



Design & Access Statement

Roundhouse Farm, Colney Heath



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1. Introduction



Fig 1.1 Aerial View with Site Boundary

1. Introduction

This document is the Design and Access Statement accompanying the Outline application for a residential development of up to 100 dwellings together with ancillary works (All matters reserved except means of access) for development on Roundhouse Farm, Colney Heath.

The document has been prepared by Woods Hardwick Architects Ltd and is submitted on behalf of Canton Ltd.

1.1 Guidance

1.1.1 This document has been prepared in accordance with the General Development Procedure Order (GDPO) as amended and the guidance given in the Department of Communities and Local Government (DCLG) publication: Guidance on information Requirements and Validation (March 2012), which requires planning applications to be accompanied by a Design and Access Statement. Consequently, the purpose of this statement is to explain:

“the design principles and concepts that have been applied to the proposed development and how issues relating to access to the development have been dealt with”.

1.1.2 Reference has also been made to the Commission for Architecture and the Built Environment’s (CABE) guidance on ‘Design and Access Statements: How to write, read and use them’ (CABE, 2006).

1.1.3 This design and access statement provides the framework for an informed and design-led response to the constraints and opportunities of the site.

1.2 Approach

1.2.1 The approach taken is based on a comprehensive assessment of the site context. The following sections deal with:

Section 1: Introduction

Outlines the purpose of the document;

Section 2: Site Assessment

Appraisal of the site and its surroundings in terms of physical, social and economic contexts;

Section 3: Site Physical Aspects

A review of the physical constraints of the site and the surrounding context.

Section 4: Evaluation & Design Principles

Identification of the site’s constraints and opportunities, as well as the design objectives which underpin the design approach for the site;

Section 5: Design Proposals

Although this application is for Outline permission, this section puts forward a proposed scheme and details the use and amount of development, movement and access for determination and not reserved, layout of the development, scale of buildings, landscaping and appearance.

Section 6: Access

Considers the proposed access to the development and the proposed connectivity throughout the scheme.



