

APPENDICES

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Appendix A – Profile of Abbots Langley

The key aspects of the profile of Abbots Langley Parish, as they relate to the Neighbourhood Plan, are below:

- Compared to the district as a whole, Abbots Langley has a **high percentage of residents of working age (25 to 64 years)**, amounting to approximately 55% of the local population. This age group grew considerably between 2001 and 2011.
- In contrast, the **number of older adults, aged 65+ is significantly lower** than the district and region. This age group, however, is rising and given the numbers of adults in the lower age groups, is anticipated to rise further over the period of the Plan.
- There is a **higher-than-average number of children and teenagers** in the parish, with the parish being an attractive place to live for older families. Whilst the number of younger working adults is generally high, this cohort has grown the least, possibly as a result of rising house prices and inability to rent locally.
- Abbots Langley has **higher than UK average levels of car ownership**, with 1.5 cars per household compared to 1.2 at the national level. 47% the households in the parish have at least two cars and 12% have no car. This is not unexpected in a largely rural area.
- The nearest mainline railway stations serving the parish are at Watford Junction and Hemel Hempstead although there are intermediate stations at Kings Langley, Garston and Apsley. The parish is fairly **well served by bus links** to several major employment centres. However, the vast **majority of those in work use their car to travel to their place of employment**, with 10% of people working from home. This proportion has increased considerably since the outbreak of Covid-19 and its associated measures.
- Abbots Langley **predominantly comprises of two-to-three-bedroom homes**, mainly semi-detached (34% of stock) and 24% terraced and 24% detached. 72% of homes are owner-occupied while the percentage of **social and private rented properties available are about average** at 26%, mirroring Three Rivers District as a whole.
- The **majority of workers travel 5-10km to work**, which has a reach to The Warner Bros. Studio, Hemel Hempstead and Watford. Approximately **20% of residents work at least 10km away from home**, London being 30km away. This suggests that Abbots Langley has a large out-of-area, commuting population.

The following paragraphs set out the detailed statistics and trend data for Abbots Langley. Unless stated otherwise, the profile of the community has come from the 2011 Census:

Area:	1,854 ha
Total population:	19,574 usual residents
Population Density:	10.6 residents per hectare compared to 9.8 residents per hectare across Three Rivers District and 3.1 across the East region
Households:	8,183

Population

In 2011, the population of the parish of Abbots Langley was 19,574. Compared to the regional and district averages, it has a slightly higher proportion of working age people between 25 and 44 and a lower proportion of older people over 65 years, as shown in Figure A1. There is a higher proportion of children implying that the parish is popular with families. This is perhaps unsurprising given the good schools in the area as well as the plentiful work opportunities due Abbots Langley’s well- connected location. The parish is comfortably commutable from London which is appealing to many seeking work in the city and would explain its attractiveness to this age group.

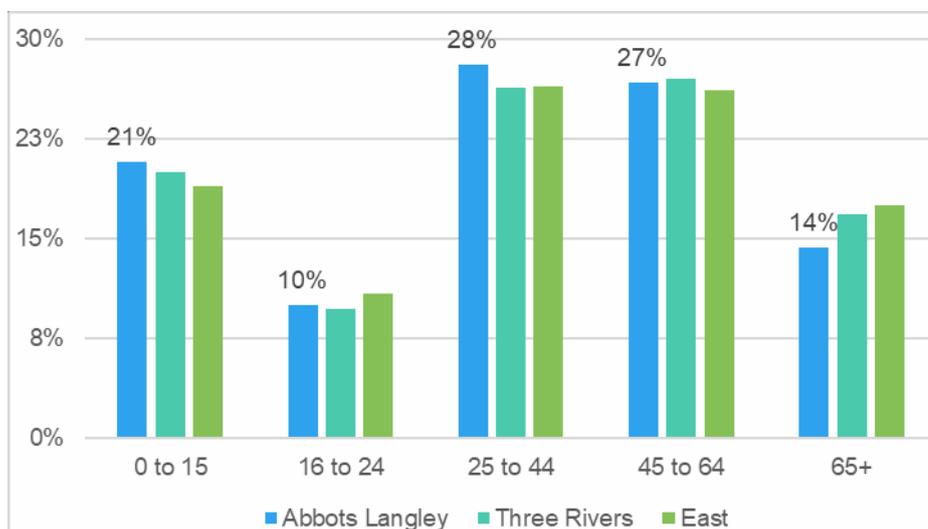


Figure A1 – Population profile, 2011

Between 2001 and 2011, the population of the parish grew by 2,296 persons, a 13% increase (Figure A2). This is significantly higher than the district, which increased by 5%, the region which increased by 9% (with the national figure being a 7.9% increase). This is reflective of the number of new developments that have taken place across this period within the parish; the number of households has risen, in this period, by 12% compared to 6% across Three Rivers District.

