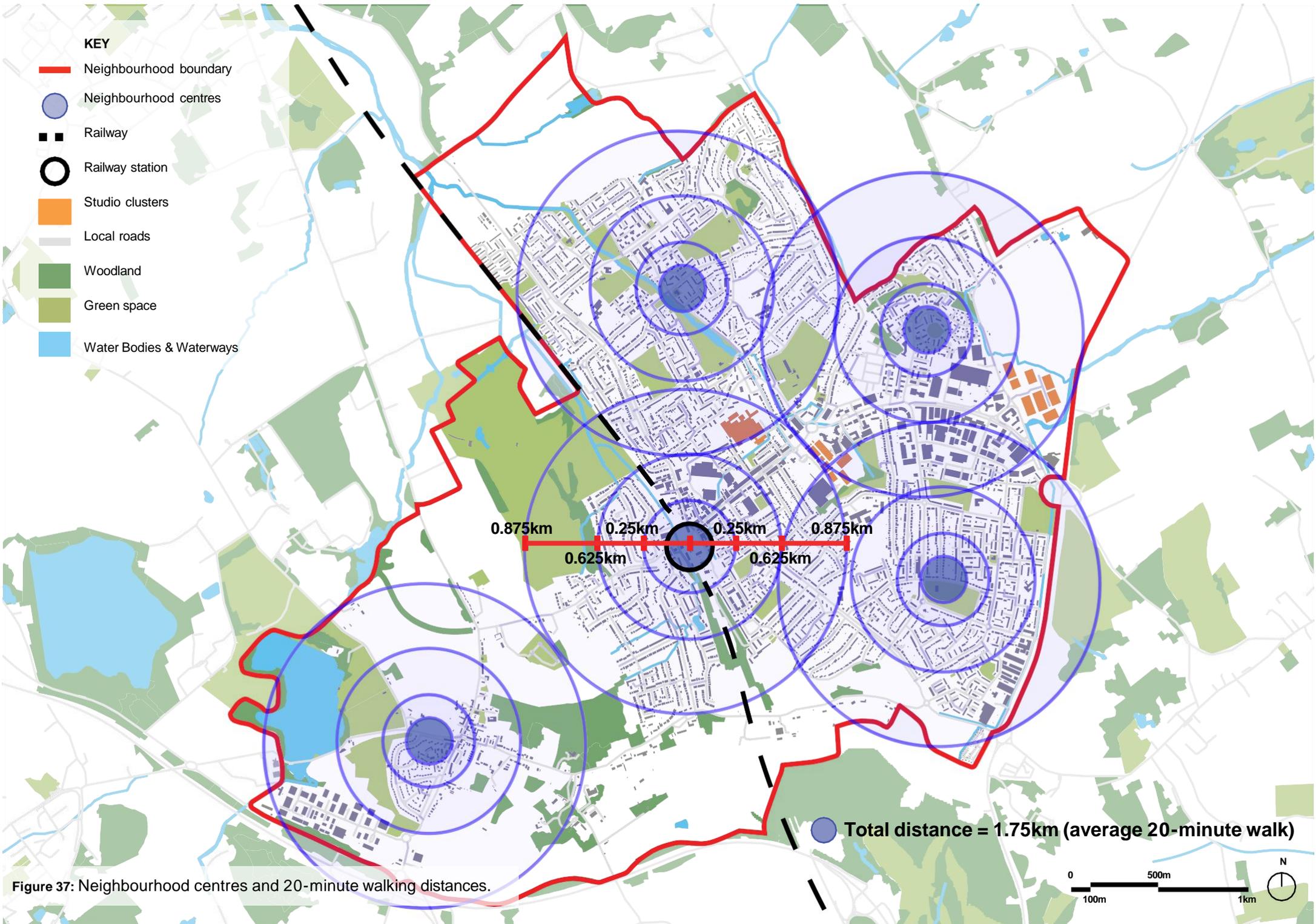


Figure 37: Neighbourhood centres and 20-minute walking distances.

Active travel

Active Travel has an important role to play in creating connected places, by ensuring that residents can walk or cycle in and around the area. Increasing the number of residents walking and cycling around the NA is also an important part of improving health and the quality of their experience. These principles should be followed:

- Where there is a choice, new development in the NA should be selected where it would generate the least amount of car movements and be within a comfortable distance of local services and transport nodes. This will help to promote active travel, an important feature in 'livable' neighbourhoods;
- New development should ensure that pedestrian and cycle routes are incorporated into new designs to incentivise modes of active travel. The incorporation of well-designed cycle storage around the NA, but particularly within neighbourhood centres, is important to consider;
- These routes should link to key services in the settlements and other existing routes to form a network of walkable areas;
- Users of public and private space are varied and include disabled users, parents/carers with buggies and young children. It is important for these users to be catered for when designing new development;
- Designing roads to minimise traffic speeds, for instance through tight radii, pinch points, raised tables etc. Useful examples and guidance can be found in the Global Designing Cities Initiative guidance (<https://globaldesigningcities.org/>).
- Pedestrian crossing of side roads to be prioritised with level crossing and set back junctions for vehicles. This requires a footway, grass verge or pavement that is wide enough to ensure pedestrians do not conflict with vehicles. Footpaths should also be made from a permeable surface;
- Where cul-de-sacs are introduced, they should be short and linked by well-overlooked footpaths to enable pedestrian and cycle flow; and
- Walking routes should seek to connect with and extend the rural footpath and bridle way network.



Figure 38: Example of how not providing the right cycle storage can result in a cluttered street scene



Figure 39: Above, positive examples of permeable paving from outside the NA. The top left and bottom left photos show examples of paving that could be used within the built environment, whilst the photo to the bottom shows an example of edge lane that uses gravel, in earthy palette, which could also be used in footpaths within the countryside.

People friendly streets

It is essential that the design of new development includes streets that incorporate the needs of pedestrians, cyclists, as well as public transport users. Some design guidelines and codes for future development are:

- Streets must meet the technical highways requirements incorporating the needs of pedestrians, cyclists, and if applicable, public transport users;
- Streets should be considered a 'place' to be and contribute to the local character of the NA. Thus, a good understanding of the existing street typologies and characteristics, widths and enclosure, is needed so that any new design reflects the existing character of the area;
- A gentle meandering character, where appropriate, is welcome to offer evolving views either along the streetscape, built environment or surrounding countryside. However, it should not be done in an artificial way in new developments, but more naturally, following an appropriate pattern of development;
- Within the development boundaries, streets should have a secondary role, giving priority to the pedestrian and cycle network. They should not be built to maximise vehicle speed or capacity and should discourage rat-running which is an issue within the area. For that reason, traffic calming measures, shown in the adjacent figures like non-speed bump solutions, speed tables or appropriate signage to indicate the speed limits, should be implemented;
- Although the prevailing parking typology is on-plot parking, it is important that where on-street parking is introduced, it does not impede the access for pedestrians and other vehicles, and it is well-vegetated to create an attractive street scene; and
- Routes should be laid out in a permeable pattern, allowing for multiple choices of routes, particularly on foot and bike. Any cul-de-sacs should be relatively short and provide onward pedestrian links.



Figure 40: Example of an interactive signage to indicate speed limits within a residential area, elsewhere in UK.

Figure 41: Example of a speed cushion.



Figure 42: Proposed active travel network improvements within the NA.

Accessible and attractive footpath/network

A key part of improving active travel is ensuring that there is an accessible and attractive footpath/network. There are a number of footpaths within the NA which link the villages to the surrounding countryside, while also providing scenic walks. Footpaths allow people to get closer to nature, enjoy a tranquil environment and do physical exercise by walking. They also link neighbourhood areas and amenities. Therefore, protection, improvement and design of new footpaths should be considered in new developments, and some design guidelines are:

- Where possible, newly developed areas must retain or provide direct and attractive footpaths between neighbouring streets and local facilities and the countryside at the edge of settlements;
- Establishing a robust pedestrian network across new developments and among new and existing development is key in achieving good levels of connectivity and promoting walking and cycling;
- Where possible, new proposed footpaths should link up green spaces and woodlands to create a network of green walking routes and promote biodiversity;
- Strategically placed signposts can assist pedestrians and cyclists with orientation and increase awareness of publicly accessible paths beyond the NA. However, new signposts

must respect the rural character of the NA and avoid creating visual clutter; and

- Footpath network needs to be in place before first occupation of houses on the site.



Figure 43: Local foot and cycle path with limited lighting (Top)

Figure 44: Public Right of Way connecting Elstree to Borehamwood (Bottom)

Car parking solutions

It is accepted that in some circumstances cars are required to move around the NA and surrounding area. As existing parking has not been thoughtfully designed, which in some places, has resulted in congested and cluttered streets.

The National Design Guide and Building for a Healthy Life set out guidance for the design of car and cycle parking. Consideration should be given to these documents when designing parking areas.

Adequate parking solutions need to be integrated into development. There is no single best approach to domestic car parking. A good mix of parking typologies should be deployed and influenced by location, topography and policy requirements. The main types to be considered are shown in this section. Generally:

- All newly built dwellings should have designated parking except in the Town Centre;
- For family homes, cars should be placed at the front or side of the property. When placing parking at the front, the area should be designed to minimise visual impact and to blend in with the existing street scape and materials. For small pockets of housing a front or rear court is acceptable;
- Car parking design should be combined with planting to minimise the presence of vehicles; and
- Where located adjacent to main transport nodes (the railway station), car parking provision may be lessened to encourage active travel and use of public transport.

- Parking areas and driveways should be designed to reduce impervious surfaces through the use of permeable paving; and
- Larger developments that would result in an excess of parking should consider utilising underground parking lots, including car parking ports, taking account of safety issues.
- Overall, parking solutions should be context-sensitive and well-integrated.