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2. Site Assessment

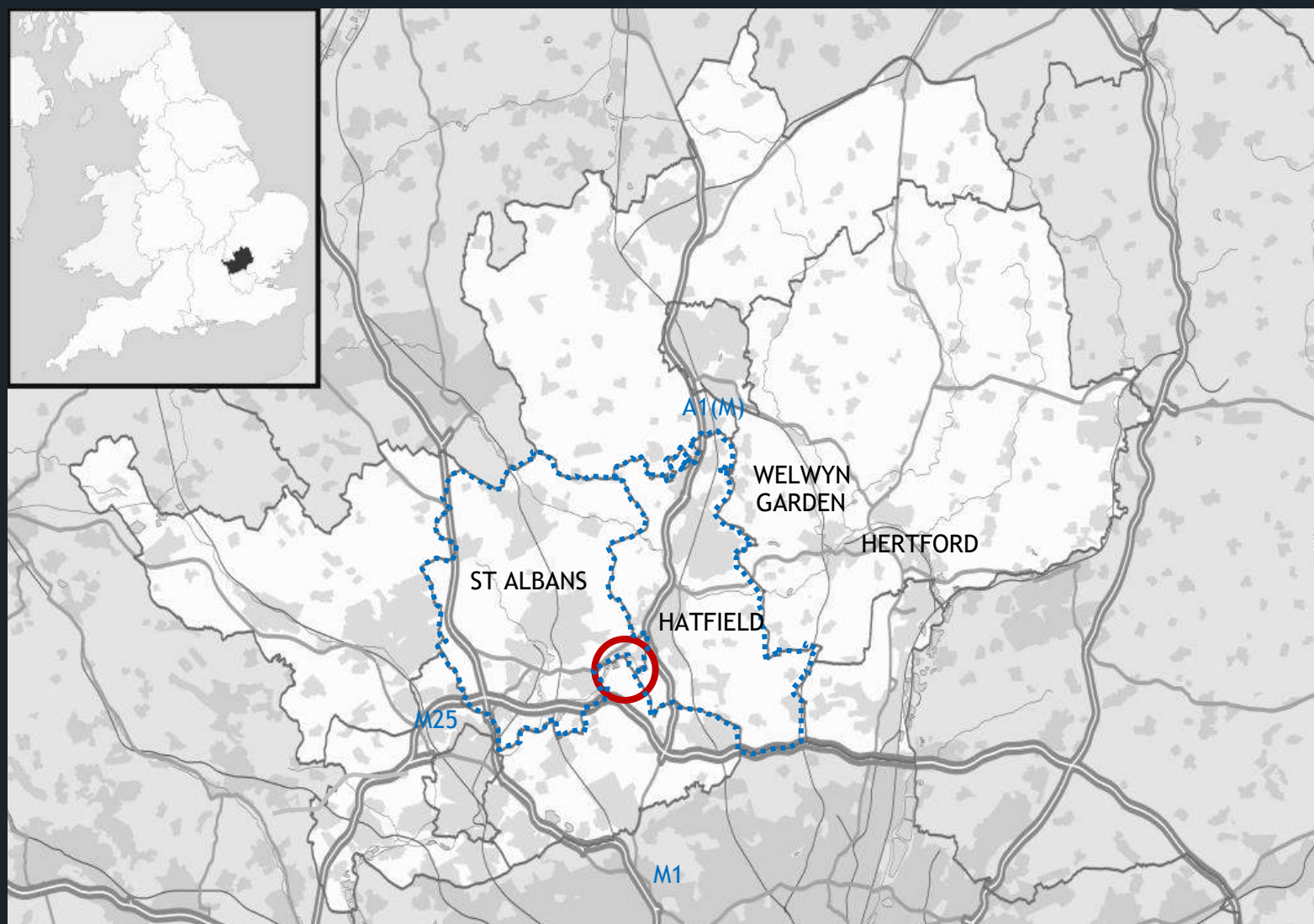


Fig 2.1 Colney Heath in relation to the surrounding towns, villages and the road and rail network in Hertfordshire.