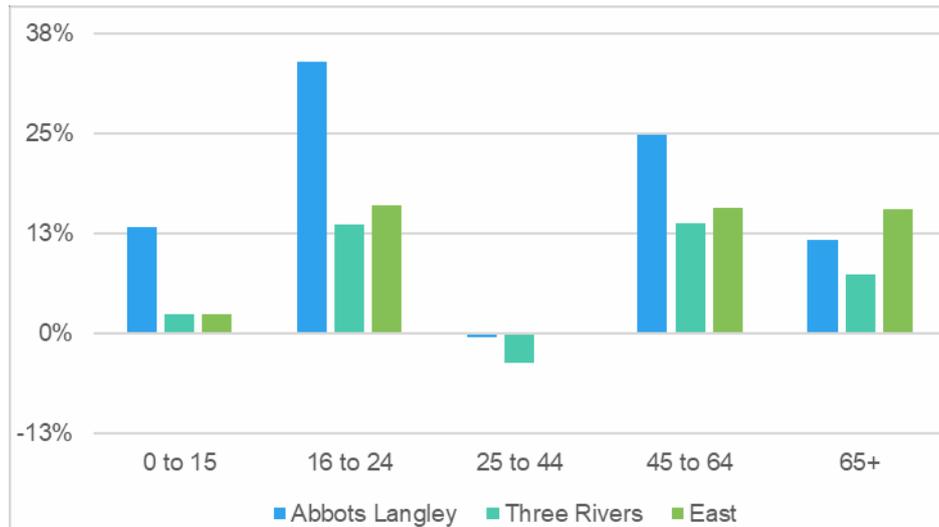


Figure A2 – Change in population, 2001-2011

This growth has been particularly significant in families with children and teenagers, most likely due to the proximity of work available at Leavesden and in nearby larger towns and the good commute to London. House prices in the parish are high compared to the nearest large settlements of Hemel Hempstead and Watford, but lower than nearby villages. It may be that house prices have been kept lower because of the relatively large number of developments that have taken place over the last decade. Whilst the overall numbers of over 65s is lower than the wider area, this is a growing sector and is likely to rise further over the Plan period as those in the 45 to 64 age bracket reach retirement. Figure A3 offers a comparison of average house prices at the time of print:

Settlement	Average house price
Abbots Langley	£454,790
Kings Langley	£507,397
Bricket Wood	£569,471
Watford	£437,129
Hemel Hempstead	£394,631
Leavesdon	£465,307

Figure A3 – Average House prices, April 2020-2021 Source: www.rightmove.co.uk (April 2021)

Housing

Figure A4 shows the types of housing that exist already in the parish. The most common type of properties in the parish are semi-detached and terraced. There is a particularly high number of terraced houses compared the wider area while the number of detached properties is notably lower.

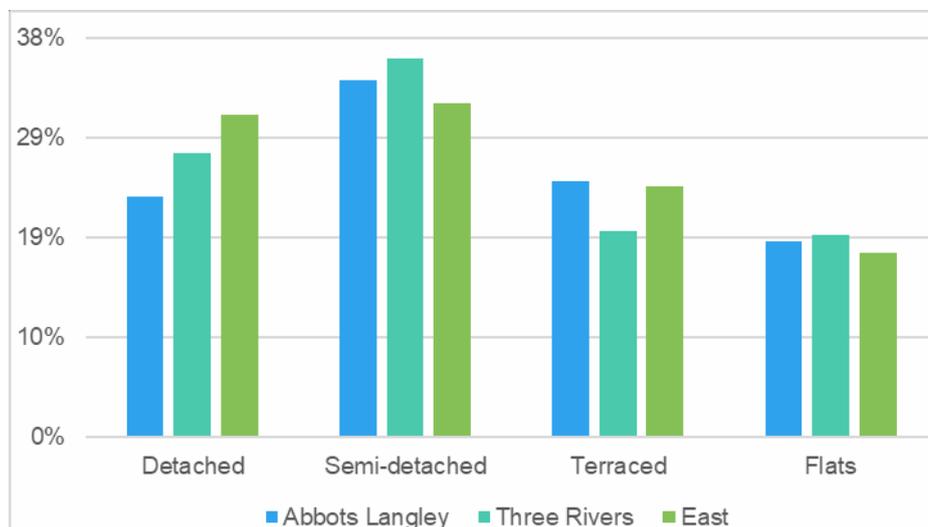


Figure A4 – Type of housing in Abbots Langley

The size of housing is illustrated in Figure A5, revealing that Abbots Langley largely mirrors the size of properties provided across the wider area, with the exception of those with 5+ bedrooms, for which the supply is significantly higher.