Figure 45: Example of where parking was not incorporated into the development and dominates the street (top)

Figure 46: Example of where parking has been incorporated and does not dominate the street (bottom)

Cycle parking solutions

Cycle parking and safe, covered storage should be incorporated into all new development.

Houses without garages

- For housing, where there is no on-plot garage, covered and secured cycle parking should be provided within the domestic curtilage;
- Cycle storage must be provided at a convenient location with an easy access;
- When provided within the footprint of the dwelling or as a free standing shed, cycle parking should be accessed by means of a door at least 900mm and the structure should be at least 2m deep;
- The use of planting and smaller trees alongside cycle parking can be used.

Houses with garages

- The minimum garage size should be 7m x 3m to allow space for cycle storage;
- Where possible, cycle parking should be accessed from the front of the building either in a specially constructed enclosure or easily accessible garage;
- The design of any enclosure should integrate well with the surroundings; and
- The bicycle must be removed easily without having to move the vehicle.

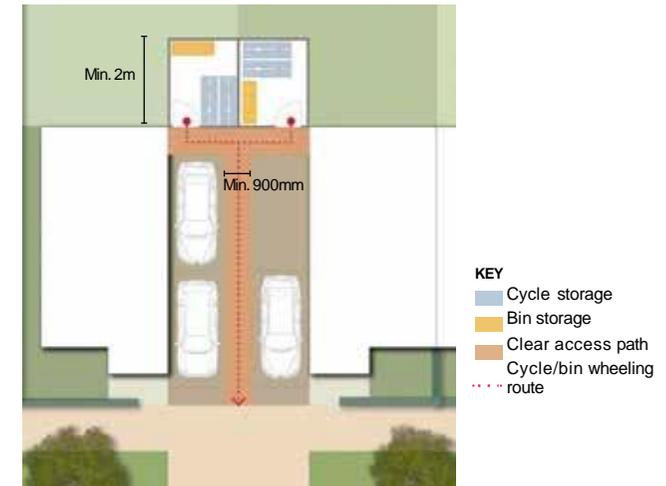


Figure 47: Indicative layout of a bicycle and bin storage area at the back of semi-detached properties



Figure 48: Example of cycle parking with cover, Cambridge – with some good practice examples: <https://www.cambridge.gov.uk/media/6771/cycle-parking-guide-for-new-residential-developments.pdf>

Parking courtyard

- This parking arrangement can be appropriate for a wide range of land uses. It is especially suitable for terraces fronting busier roads where it is impossible to provide direct access to individual parking spaces;
- Parking courtyards should be designated;
- Parking courts should benefit from natural surveillance;
- Parking courts should complement the public realm; hence it is important that they are designed as courtyards with room to park with the use of high-quality design and materials, both for hard and soft landscaping elements; and
- Parking bays must be arranged into clusters with groups of 4 spaces as a maximum. Parking clusters should be interspersed with trees and soft landscaping to provide shade, visual interest and to reduce both heat island effects and impervious surface areas.



On-street parking

On-street parking is very common throughout the whole of the NA. This degrades the quality of the street scene and where cars are parked on footpaths prevents healthy streets. In order to reduce the visual impact of parked cars on the street, on-street parking as the only means of parking should be avoided in future development wherever possible.

- On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function;
- Where possible, there should be no more than 4 cars in a row without a street tree in between;
- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be clearly marked using changes in paving materials instead of road markings;
- Explore potential resident only parking areas along streets near neighbourhood centres where street parking overwhelms the area, such as along residential routes near the train station; and
- Opportunities must be created for new public car parking spaces to include electric vehicle charging points.

Figure 49: Example of on street parking bays (left)

On-plot side or front parking

- Parking should be provided to the side of the dwelling instead of directly in front due to the visual impact that cars have on the street. Where this can not be avoided, landscape screening, such as through well defined hedgerows, should be used to reduce the visual impact of parking. Therefore, a maximum of 2 dwellings in a row will be permitted to provide parking in this way. Front gardens should allow for movement around parked vehicles. A depth of 6m is recommended although this is subject to local context. Gardens should also be well screened with soft landscaping (e.g. hedgerows) when providing parking space to the front of a dwelling; and
- Parking being provided on a driveway to the side of a dwelling should be of sufficient length (5m minimum) so that a car can park behind the frontage line of the dwelling. This will reduce the visual impact that cars will have on the street scene. When parking is provided to the side of a dwelling a minimum front garden depth of 3m should be provided. As well as this permeable surfaces should be used in forecourts (Figure 50 is a good example of this).



Figure 50: Example of well-designed on plot parking spaces that minimise the visual appearance of cars (top)

Figure 51: Example of well-designed off-road parking space to the front of the property with landscaping to provide screening (bottom)

Electric vehicle charging

Current transition to electric vehicle technology and ownership comes with related issues that must be addressed by new development. Two key areas are explored below - public parking areas and private parking for homes.

Design issues to address for public parking:

- Provision of adequate new charging points and spaces and retrofitting existing parking areas.
- Serving remote or isolated car parks (e.g. in woodland areas).
- Retrofitting existing public parking and upkeeping design quality of streets and spaces (attractiveness and ease of servicing and maintenance).
- Integrating charging infrastructure sensitively within streets and spaces, for example, by aligning with green infrastructure and street furniture.

- Sensitive integration of charging infrastructure within conservation areas.

Design issues to address for parking at the home

- Convenient on-plot parking and charging points close to homes.
- Potential to incorporate charging points under cover within car ports and garages.
- Integrate car parking sensitively within the streetscene. For example, parking set behind the building line or front of plot spaces lined with native hedgerow planting.
- Consider visitor parking and charging needs.
- Existing unallocated and on-street parking areas and feasibility to provide electric charging infrastructure not linked to the home.
- Potential for providing secure, serviced communal parking areas for higher density homes.



Figure 52: Public electric vehicle charging point (top)
Figure 53: Home electric vehicle charging point (bottom)



Cycle paths within the Neighbourhood Area

OBJECTIVE 3 Ensure that new and existing developments promote high levels of sustainability and are resilient and adaptable to climate change.

The climate emergency has created the need to decrease our carbon footprint towards net-zero by providing innovative solutions to transportation (electrification) and the energy use of buildings. Sustainable design incorporates innovative practices at all scales of design to achieve less impactful development footprints, whilst future proofing homes, settlements and natural environments.

The following section further elaborates on energy efficient technologies that could be incorporated in buildings and at broader Neighbourhood Area design scale as principles. The guidance is relevant to both existing and new development within all the character areas.

Use of such principles and design tools should be encouraged in order to contribute towards a more sustainable environment.

Energy efficient or Eco design combines all around energy efficient appliances and lighting with commercially available renewable energy systems, such as solar electricity.



Figure 54: Solar panels on a house in Borehamwood.

Resilience to the climate

All new development should work to moderate extremes of temperature, wind, humidity, local flooding and pollution within the neighbourhood area:

- Avoid siting homes in high-risk flood areas and mitigate increased risk of storms/flooding with sustainable drainage systems. These reduce the amount and rate at which surface water reaches sewers and watercourses. Often, the most sustainable option is collecting water for reuse, for example in a water butt or a rainwater harvesting system. This reduces pressure on valuable water sources.
- Eco-systems cannot adapt as fast as the climate is changing leading to loss of biodiversity. Protecting and enhancing woodlands, watercourses and green infrastructure can combat this. Aim to increase ecology through biodiversity net-gain on major development sites. Use street trees and planting to moderate and improve micro-climate for streets and spaces.