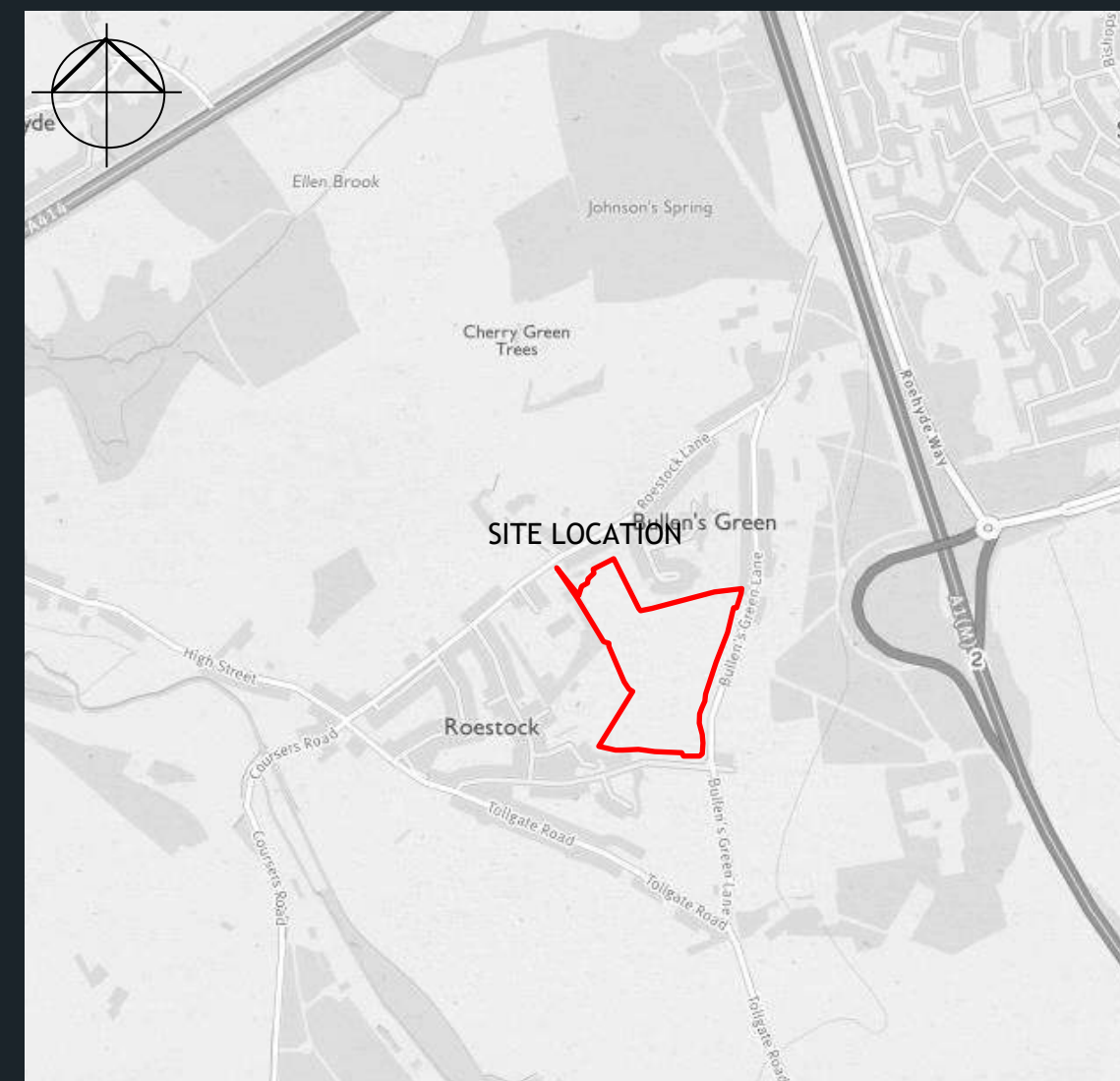


Fig 2.2 The location of the application site (outlined in red) in relation to its immediate surroundings.

2. Site Assessment

This section describes the location of the site and provides an analysis of the site and surroundings in terms of their physical, social and economic characteristics. The findings are used to inform subsequent sections of the statement.

2.1 Location and Background

2.1.1 Colney Heath is a village and civil parish in the St Albans District of the county of Hertfordshire. The village is approximately 4.5 miles east of St Albans and 2.5 miles south-west of Hatfield.

2.1.2 The A1 (M) provide direct connection to the A1 and M25 in the south, to the north of London. It also provides direct link to Welwyn Garden City and further on to Peterborough to the north. The A414 connects to the M1 and M25, which provides another commutable distance to nearby towns outside St Albans.

2.1.3 There are a number of railway stations within east access of the site; Hatfield (north-east) and Welham Green (south-east), that connect, and St Albans City (west) Railway Stations. Both Hatfield and Welham Green are approximately 2.8 miles away from site, and St Albans City Rail Station is 4 miles away. Hatfield-Welham Green Railway has direct services from [Welwyn Garden City](#) to the centre of London to Moorgate (served by Great Northern and Thameslink). St Albans City Railway travels all the way to Brighton, and back up to Bedford. Bus services run frequently in the town with routes to Potters Bar, St Albans and Sandridge.

2.1.4 The location of the site lies on the eastern edge of St Albans and western edge of Hatfield (see fig 2.2), occupying a green landmark. The site is adjacent to Fellowes Lane and Bullen's Green Lane.

2.1.5 The Strategic Local Plan to 2011-2031 (updated in 2016) identifies Colney Heath to be within the Green Belt Settlement. The accompanying Planning Statement sets out the 'very special circumstances' that justify development in the Green Belt in this instance.