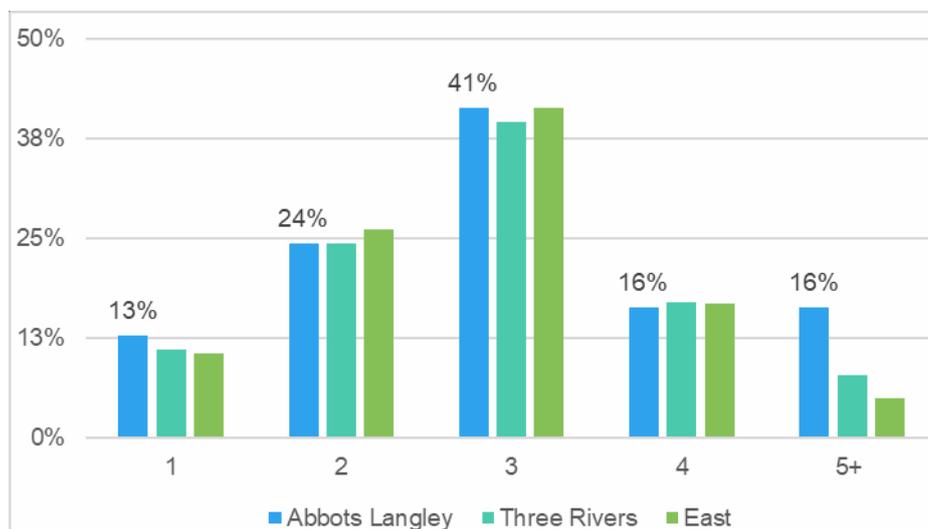


Figure A5: Number of bedrooms

In terms of home ownership, Figure A6 illustrates that the overwhelming majority (72%) of homes are owner occupied in the parish, slightly lower than at the district level. The proportion of social and private rented properties in the parish overall largely mirrors the district area.

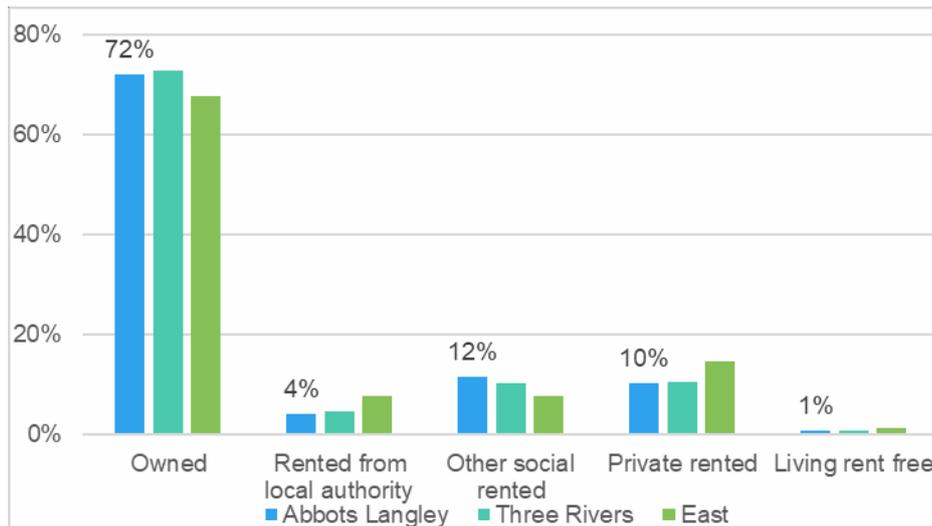


Figure A6: Tenure of households

Work and skills

Figure A7 shows that of the 16 to 74 year olds in Abbots Langley parish, 57% of people are in employment and 13% are self-employed. It will be important to ensure that the Plan makes provision for home-workers, whose needs will differ from those in employment. 12% of Abbots Langley residents are retired compared to 13% across the district, although with the large proportion of 45 to 64 year olds living in Abbots Langley currently, this is likely to rise significantly over the Plan period.