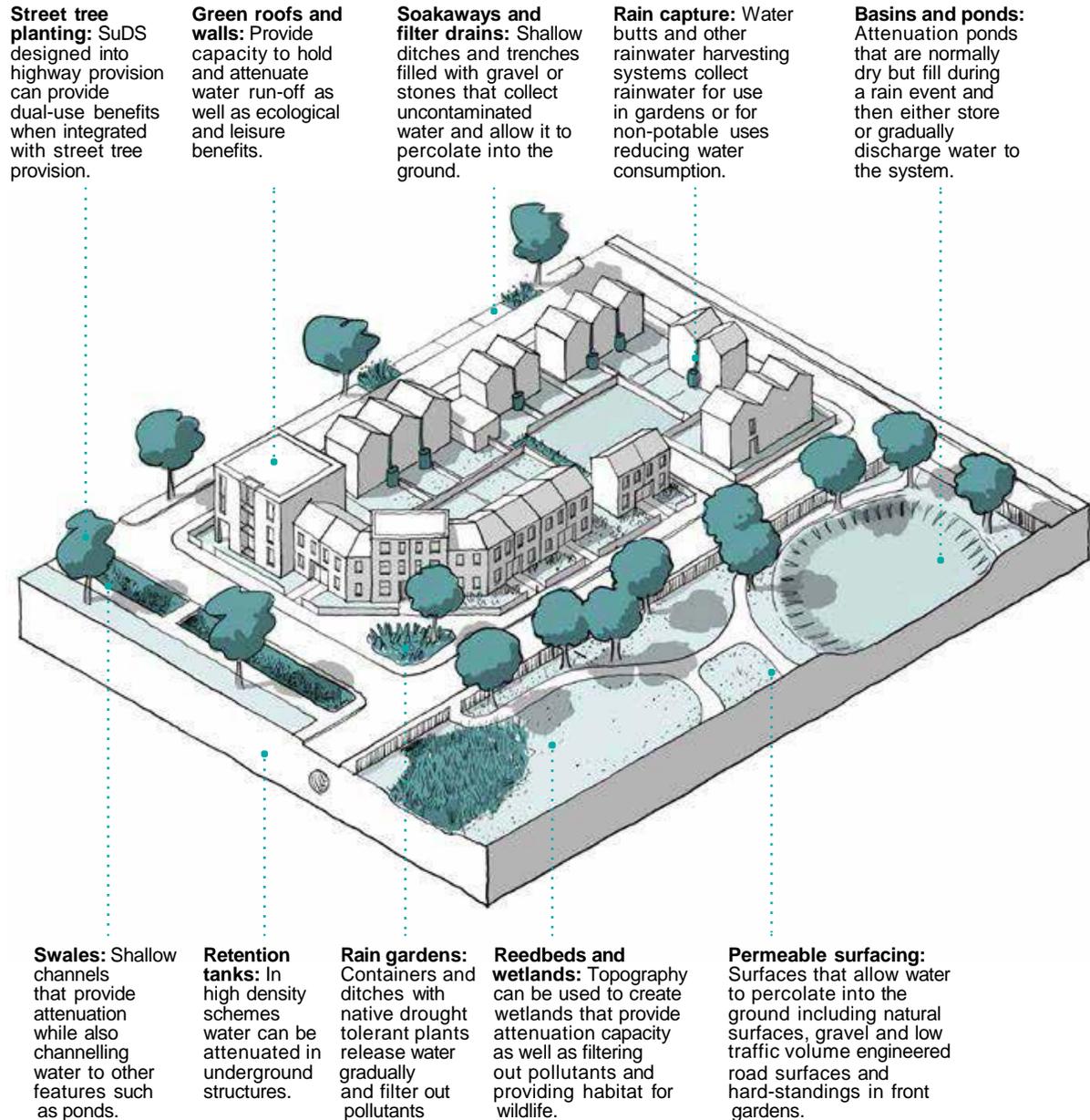


Figure 55: Sustainable drainage systems as set out in the National Model Design Code

Assessing alternative energy sources

Key considerations in the assessment of alternative energy sources for development may include (but are not limited to):

- Optimising solar orientation of streets and buildings. Aim to increase the number of buildings on site that are oriented within 30° of south (both main fenestration and roof plane) for solar gain, solar energy (solar panels) and natural daylighting;
- Ground conditions to accommodate loops for ground source heat and space for air source heat pump units;
- Links to local estates for sustainable coppicing, harvesting or recycling of biomass fuels;
- Local wind speed and direction for micro-generation wind turbines; and
- Collaborating with utilities, highway authorities, telecoms companies and other stakeholders when designing and delivering projects to minimise energy usage and disruption during the construction stage.

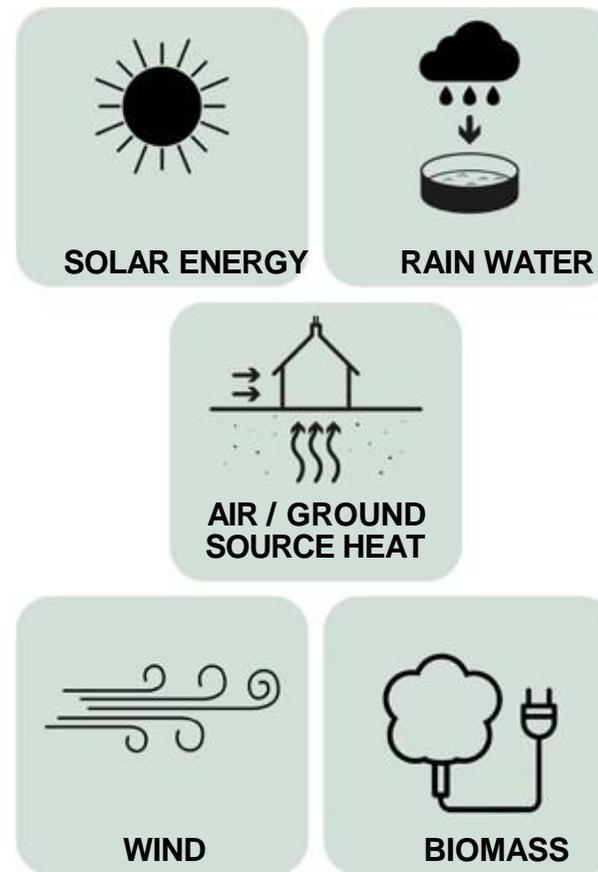
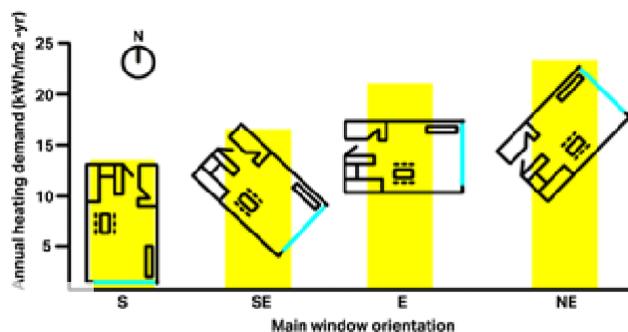


Figure 56: Carefully angled solar panels that harness every moment of sun (top left)

Figure 57: Building orientation influences the annual heating demand (bottom left)

Figure 58: Key alternative natural energy sources (right)

Energy efficiency measures towards net-zero carbon

It is paramount that new development adopts a fabric first approach in line with the Government’s emerging Future Homes Standard and Part L of the UK Building Regulations in order to attain higher standards of insulation and energy conservation.

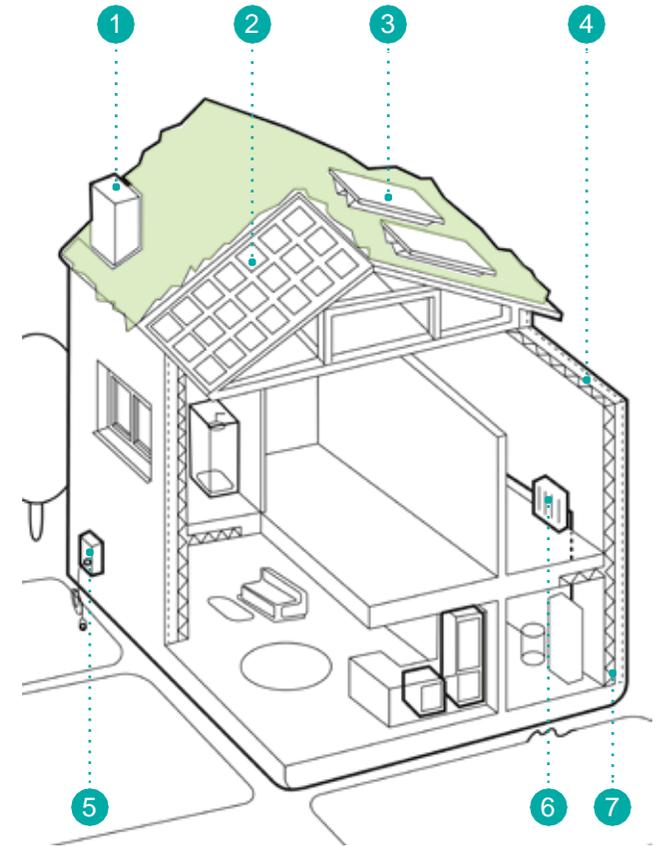
- Reducing energy demand further by employing passive design principles for homes is desirable and can make some forms of development more acceptable to the community (window orientation, solar gain, solar shading, increased insulation, ventilation with heat-recovery);
- Maximise on-site renewable energy generation (solar, ground source, air source and wind driven); and
- Consider building form and thermal efficiency: point-block / terraced / semi-detached / detached all have different energy efficiency profiles. This must be balanced with local design preference and character considerations to ease acceptance for development.
- Integrate battery storage to accommodate over-supply of energy for re-use in the building. This could be for individual- and/or community-scale schemes.

- Reusing buildings, parts of buildings or elements of buildings such as bricks, tiles, slates or large timbers all help achieve a more sustainable approach to design and construction. Recycling and reuse of materials can help to minimise the extraction of raw materials and the use of energy in the production and transportation of materials. Before work commences, the waste volumes should be generated and the recycling and disposal of the materials described. On completion of the construction works, volumes of recycled content should be purchased, recycled and landfilled materials to be collated.



Figure 59: Air source heat pump housing covers the unit and harmonises with the building aesthetic (above right) and Air source heat pump unit (above left).

Figure 60: Cut-through diagram of an energy efficient home and its features (right)



1. Mechanical ventilation system.
2. Integral solar tiles (where feasible)
3. Solar panels – and rooflines oriented accordingly
4. Green roof – particularly in areas of flood risk
5. Electric vehicle charging point.
6. Efficient utilities and appliances.
7. Wall insulation.

Wildlife friendly features

The landscape plays an important role in adapting to climate change by providing wildlife friendly features, improving drainage/ reducing flood risk, absorbing carbon and reducing road noise.

The NA has a rich and varied landscape character. There are many natural features and assets, such as trees, woodlands, hedgerows, parks, verges, front and back gardens. Therefore, any new development or any change to the built environment should:

- Protect and enhance woodlands, hedges, trees and road verges, where possible. Natural tree buffers should also be protected when planning for new developments;
- Avoid abrupt edges to development with little vegetation or landscape on the edge of the settlement and, instead, aim for a comprehensive landscape buffering;
- Strengthen biodiversity and the natural environment;
- Ensure habitats are buffered. Widths of buffer zones should be wide enough and based on specific ecological function;
- Include the creation of new habitats and wildlife corridors in the schemes. This could be by aligning back and front gardens or installing bird boxes or bricks in walls;
- Propose wildlife corridors in the surrounding countryside by proposing new green links and improving the existing ones. This will enable wildlife to travel to and from foraging areas and their dwelling areas; and

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

Further guidance on green infrastructure can be found under **Objective 6**.



Figure 61: Local green space



Terraced housing with solar panels

OBJECTIVE 4 Ensure that new and existing developments are safe and secure to promote social interaction.

Safety and security are essential to successful, sustainable communities. Not only are such places well- designed, attractive environments to live and work in, but they are also places where freedom from crime, and from the fear of crime, improves the quality of life.