2.1.6 Colney Heath's in a position that can attract residents considering the town is in the middle of two larger towns/villages with many options for amenities and employment. Nearby towns are easily commutable along with the local railway stations and bus routes. The site is in a location where day to days services and facilities are accessible, including by means other than private cars.

2.1.7 The large village offers flexibility and diversity for locals by providing amenities; a number of academies, shopping, leisure and health services exist close to the site.

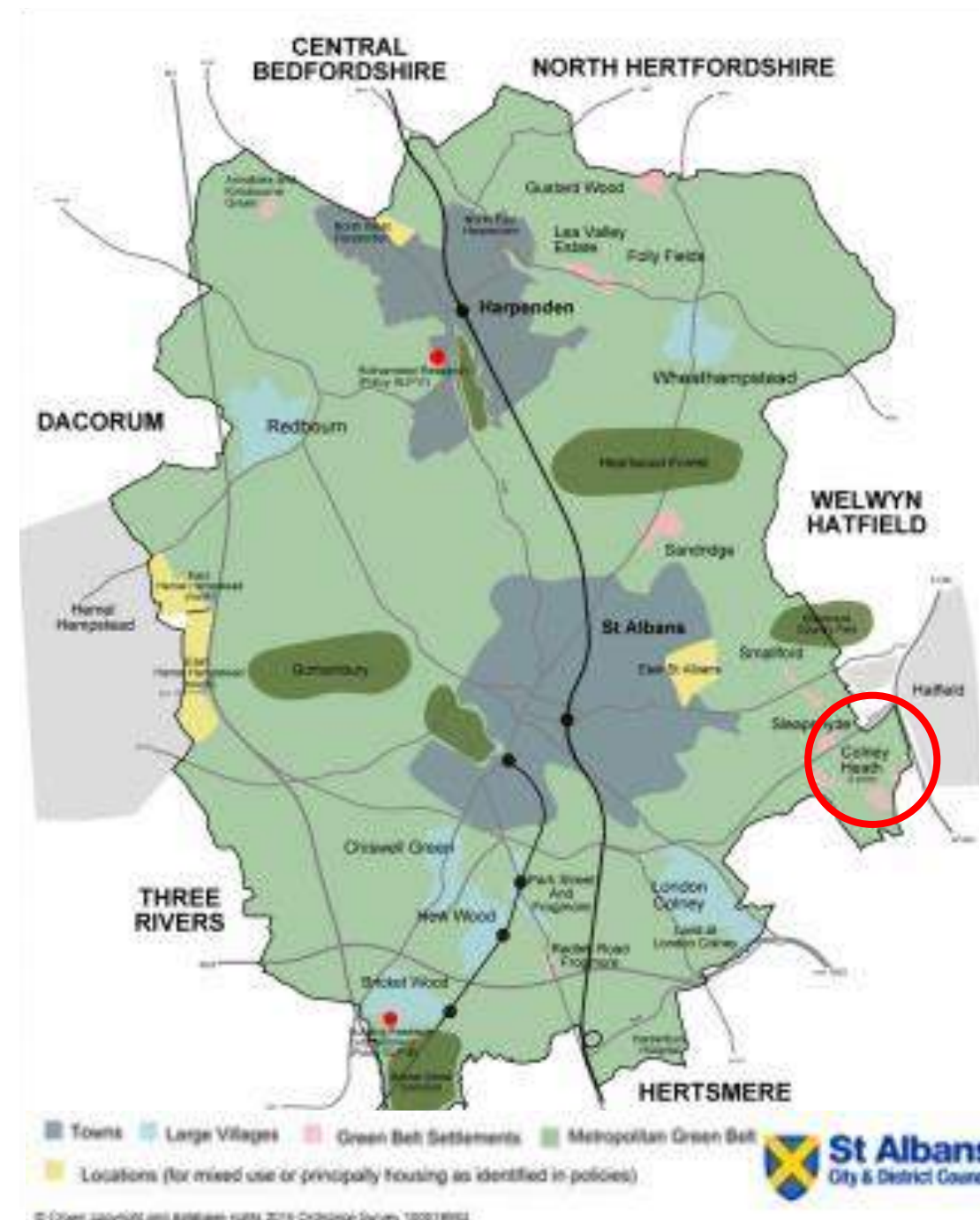


Fig 2.3 Colney Heath Potential Development Sites Map (This map has been produced and taken from the St Albans District Council's website)