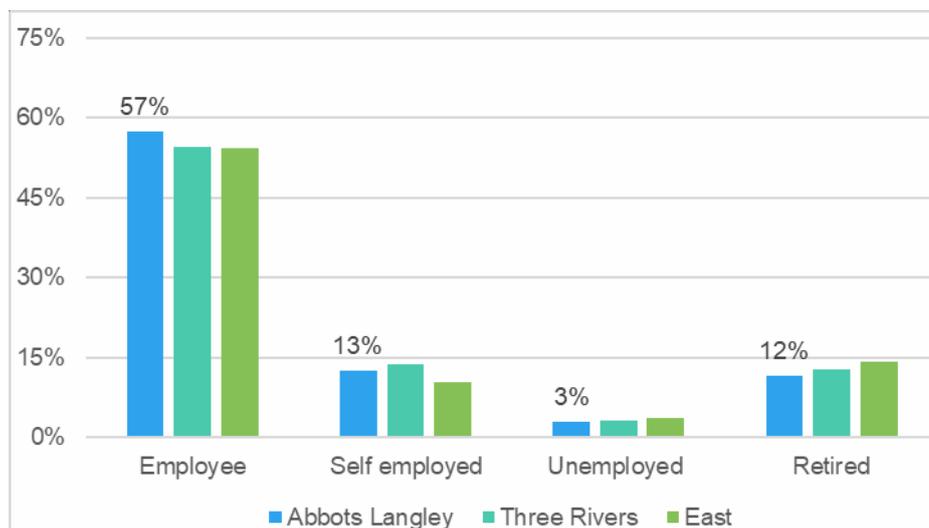


Figure A7: Economic activity

Understanding how people reach their place of work is helpful when considering the impact on local transport. Figure A8 suggests that 5% of residents are choosing to work from home. This is perhaps not unusual in a semi-rural location but again reflects a need to ensure that the working environment is in place to support these people. Half of workers are using their car to commute, although this might include those driving to nearby stations.

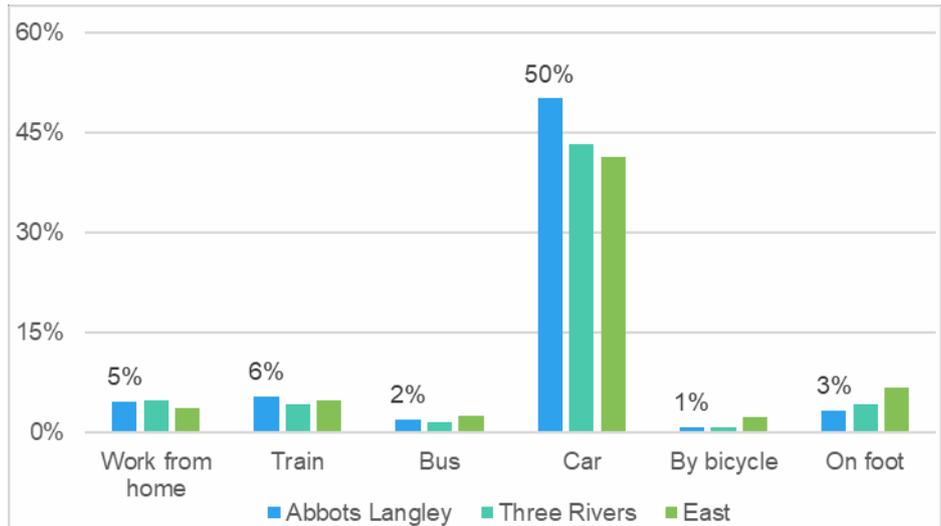


Figure A8: Mode of transport to work

In terms of how far workers are travelling to reach their place of work, the average distance travelled is 15.5km. Figure A9 illustrates this in greater detail, emphasising the predominance of out-commuters in Abbots Langley. One third of local residents travel at least 10km to reach their place of work. To illustrate this further, 10km includes a reach to Watford and Hemel Hempstead, while 30km includes central London.