Privacy and security

In order to provide a sense of security and natural surveillance, the windowed front elevation of a dwelling should face the street where this is in keeping with local character. The rear boundaries facing the street should be avoided as this has a negative impact on the character of a street and reduces levels of security and natural surveillance. Rear boundaries should back on to other rear boundaries or provide a soft transition into the natural environment, such as at the settlement edge. Back gardens represent green corridors that enhance wildlife and biodiversity net gain.

Different types of neighbourhood within the area have different characteristics which need to be carefully taken into account in order to retain privacy for existing residents. Front-to-front and Back-to-back distances should first and foremost respond to their surroundings.

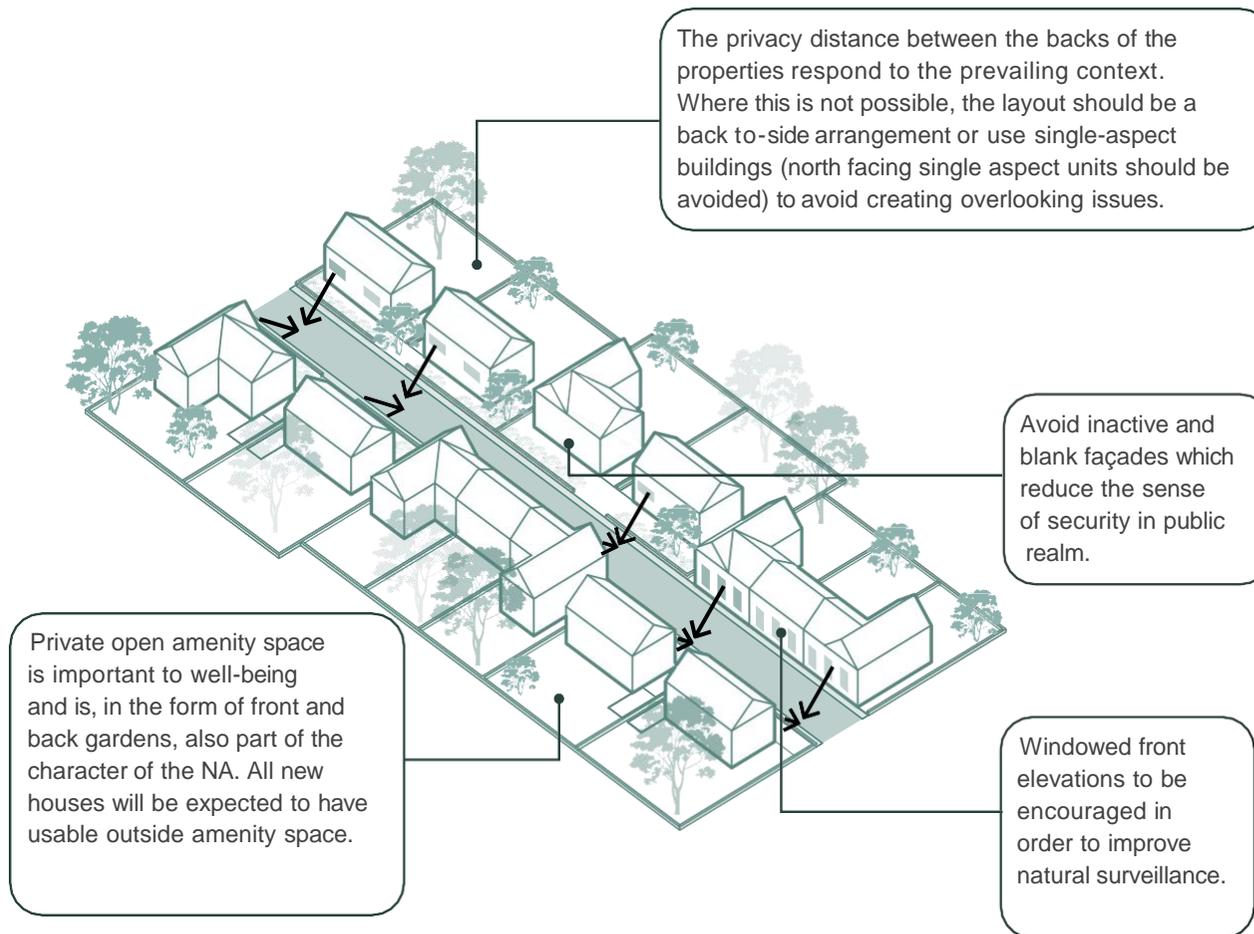


Figure 62: Diagram to highlight the importance of natural surveillance to improve security and sense of safety

Street lighting

Street lighting provides a number of important benefits including promoting security and increasing the quality of life by artificially extending the hours in which it is light so that activity can take place. Street lighting also improves safety for drivers, cyclists and pedestrians.

In any new development, lighting design should be considered throughout. In particular, around footpath/cycle routes. All proposals should incorporate good, consistent and well-designed lighting and any lighting proposals should seek to achieve a high level of uniformity.

In places such as Elstree Village and developments on the edge of Borehamwood, Elstree and Well End, lighting needs to be sensitive and issues of light pollution must be avoided. Dark skies benefit both people and wildlife.

Any new development should minimise impact on the existing 'dark skies' within the settlements and reduce light pollution that disrupts the natural habitat and human health.

The following guidelines aim to ensure there is enough consideration given at the design stage:

- Any new developments and house extension designs should encourage the use of natural light sources; and

- To minimise the impact on bats, the use of LED lamps with colour temperature less than 2,700k is recommended in preference to mercury or metal halide lamps which have a UV element that can affect the distribution of insects and attract bats to the area, affecting their natural behavior (Bat Conservation Trust 2008). In general, lighting around any integrated bat roost features within the new development should be completely avoided.



Figure 64: Example of low-level, less obtrusive, lighting



Connector road

OBJECTIVE 5 Ensure that Elstree and Borehamwood is an area where people can live and work for generations.

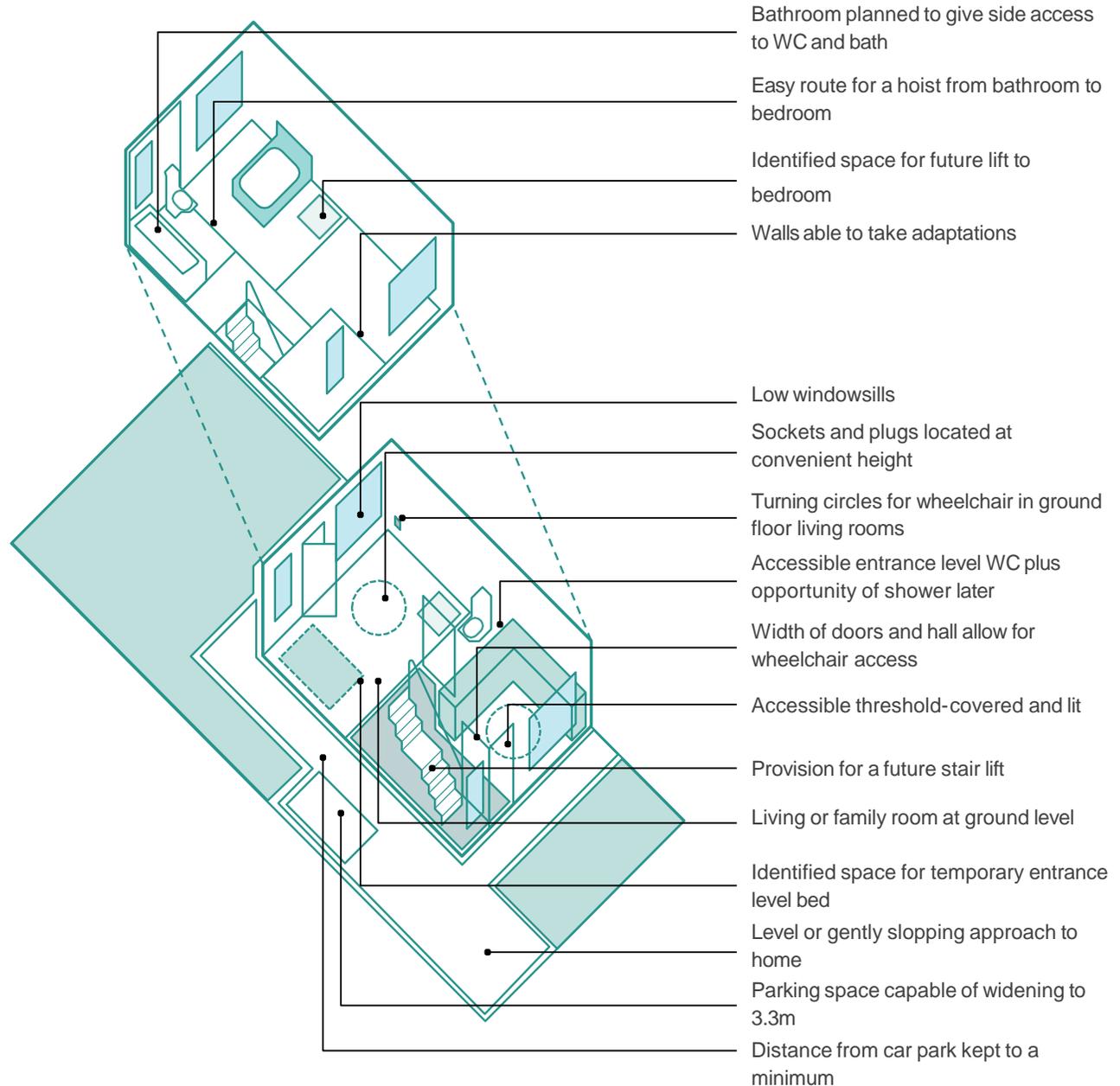
A well-designed place is durable and adaptable, so that it works well over time and reduces long-term resource needs. New developments should consider a diverse range of users, taking into account factors such as the ageing population and cultural differences.