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3. Site Physical Aspects

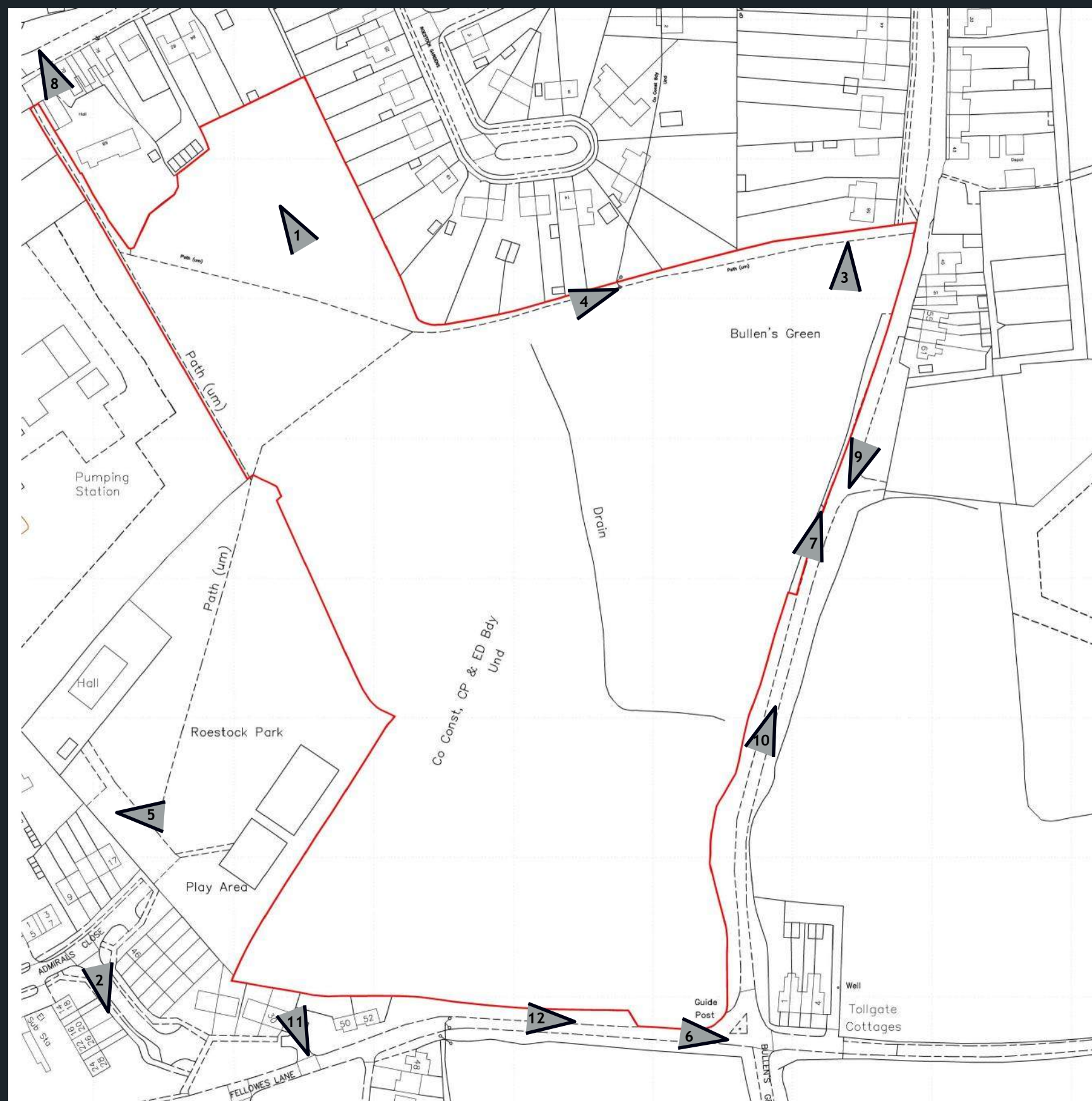


Fig 3.1 Site location plan.