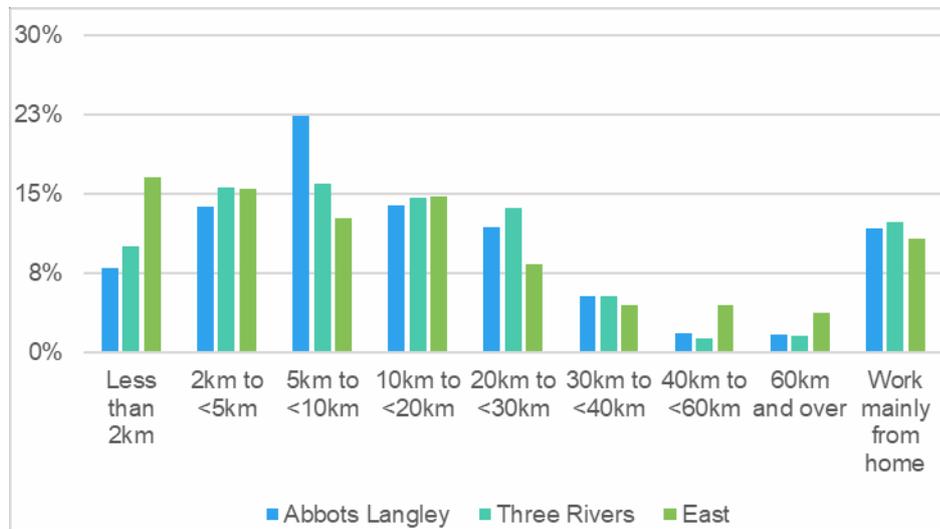


Figure A9: Distance travelled to work

12% of households in the parish have no access to a car which, whilst smaller than the district percentage, is significant given the semi-rural nature of the parish and the reliance of this section of the community on public transport. Figure A10 show that car ownership otherwise largely mirrors that at the district level.

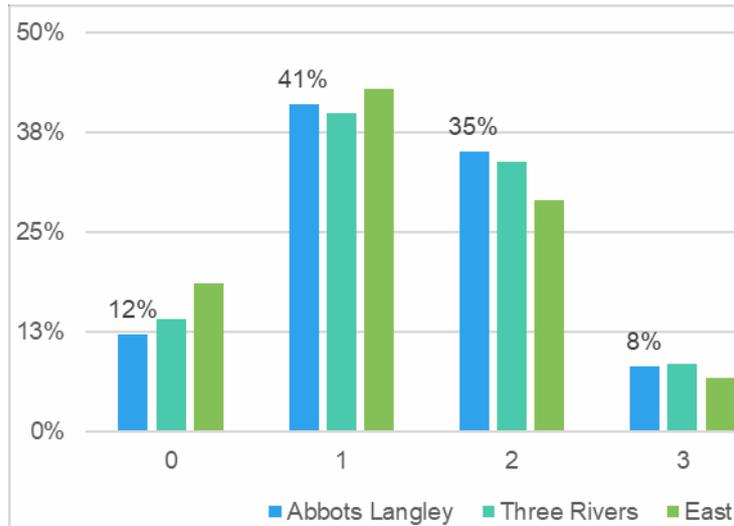


Figure A10: Number of cars per household

Figure A11 shows the qualifications of Abbots Langley residents aged 16 years and over. The figures are in line with the district as a whole, with approximately one third having the highest level of qualifications. That said, the numbers with no or lower level qualifications roughly equals those who are well-qualified.

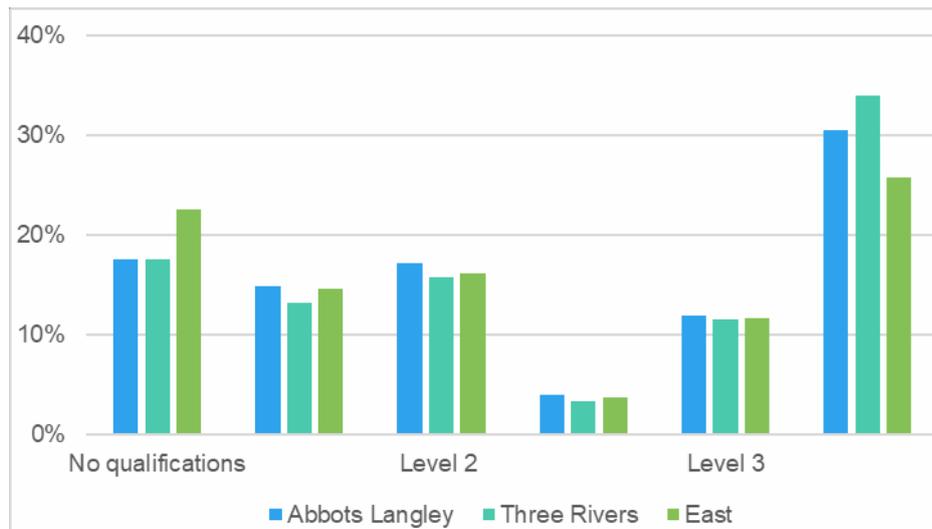


Figure A11: Qualifications of residents

Figure A12 illustrates the key employment sectors for the parish. Abbots Langley is over-represented in comparison to the district average in the wholesale/retail/motor trade sector, construction and manufacturing and transport.