Houses should be designed to meet the differing and changing needs of households and people’s physical abilities over their entire lifetime.

Part M of the Building Regulations is the part that governs access to and use of buildings to ensure they are accessible for everyone, including those with disabilities and limited mobility. It is also known as Approved Document M and covers aspects like the design of ramps, stairs, and corridors, as well as requirements for accessible toilets and lifts. This regulation ensures buildings are usable for all abilities and is divided into two volumes: Volume 1 for dwellings and Volume 2 for other building.

The diagram on this page illustrates the main principles of inclusivity, accessibility, adaptability and sustainability that should be applied to developments.

Note: the Local Planning Authority requires all new homes to meet Part M4(2) standards, with few exceptions.



Adapting to new working practices

It is becoming more normal for people to work from home.

Due to this, new homes should incorporate flexibility and space that allows the residents to work from home comfortably. New homes should consider providing an office space, or mixed-use room that could provide office space, that is adequately sized and positioned to minimise disturbance and maximise the quality of the working space. Well-designed outbuildings and roof space can provide adequate working areas.

Larger developments for residential housing should consider the incorporation of hot-desk style office spaces which also allow local residents to work within close proximity to their homes.



Figure 65: Dwelling in Borehamwood



Four-unit housing block

OBJECTIVE 6 Support healthy lifestyles through the provision of safe and accessible green infrastructure.

The NA has an extensive green infrastructure network. This tradition of sustainable green infrastructure must continue across any new development. New development can create and integrate new green infrastructure networks, which add to the aesthetic appeal of the neighbourhood area.

Respect locally important views.

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

- Development should preserve the existing views and sight-lines to and from current built-up areas;
- To reduce any undesirable impact created by the massing, building height and architectural details of any new development within the main view corridors should be carefully designed;
- Longer distance views across the valley and short views which contribute to the character of the NA should be preserved; and
- Individual views that hold particular local significance and that contribute to the significance of a local heritage asset should be protected and any new development should be designed in a way that safeguards the locally-significant views.



Figure 66: Long views from Deacons Hill towards Shenley have been identified as significant to local people. They give a sense of place and openness in the surrounding landscape.

Trees and landscaping on streets

The abundance of trees is one of the NA's greatest assets. They provide shading and cooling, absorb carbon dioxide, act as habitats and green links for species, reduce air pollution and assist water attenuation and humidity regulation. Recent developments do not provide space for well proportioned street trees or large canopy trees in the design. For people, they help alleviate stress and anxiety, help with recovery from ill-health and create a sense of positive mental health and well-being. In addition, they add life to the landscape and help shape and add character to open spaces.

The following guidelines focus on the design aspects and appearance of planting and trees in private gardens as well as public open spaces and streets. The Woodland Trust provides additional guidance on Tree Planting:

<https://www.woodlandtrust.org.uk/plant-trees/advice/>

Retain, replace, improve

The National Design Guide and the NPPF place great emphasis on tree-lined streets and integrated green infrastructure design to provide 'green islands' and connected corridors which contribute to localised cooling and provide habitats and public amenity.

Retain

Tree surveys and impact assessments should be provided which highlight the trees on a site which are to be retained and those which are to be removed. It is preferable to retain a good quality tree than to replace it.

Where significant trees are located on site, independent surveys to assess the development impact must be completed. This should inform the local community and could lead to objections where significant trees are impacted.



Figure 67: Tree-lined street (Red Road).

Replace

Ensuring trees removed from development land are proportionately replaced is important to maintaining current levels of canopy cover and green infrastructure. A common misconception is that replacing on a 1-for-1 basis is proportional. This is not the case. 1-for-1 replacement can reduce canopy cover, green infrastructure habitat and public amenity.

Where trees are to be replaced, consider using a proportionate scale to determine numbers of replacement trees required based on the size of tree removed.

Improve

To just replace removed trees or do nothing if trees are not removed is commonly misunderstood to be acceptable. However, the NPPF requires 'improvement', 'enhancement' and 'net gain'. These are not words that aim to maintain a status quo on trees.

For major development sites, an area of development land could be dedicated for tree planting in the form of a multi-functional community woodland. Relative population density and designated land use types put pressure on a greater density of development and often results in side-lining tree planting and biodiverse green infrastructure design.

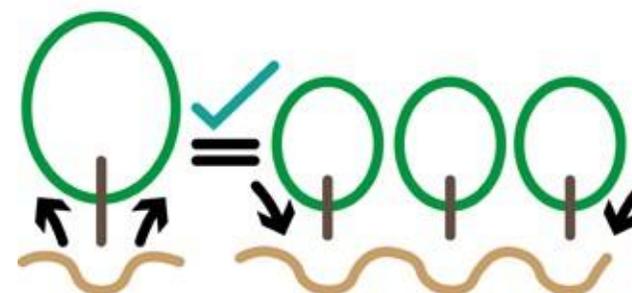
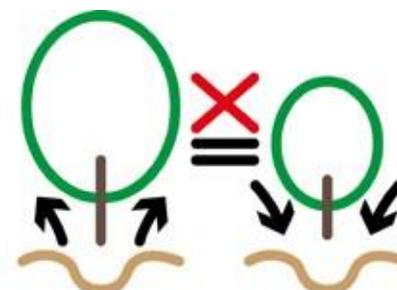


Figure 68: Replacing trees on a 1-for-1 basis is not proportional because of the reduction in the canopy cover, habitat and public amenity.

Right tree, right place

The overall aim should be to plant trees and other soft landscaping. This must form part of each development regardless of size. How appropriate a tree is for any given urban location must also be determined based on space requirements.

This may simply be stated as:

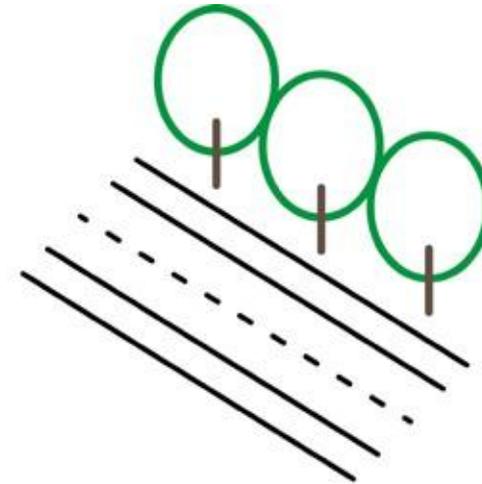
- Small to medium trees for small spaces such as front gardens and narrower streets.
- Larger trees for avenues and more open environments such as parks, grass verges and landscaped areas.
- Other native or suitable planting to soften the appearance of plots and buildings.

The climate emergency is the biggest challenge for species selection as we don't yet know the extent of this. We can assume greater variance from the form with greater hot, dry summers and greater wet and windy winters. Weather extremes tend to push native trees to the limit of what they can cope with genetically. As such, we should also look at trees more suitable to northern and central Europe.

A significant challenge is finding species that provide similar habitats for native birds, bats and insects.

- For now, native UK trees should be preferred or non-native trees where a specific reason exists.
- Native UK trees are preferred but non-native types could be incorporated which are suitable for the biodiversity of our native species. The climate emergency will change the environment over the next 50-100 years, and we may need further qualities of resilience that our native trees cannot provide.

LARGER TREES



SMALL TO MEDIUM TREES

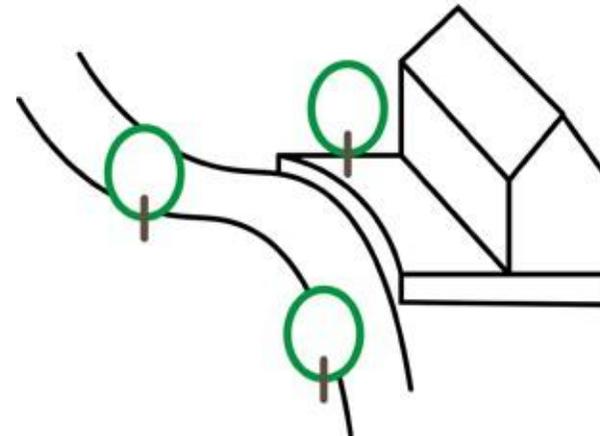


Figure 69: Infographic about tree positioning depending on size.

Give spatial enclosure, provide screening and privacy

The use of hedges, hedgerows trees and walls contribute to the strong character of the area and create a sense of enclosure. To respect the existing context, both the building and the boundary treatment should be consistent with the prevailing character, although there should be some allowance for some variation to provide added visual interest.

- Existing hedgerows, trees and walls should, wherever appropriate, be retained to contribute to this sense of enclosure. Additional or replacement hedges and trees should be planted to maintain the continuity of existing hedges providing continuity of hedge and hedgerow tree cover; and
- Where appropriate and feasible, any new developments should have setbacks that allow for front gardens or else a small area to provide a planted buffer zone between the private space and public space.



Figure 70: The use of trees and hedging along boundaries provides privacy between dwellings.

Complement public realm and enhance built environment and local identity

Planting can make an appreciable difference to the appearance of an area, as well as adding to the local identity.

- New development should use boundary features which are complementary to the street and enhance the character of the Parish. The use of trees, hedges and planting in publicly visible areas, including edges and interfaces, should be encouraged;
- Climbing plants are good at screening features such as garages, blank walls and fences; and
- Existing green verges should be enhanced and new verges introduced on streets where the roads are wide enough to allow for this. Verges should be protected from street parking through landscaping such as planting evenly spaced street trees.

Form focal points and frame views

In addition to the intrinsic value of trees, they can also have a practical use value. In a small-scale open space, trees provide a focal point of interest.