Fig 3.1.1 Location 1: View facing South-West



Fig 3.1.2 Location 2: View towards Admiral Close



Fig 3.1.3 Location 3: View South onto Bullens Green Lane



Fig 3.1.4 Location 4: View facing West along Northern boundary



Fig 3.1.5 Location 5: View East towards Roestock Park



Fig 3.1.6 Location 6: View West along Fellowes Lane



Fig 3.1.7 Location 7: View North along Bullens Green Lane



Fig 3.1.8 Location 8: View South towards Listed Building



Fig 3.1.9 Location 9: View North along Bullens Green Lane



Fig 3.1.10 Location 10: View South along Bullens Green Lane



Fig 3.1.11 Location 11: Existing Dwellings to South-West



Fig 3.1.12 Location 12: View West along Southern Boundary



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3. Site Physical Aspects

3.1 Site Description

3.1.1 The application site is 5.2 ha in total. The site straddles the boundary of St Albans District Council and Welwyn Hatfield Borough Council (see figure opposite).

3.1.2 The site is currently planted with maize, and is broadly level with little variance in height and no discernible features. The area contains vegetative growth with hedgerow and trees along the boundaries.

3.1.3 Trees and hedgerows are present along site boundaries and will be retained where possible if the development permits.

3.2 Land Use

3.2.1 The site is a large wheat field that is currently/formerly in agricultural use.

3.3 Arboriculture

3.3.1 A full tree survey of the site and boundaries has been carried out and is submitted alongside this application.

3.4 Topography

3.4.1 The site is flat with little variance in height. There is a minimal depression that runs through the northern centre of the site (please refer to the Constraints and Opportunities Layout at Fig. 4.1 on Page 24 for further detail) which relates to the

original water channel, please see Flood Risk Assessment for additional information.

3.5 Movement and Circulation

3.5.1 There is a formal Public Right of Way that provide pedestrian access alongside an agricultural field access from Bullens Green Lane in the north eastern corner of the site.

3.5.2 A new vehicular access with appropriate visibility splays (according to the local authority highways design) will be provided to serve the developments off Bullen's Green Lane.

3.5.3 Bullens Green Lane provides full onward connection to the local road network. Hatfield and Welham Green railway station are both circa 4.8 miles away (north-east and south-east from site) - and takes approximately 40-50 minute walk and 10 min drive. Please refer to the accompanying Transport Assessment and Green Travel Plan for further detail.