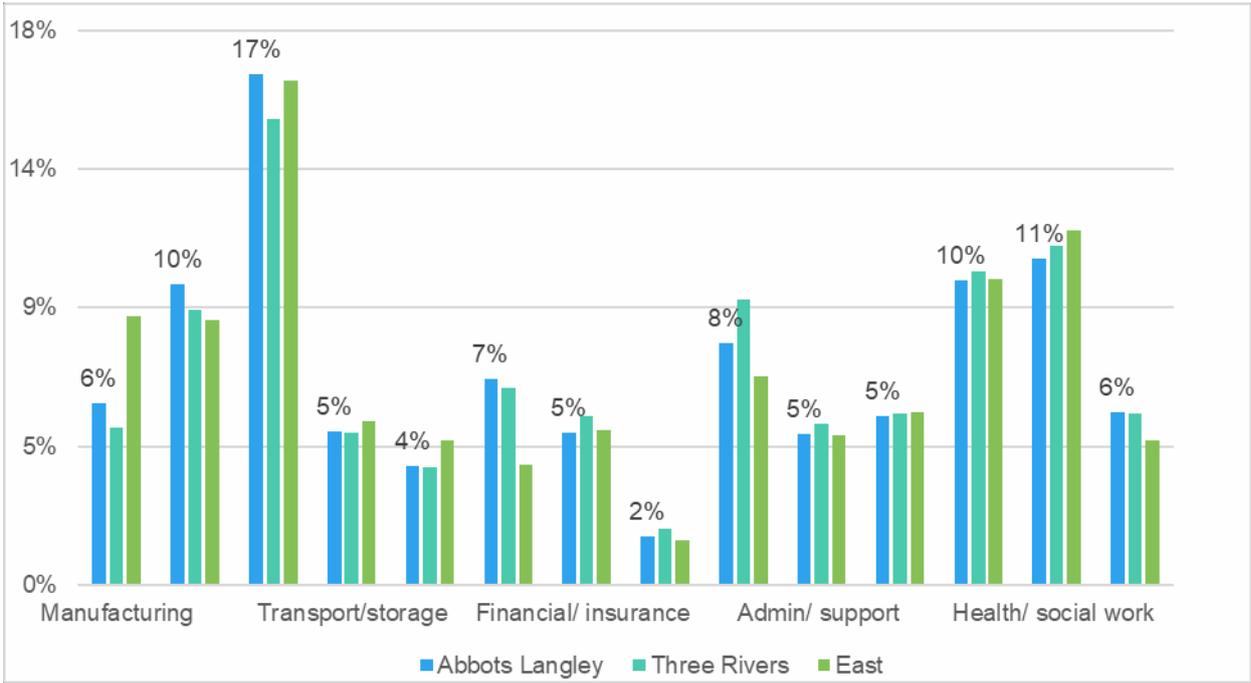


Figure A12: Main industry sectors that people are employed in

Health

Abbots Langley residents enjoy a good level of health, mirroring the district as a whole, as illustrated in Figure A13. The least deprived parts of the parish are within the village of Abbots Langley itself (ranked amongst the 10% least deprived neighbourhoods in the country). Others parts of the parish including to the north, the east and just south-west of the village, rank amongst the 50% most deprived neighbourhoods in the country.

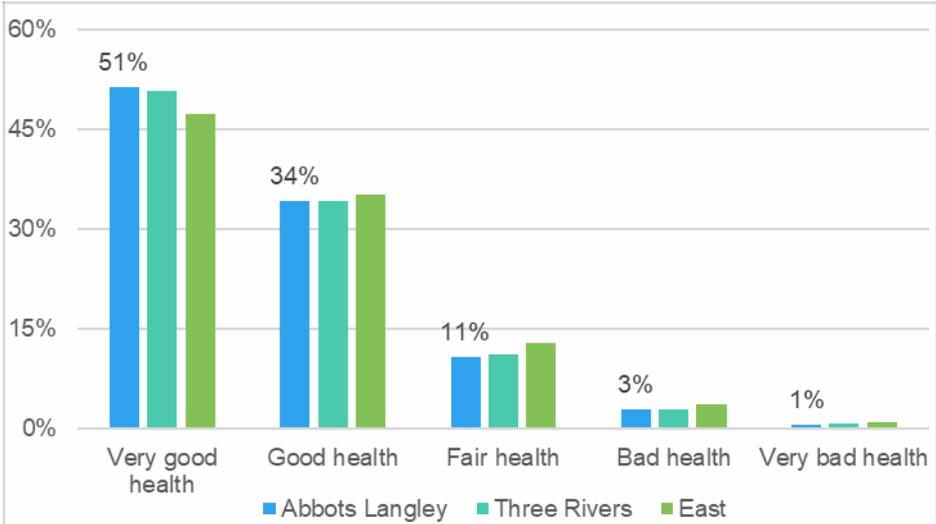


Figure A13: Level of health

Appendix B – SWOT Analysis of Abbots Langley

The following Strengths, Weaknesses, Opportunities and Threats have been identified for Abbots Langley:

<p>Strengths</p> <ul style="list-style-type: none"> • Low crime rate and local police base. • Good community spirit and good range of community activities • Valued and well-performing schools • Attractive landscape setting including Green Belt, farmland and individual green spaces • Strong economic base with some large employers • Conservation area • Vibrant high street with good shopping offer • Good connectivity (proximity to motorways, railways) • Excellent access to nearby centres • Proximity of the Grand Union Canal • Established network of off-street footpaths and cycle paths. • Local Parish workforce to maintain the open spaces, woods and sports facilities 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Lack of school places available for local children as schools in Abbots Langley serve urban areas beyond the Parish • Narrow roads through bridges spanning the West Coast Mainline Rail services and the M25 cutting through the Parish reduces development opportunities for areas north of Abbots Langley village without major investment in new infrastructure. • Traffic speed, volume and weight • Inconsiderate car parking – around schools, along narrow roads, in historic settlements, on grass verges – leading to pedestrian vulnerability • Lack of facilities/services in more rural communities including Bedmond. • Some infrequent public transport • Limited activities for older children • Lack of affordable housing • Loss of public houses • Environmental impacts stemming from proximity of motorway network – noise, air pollution • Surface flood water in specific areas
<p>Opportunities</p> <ul style="list-style-type: none"> • Improve pedestrian safety and implement traffic management • Improve contact and service to elderly • Encourage use of renewable energy and environmental design • Encourage local businesses expansion 	<p>Threats</p> <ul style="list-style-type: none"> • Development pressures for new housing on Green Belt land • Loss of semi-rural nature of the parish • Danger of increased coalescence with neighbouring settlements

<ul style="list-style-type: none"> • Improve community facilities – playgrounds, burial grounds, Bedmond amenities • Improve network, connectivity and condition of footpaths/cycleways • Provision of additional primary health facilities • Provision of improved housing mix to address local needs, particularly for social housing • Improvements to the canal to encourage leisure uses. • Promote tourism opportunities with the beneficial commercial effects for village centres and local businesses 	<ul style="list-style-type: none"> • Impacts of climate change and not providing the sustainable policies to address the problems that are forecast. • Loss of biodiversity • Lack of supporting infrastructure (e.g school places, health facilities, parking demand, to keep pace with the high growth in local population • Significant growth in through traffic movements due to the growth in neighbouring urban centres and the inter-urban traffic movements that this generates through the parish. • Regional pressure from the London and the South East to undermine the Metropolitan Green Belt policies due to population demand for housing and employment. • Reduced agriculture/ horticultural land for local food production.
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Appendix C – Locally Significant Views and Non-designated heritage assets

Locally significant views

The views to be safeguarded are as follows:

Ref	Name of view and description	Photo

Non-designated heritage assets

For each asset identified, a table (as below) will need to be completed:

Name of heritage asset	
Photo and map	Asset details
Add photos showing key features	Address: Significance: e.g. rarity, aesthetic interest; historical interest, social and community value Type: Building, monument etc.
Description of local significance	
Explain why the asset should be considered a NHDA – Historic England have a Guidance Document setting out the criteria that you should use to describe the buildings. TRDC may also have their own guidance used to nominate assets onto their Local List.	

Appendix D – Analysis of local views from the Commonplaces website

The Abbots Langley Neighbourhood Plan Steering Group set up a Common Places¹ website to capture views from local people about the area and how it should develop over the course of the next 15 to 20 years. The views are expressed during the period that the Neighbourhood Plan was under development and consultation. By April 2021, 198 comments had been received. Full details can be seen on: <https://abbotslangley.commonplace.is/timeline>

The comments were analysed by topic and shown on the Parish Council website in the section on the Neighbourhood Plan. These have been taken into account in developing planning objectives and policies. A short summary of the comments is given below:

General

- **Building height** - ensure that new buildings are in-fitting with the local context, for instance 3-storeys maximum.
- **Former Hertfordshire County Council rubbish site, Old Mill Road** – could this be used for something, e.g. brownfield development.
- **Bedmond** – needs improving in terms of range of shops, general upkeep and signage.
- **Improve the canal** – it is neglected in parts and could be better used to encourage more footfall into Abbots Langley. Parts of the towpath are not wheelchair/pushchair friendly.
- **Improve the links between Abbots Langley and Kings Langley railway station.**

Housing

- **No more housing** – the parish has had more than its fair share over recent years and it is important to retain the semi-rural feel.
- **Disruption caused by construction** – needs to be addressed when new houses are being built.
- **Housing mix** – A mix of housing sizes is needed, to cater for first-time buyers, growing families and downsizers.