Green corridors

Within the city centre, there is less space for landscaping. However, providing green corridors can enhance the appearance of the neighbourhood and town centres whilst also having environmental benefits. The primary local roads in the town, including Shenley Road, Furzehill Road and Theobald Street, should form 'Green Corridors' into the town. This is also applicable to any neighbourhood centres. The general principles for these streets are as follows:

- Implement a clear wayfinding strategy throughout the town centre;
- Upgrade surfacing of footpaths and cycleways;
- Form feature planting beds in key locations to soften and green the entrances into the town; and
- Establish street tree planting. Singular species can be used to outline individual streets and provide a sense of place and character to these locations.

The importance of street trees, particularly in active town centre environments cannot be understated. Beyond providing a pleasing and valuable aesthetic to the urban environment, healthy tree planting offers a multitude of benefits to town centre users, residents, businesses and visitors, and to the environment and local economy at large. Urban tree planting offers key benefits to the locality and the end users as it can:

- Frame public realm functions (e.g. market spaces).
- Contribute strongly towards the local drainage strategy, e.g. multifunctional SuDS system.
- Function as part of the regional biodiversity network and habitat provision for the area.
- Mitigate the urban heat island effect.



Figure 71: Raised planters with integrated seating.

Parks and green space

It is widely acknowledged that access to nature and green space has an extremely therapeutic effect on the mind, amongst many other things. The National Model Design Code recognises this in paragraph 57:

“Development should enhance the natural as well as the built environment. Nature is good for health and wellbeing, for biodiversity, shading and cooling, noise mitigation, air quality and mitigating food risk as well as contributing to tackling the climate emergency. Nature is also central to the creation of beautiful places.”

Sport England’s active design principles also recognise how the design of where we live and work can play a vital role in keeping us active.

Access to nature and green space provides space for people to exercise and reflect, but also crucial space for interaction and play. The way we live has been confined somewhat by the Pandemic, however, this has brought much focus on to how we may create a more usable, accessible, attractive public realm, that allows people of all backgrounds / abilities to interact with each other.

These spaces, alongside the wide range of natural areas of woodland and parkland surrounding the village provide valuable habitat for wildlife and opportunities for residents and visitors to interact with nature and socialise with each other.

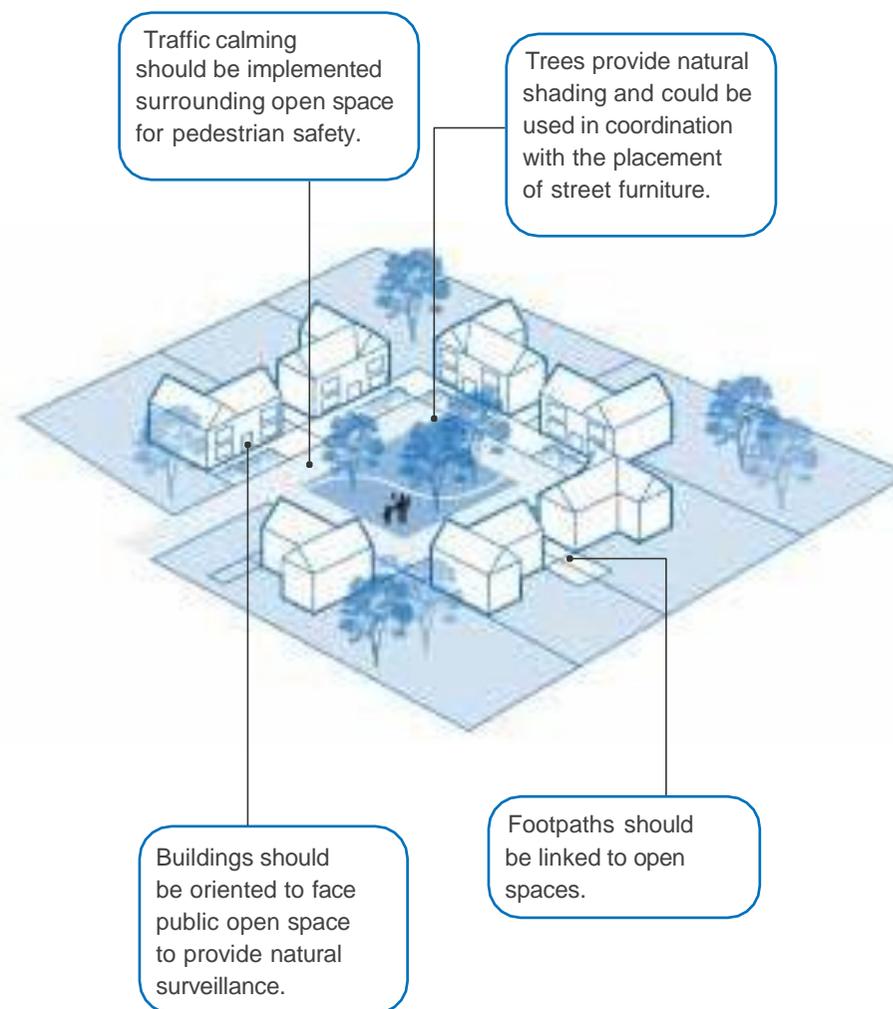


Figure 72: Diagram showing layout of development surrounding open public space

Opportunities for social interaction and play

There is a growing recognition of the key influence designing for play has on wellbeing and in creating a socially cohesive environment. Play can help address fundamental human needs for interaction, movement and exercise and creates a focal point for the community. Welcoming and stimulating places to play can make a real difference to children's lives.

Play can be approached and designed in many different ways and can include traditional, formal equipped areas of play, but also informal areas of play integrated into open spaces based on the principles of natural play. Smaller, informal areas of natural play could be introduced throughout the village and would provide some more accessible, doorstep play opportunities for children.

The village and surrounding area is also lacking any public space for food production. The rise in local food production, be it allotments, community orchards, gardens for growing fruit and vegetables or edible landscapes, is a response to a number of factors including: the increasing cost of food; a response to food safety concerns; and a preference for food to be grown more locally using more sustainable practices and without the long (and recently disrupted) supply chains. Space for food production is important for wellbeing, as it also provides educational opportunities and reconnects residents to their surroundings, and each other.

New development in the village should aim to provide access to the following:

- Multi-functional, semi natural green open space for the benefit to people and wildlife;
- Growing space, whether this is in the form of allotments, orchards, or small pop-up spaces in unused areas of the public realm. Food production areas could also be introduced as an educational measure via the schools and can be linked up to other community-based events, such as farmers markets and plant sales;
- Trim-trails and mini-gym equipment, which can create individual workout spaces with equipment in the great outdoors; and
- Small informal and formal areas of play, which are well interspersed throughout the village and therefore provide access to play opportunities for all residents.



Figure 73: Example of an existing play area in Borehamwood.

Multicultural and for all ages

It is important to design new public and outside meeting spaces for all users. This means it should be accessible but also safe and enjoyable for all ethnicities and age groups. This means that the designs should be thought through with the users in mind. The images on this page are some good examples of different type of well-used spaces.



Figure 74: Social interaction and play best practice, Umea.



Figure 76: Social interaction and play best practice, Copenhagen.



Figure 75: Social interaction and play best practice, Amsterdam.

Noise pollution mitigation and screening through landscaping

Another benefit of green infrastructure can be noise reduction. Mitigating the adverse impact of traffic noise from the surrounding road network, particularly in close proximity to the A1, is important to achieve a calm atmosphere. There are some principles that should be sought to achieve this aim:

- The impact of traffic noise will need to be addressed in development proposals, ensuring there will not be an adverse effect after mitigation. Site promoters will be expected to provide suitable noise mitigation which could include the planting of trees and hedging.
- The road edge should be softened with planting, avoiding a harsh fence given that this edge will be so prominent. In general, for a natural noise barrier to be effective it must be very densely planted. This can be achieved by planting both shrubs and trees so there is a dense barrier of vegetation from ground level to the top of the canopy. Evergreens will provide better results year-round.

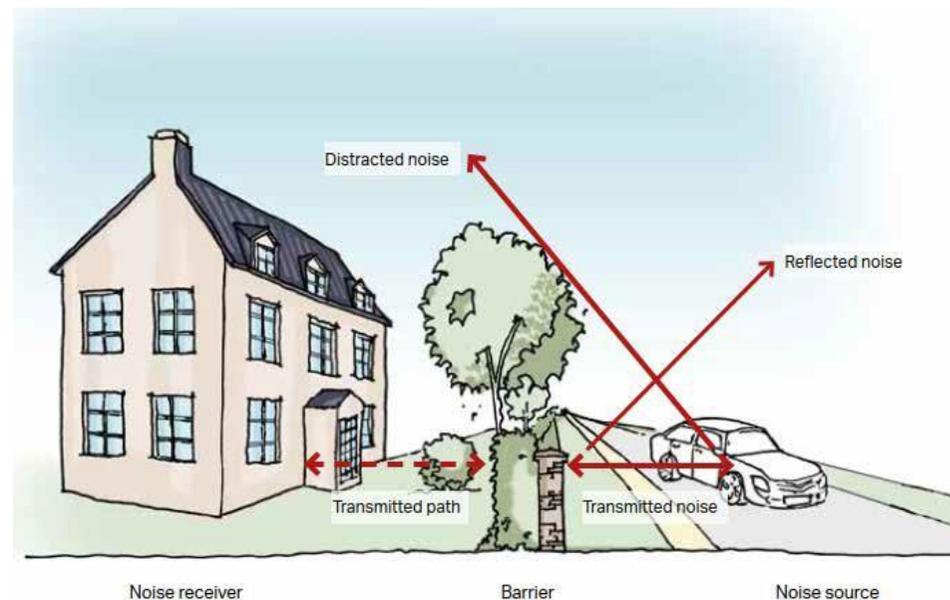


Figure 77: Diagram to show how noise can be reduced by appropriate planting



Natural environment within the Neighbourhood Area

6. Town Centre Revitalisation Proposals

The following section provides overarching strategic aspirations for Borehamwood town centre and outlines key areas of potential intervention.

This section provides general guidance on improving the town centre including:

- *Shop fronts*
- *Outdoor seating*
- *Gateways*
- *Street furniture and surfacing*
- *Car parks*
- *Temporary markets*

This guidance should be read in conjunction with Hertsmere's Design Guide which provides guidance on Shopfront design.

In addition, principles are provided for key development sites in the centre.



Figure 78: Existing High Street (top)

Figure 79: Example of well designed high street (bottom)

Shop fronts

The High Street, shops within the centre of Elstree and industrial/commercial areas have various retail spaces and therefore shop fronts should often be enhanced or protected in order to enhance the character of the neighbourhood area to which it relates. In addition to the guidance set out within Part F (Shop Fronts) of the Hertsmere Planning and Design Guide, new and existing shop fronts should consider the following guidance:

- The design of shop fronts should take account of rhythm and character of the street such as the width of building, the horizontal or vertical emphasis, the variety of style and architecture of the building itself. Where the shop front continues to another building, a change in its design may be required;
- The fascia is the most important area of a shop front for advertising the business. Signage within the established proportions and confines of the fascia board should be maintained. Large box signs or additional flat boards should be avoided as they create disproportionate depth and height;
- The most appropriate signage at fascia level are individual letters applied or painted directly onto the fascia board;
- Hanging signs should be appropriately sized in relation to the building and street. They should not dominate the pavement space or the building. They should use an appropriate material, shape, and form, avoiding large box signs;
- Pavement space should not be used for displaying freestanding signs;
- The shopfront should not be designed in isolation. The proposed design should relate in scale, proportion and architectural style not just to the host building, but to the wider streetscene. The design language of the building and shopfronts are extremely important;
- Garish colours and materials such as plastic should be avoided in favour of natural materials such as hand painted wooden or glazed signs which can be externally lit if necessary;
- In the case of corporate brands, those should be sensitive to the existing context, size, scale, use materials and textures from the local vernacular of the area;
- Avoid using visually distinct sources of illumination that result in disproportionate signage, such as internally-illuminated box signs; and
- Avoid using external roller shutters and grilles. Favour the use of internal open grilles which cover only the glazed part of the shop front.

Character & Design



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

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

Signage

Avoid unnecessary visual clutter

Signage should not be placed on upper floors

Use the fascia as the predominant position for signage

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

Lighting & Safety

Avoid using internally-illuminated box signs

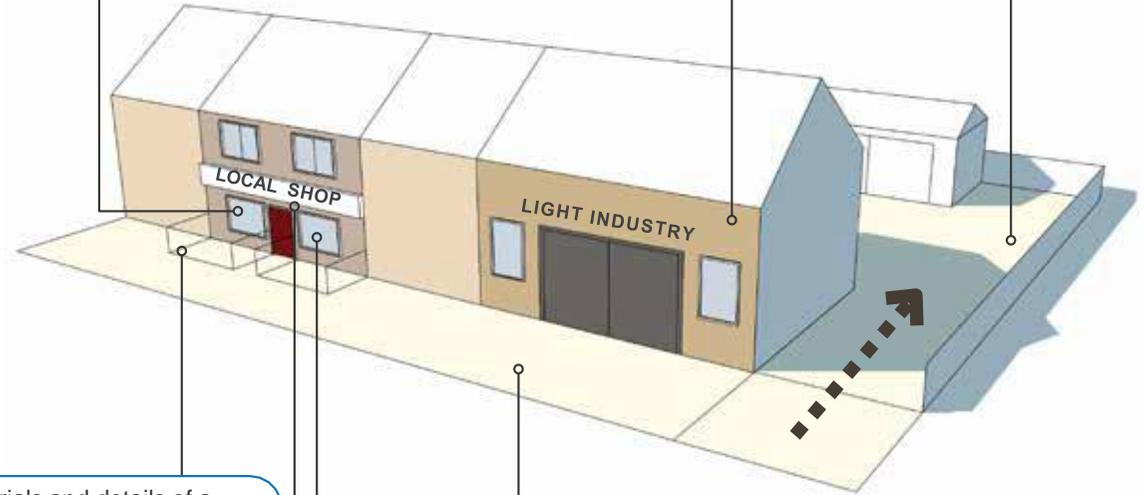
Conceal alarms from the shop front façade and integrate them in the design

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

A view into the shop should be visible from the street. Completely covering the shop window with advertising should be avoided.

The materials and colours of the building should be in keeping with the surrounding buildings and the character of the village.

Enterprise fronts can be coupled with back yards that are accessible from the main street.



The materials and details of a shop front should complement the design of the original building and respect the building proportions.

If outer areas are utilised (e.g. seating, signage and display) a clear pedestrian pathway must be preserved. For enterprise fronts, signage can be placed on the footway but no work can be carried out on the footway.

Shop signage should be well-proportioned and clear. With materials, colours and font types in keeping with surrounding properties. Only indirect light should be used instead of self illuminated, harsh or bright light.

The shop windows can be larger in size but should still be proportionate to the building. Oversized windows with large amount of glazing should be avoided as it is not in keeping with the village.

Figure 80: Diagram illustrating design guidance on external add-ons to the shop front such as signage and lighting (left)

Figure 81: Diagram illustrating guidance on the built form of shops and light industry such as glazing and material use (above)

Outdoor cafe seating

Where there are areas of unused space within the town centre, existing cafes and restaurants could utilise the space to provide external seating. There are already many of these areas realised on Shenley Road but they could all improve to a higher standard and improve the visual quality of the town centre.

Additional space could also be accommodated by reducing the street parking and widening the pavement, permanent 'al fresco' style covered outdoor seating can be installed for use by the numerous cafe and restaurant offerings along this block where possible.

Outdoor cafe seating can increase community activity and also help the identity of the town centre. When designed in unison with neighbouring businesses, it will also create uniformity in an area with varied building styles.



Figure 82: Good example outdoor seating on Shenley Road (top)

Figure 83: London example (bottom)

Gateways

Infrastructure gateways require the following principles to be implemented to form distinctive sense of place whilst providing safe pedestrian links through the town and open space framework. General principles are as follows:

- Landmark (Sculpture or Building).
- Develop a clear wayfinding strategy with Location, Directional and Finger post Signage. Reduce visual clutter with implementation.
- Upgrade public realm, reduced visual clutter. Gateway surfacing and upgraded public realm giving pedestrian priority.
- Distinctive planting that retains visual clarity whilst providing a distinctive sense of place.
- Upgrade junction and crossing design providing pedestrian and cycle priority.
- The removal of underpasses may also be considered.

One of the key entrances to the town centre is from the Train Station on Station Road and Allum Lane. There is an opportunity to improve this roundabout and make a gateway entrance to the town centre.

There are also opportunities to provide small gateway features at the entrances to Borehamwood from surrounding areas. This would distinguish the NA from surrounding towns and villages.



Figure 84: Photo of the current entrance to the High Street from the Railway Station (top)

Street furniture & surfacing

Street furniture should be provided using a soft refined palette providing comfort and aesthetic form. Town branding and colour can also be used to reinforce the sense of place and through the street furniture and lighting.

A warm colour palette and elegant design which responds to the environment should be used, suggestions as shown;



Figure 85: Example of surfacing (left)



Figure 86: Example of street furniture (right)

Car parks

Public car parking zones need to have clear design principles put in place. These are summarised below. General principles include:

- Incorporate future proofing elements such as electric vehicle (EV) charge points. Shared e-mobility scheme.
- Surface level car parks are an inefficient use of space and will be discouraged in the vicinity of the town centre.
- Provide disabled, age-friendly and parent and child access spaces.
- Wayfinding strategy: all car parks need to have a town location plan and wayfinding signage.
- Provision of more cycle parking with clear signage.
- Adequate lighting in all car parks.
- Introduce a pricing policy for car parking in the area.
- Include short term parking areas for fast food delivery drivers to prevent congestion within the high street.

Temporary markets and food stalls

Where there is currently unused spaces within the town centre, Temporary food stalls can be used to create a lively atmosphere and encourage activity within certain areas of the town, encouraging people to visit the area and social interaction.

These options would provide barriers between the busy street and the focus area during the daytime peak hour and encourage activity within the town centre outside of the normal shops.

There are weekly flower stalls on the Highstreet and this location could be used for additional stalls or high quality food stalls. Another location could be the Highstreet focus area near the church and Furzehill Road junction, identified on Figure 89.