Local economy and employment

- **Promote consistent signage across shops**
- **Provide additional car parking** - in the village centre to enable more footfall in the shops
- **Support village centre shops** – protect parking, discourage change of use, promote the independent shops.
- **Promote tourism** – to encourage visitors to the Warner Bros. Studio to spend time in the village.
- **Encourage pop-up events** – for instance in parking areas.
- **Address empty shops**

Environment, heritage and green spaces

- **Safeguard valued local green spaces** - e.g. Jubilee Garden, Tanners Wood, horse field and provide more.
- **Protect farmland** – e.g. between Abbots Langley and Tom's Lane, which is bisected by the M25, is an important as a local amenity as well as being farmland. It is used all year round by many local walkers, cyclists and horse riders. It is also a haven for wildlife.
- **Protect and enhance footpaths** – these provide cross country links from Abbots Langley village to Kings Langley station, Kings Langley, Hemel Hempstead, Bedmond etc. Example of the horse field which should have traffic free link both to Leavesden Park and the closed Southway Depot land

¹ <https://abbotslangley.commonplace.is/timeline>

- **Promote biodiversity/green wildlife corridors** – including gardens, soil, farmland, woodlands, green spaces, more trees.
- **Promote environmentally friendly design** - green roofs, use of recycled or environmentally-friendly materials in building, water conservation and recycling, require the planting of native plant species, better landscaping to maximise biodiversity.
- **Alleviate flooding** – Abbots Langley suffers from surface water flooding. Solutions might include resisting the loss of front gardens to car parking, supporting the provision of permeable car parking areas, introduction of additional green verges where there is room/ on newly built roads.
- **Protect local heritage assets** – those with spiritual, historic and cultural significance in Abbots Langley, for instance St Lawrence Church, parade of shops between Henderson Hall and the Abbots House, buildings opposite St Lawrence churchyard.
- **Mitigate noise and air pollution** – particularly from the M25, for instance through provision of soft surfaces and vegetation to shield and absorb noise.
- **Protect allotments**
- **Protect the Green Belt** – which prevents coalescence between the settlements

Transport and movement

- **Inconsiderate parking** - widen residential roads to stop cars parking on them, which destroys grass verges.
- **Speeding traffic**
- **Provide adequate parking as part of residential development**
- **Chequers Lane** – noted as unsuitable for HGVs and is inadequately marked as such. In fact it is basically unsuitable for two way traffic as in places it is only single lane with inadequate passing places.
- **Car parking in High Elms Lane** – is dangerous and needs to be addressed.
- **Provide more bicycle racks** – near to the shops, to play areas and other amenities.
- **Introduce a car club** – using electric cars and installing charging points (e.g. in the village car park and outside Manor House).
- **Additional bus services**
- **Toms Lane railway bridge** – is currently dangerous, especially for pedestrians, and needs addressing.
- **Improve pavements** – many in state of disrepair; no pedestrian access along parts of Toms Lane.

Local facilities

- **Schools** – concern about the lack of availability of primary and secondary school places, with local children already being allocated Hemel Hempstead Schools. Is there an option to expand Abbots Langley School?
- **Public houses** - need to protect these as some have already been lost recently.
- **Health** – health services are inadequate for the number of residents (and proposed new development); access to existing services is difficult.
- **Sport, leisure and recreation** – additional provision required including: improvements to the skate park, a multi-purpose floodlit sports facility in Manor House Grounds and also encouraging a café at the Club House during the day.
- **Lack of public toilets** – in the village centre and local parks.
- **Country park access via the football field and East Lane** - the existing informal steps accessing the football field and park at this point needs improving as it is currently steep and dangerous
- **Provide more water fountains** – at local facilities.
- **Additional play areas for children** – to serve new housing developments (South Way mentioned).
- **Burial ground** – the village has no designated burial ground for residents; could the Crematorium be granted more land to allow them to expand their memorial gardens?

Appendix E – Local Green Spaces

The following summaries provide information about the sites proposed for Local Green Space designation, and include the reasons for their proposal.

1. Name of space

[Insert photographs of the space and a map showing the boundary]

Site Name	
Site Owner	
Location	
Status/Designations	
Size	
Description	
Boundaries	
Distance from Village	
Uses	
Quality	
Facilities	
Visual Attractiveness	
Historical Significance	
Recreational Value	
Tranquillity	
Wildlife Value	
Recommend as a LGS?	