Figure 87: Flower market on the Highstreet (top)

Figure 88: London example of food stalls (bottom)

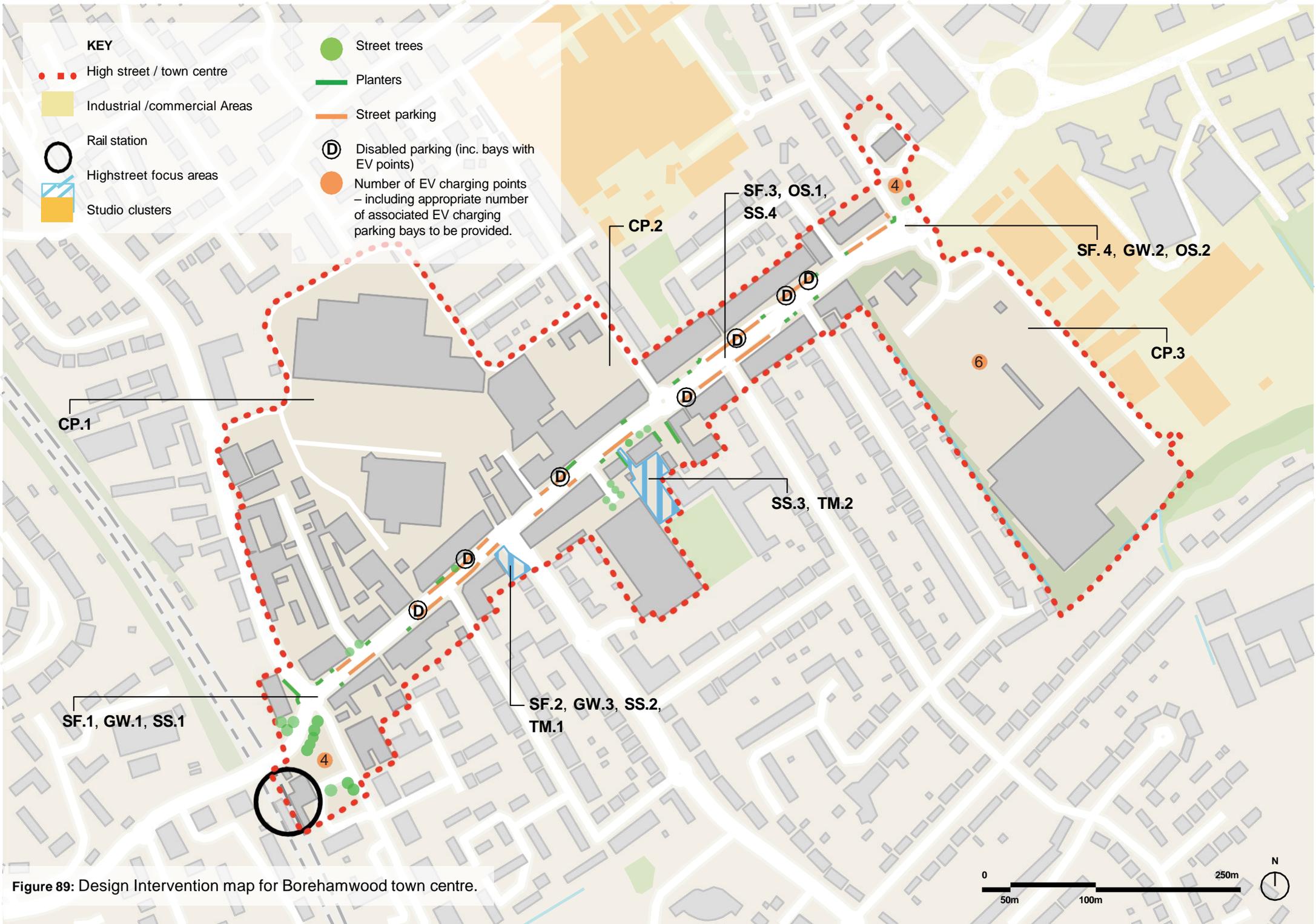


Figure 89: Design Intervention map for Borehamwood town centre.



Figure 90: Illustrative Design Intervention (example shown is Altrincham)

Proposal	Location	Intervention
Shop fronts	SF.1	The corner buildings at the intersection of Shenley Road and Station Road / Theobald Street act as a landmark gateway into the town centre and should be designed in relation with each other and the wider streetscene. This can include, for instance, a consistent material use and colour palette that reference other locally notable buildings, such as Penta Court and Regent house, and signage that is of a high-quality and natural materiality with a muted colour palette.
	SF.2	The shops opposite of this focus area are currently inconsistent, with modernly designed buildings in the centre and eastern blocks adjacent to Furzehill Road, and brick buildings with various signage designs to the west of these. These three buildings are the first sight into the town centre from Furzehill Road and should be consistently designed to provide a uniform identity. The brick buildings would benefit from having a consistent design on the lower-level shop fronts that correspond to the neighbouring contemporary buildings. This can be achieved through glazing, a colour palette consistent with the modern buildings, aligned canopies on all the shop fronts that are of a consistent colour and material and a unified material and style of signage that is placed in a rhythmic pattern across the shop fronts.
	SF.3	The northern side of the road is occupied by a large unbroken building block with shop fronts on the entire ground floor. This area would benefit from having a co-ordinated rhythm with the shop fronts to break up the building mass. This could be achieved through facade glazing and canopy placement for subtle variation between the shops. Additionally, recessed entrances, such as seen with the Wishing Well, would also break up the building mass.
	SF.4	The building block between Grosvenor Road and Eldon Avenue can be a transitional space between the town centre and industrial character area. These shop fronts should incorporate elements of the BBC studios that are placed behind this so as to best represent the areas studio heritage and also make it so that this studio cluster is not out of place with its placing away from the other major studios.
Outdoor cafe seating	OS.1	This area is heavily dominated by dedicated street parking in front of shops on each side of the street. By reducing the street parking and widening the pavement, permanent 'al fresco' style covered outdoor seating can be installed for use by the numerous cafe and restaurant offerings along this block. This could increase community activity and also the identity of the town centre. When designed in unison with neighbouring businesses, it will also create uniformity in an area with varied building styles.
	OS.2	The corner of this block is a good example of street planters which responds with the green space on the opposite side of the street surrounding the petrol station. However, the space behind this planter is used for dedicated parking. As this location is a key gateway into the town centre from the industrial area, and is heavily occupied by cafes and restaurants, this space might better be utilised by filling with permanent outdoor seating. This can further be enhanced by continuing the planters the length of the block and planting with trees so as to provide natural shading and screening for outdoor seating. An alternative option to preserve some parking spaces could be to have the planters continue the length of the block until the pedestrian crossing and having dedicated street parking beyond this. This will still allow for the desired effect of having an active and attractive environment at the gateway site.
Car parks	CP.1	All existing large scale car parks should align with the guidance set out on page 82 .
	CP.2	
	CP.3	

Proposal	Location	Intervention
Gateways	GW.1	Key gateway into the town centre from Allum Lane (B5378) and by rail. There is a presence of landscaping from Allum Lane to Shenley Road, but there is currently a lack of landscape softening when leaving the rail station. Additional landscaping measures such as landscape screening in front of the station parking lot along station road can soften the current hardscape of the tarmac when exiting the station and screen the view of cars from the road.
	GW.2	Gateway between the town centre and industrial centre of Borehamwood. Placemaking opportunities that are representative of the historic and industrial character could be represented here through art work, well-designed signage and high-quality, distinctive planting to soften the hardscape between these two areas. The roundabout here would be a good location for these interventions as this is currently inaccessible as a pedestrian crossing and is largely tarmac.
	GW.3	This gateway is located at one of the focus areas of the town centre and poses a key site to encourage wider revitalisation interventions. Furzehill Road is one of the main routes into the town centre by pedestrian travel and would benefit from a town bulletin board highlighting occurrences within the town centre. Additionally, this is a good location for sculptures or art work that embodies the identity of Borehamwood. Another option could be a mural on the blank facade of the Co-operative that acts as a partial backdrop to the area. The area has distinct landscaping that aids in wayfinding, but would benefit from further boundary treatments, such as a low planters, that provide screening from the adjacent streets.
Street furniture and surfacing	SS.1	This area would benefit from a change in surface material within the station parking lot that is currently all tarmac. This can be further applied to the addition of pedestrian paths crossing Station Road towards the high street. This will not only soften the landscape but also act as a clear wayfinding path towards the town centre. This should prioritise accessibility by connecting to dropped pavements and having a consistent surface texture for the visually impaired to follow.
	SS.2	Currently there are limited seating opportunities within this area. Additional benches, especially some under natural shading, would encourage more people to use these spaces. There should also be outdoor tables set up between seating to encourage people to bring food to this area from the nearby restaurants and cafes across the street. With this should also be well designed waste bins that are placed unobtrusively from the streetscene.
	SS.3	Street furniture can be used to indicate an informal entrance to this focus area to make it clearer that this is a publicly accessible space. This can be in the form of a bulletin board or perhaps a covered canopy with signage, although these should be designed sensitively to the All Saints church. Additionally, although this area already has a distinctive surfacing, this can be brought out further onto the pavement to indicate an entryway to follow into this focus area.
	SS.4	With the wide pavements, dedicated street parking and traffic island this area would benefit from a cohesive paving that reduces the tarmac and grey colour of the ground bricks. This would also benefit pedestrian safety by having a clearer indication where to cross the road when there is vehicular movement in both directions over the road and dedicated parking. More planters here on the border of the dedicated parking would also clarify the boundaries for pedestrians and screen the site of congested parking.
Temporary markets and food stalls	TM.1	Temporary food stalls can be set up adjacent to the focus area where there is currently raised curb parking. This will create a lively atmosphere and encourage activity within this area to act as a 'town square'. Another potential idea would be to have food trucks parked on the raised kerb as these are more mobile and could be easily rotated for more varied offerings. Both of these options would provide barriers between the busy street and the focus area during the daytime peak hours.
	TM.2	This focus area is a suitable location for regularly occurring community events and markets to be set up throughout the week. There is a good level of accessibility and the location behind the church ensures that this would not interfere with traffic movement.



"EACH PERSON DECIDES IN THEIR OWN HEART WHAT THE SIXTH HAPPINESS IS"

ELSTREE STUDIOS

2001
A SPACE
ODYSSEY

1958

MGM British 1936-1970

Artwork dedicated to the film and television industry in Elstree

7. Checklist

This section sets out a general list of design considerations by topic for use as a quick reference guide in design workshops and discussions.

1

General design guidelines for new development:

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

2

Street grid and layout:

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

3 (continues)

Local green spaces, views & character:

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

3

Local green spaces, views & character:

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

4

Gateway and access features:

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

5 (continues)

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the villagescape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

5

Buildings layout and grouping:

- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

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

7

Building heights and roof-line:

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

8

Household extensions:

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

9

Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?

9

Building materials & surface treatment:

- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?
- Has a plan been set out to reuse or recycle construction materials?

10

Car parking:

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