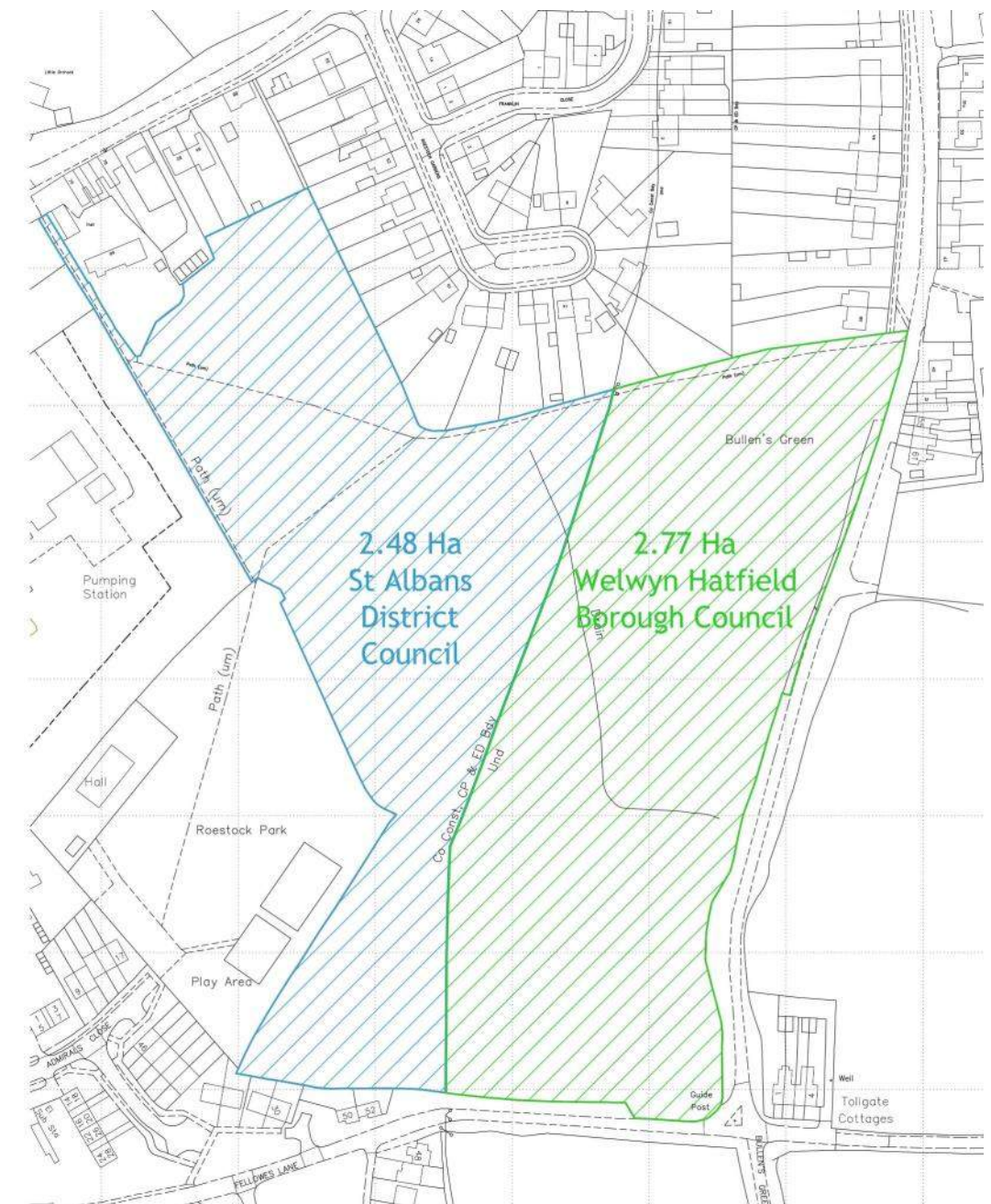
3.5.4 The PRoW cross the site; PRoW 48 and 67 connects, where parts of 48 runs across the northern part of the site and continues along the northern boundary. PRoW 44 abuts the centre of the western boundary and further connects to other PRoW north and south through Roestock Park.

3.6 Noise

3.6.1 The site is situated on the edge of the village with very little possibility of noise pollution. No industrial or commercial units are located close enough to cause probable disruption. (Please refer to the Noise Survey produced by Cass Allen that accompanies this application).

3.7 Drainage & FRA

3.7.1 A surface water drainage strategy has been developed in accordance with the hierarchy for surface water disposal, the strategy is also fully compliant with the policy relevant to the Environment Agency and Thames Water Services. (Section 4.4 on Sustainable Drainage Urban Systems provides further clarity on the proposal).



3. Site Physical Aspects

3.8 Historical Context

3.8.1 Fig 3.2 illustrates settlement growth in Colney Heath from the late 1800's up to the present day (as interpreted from historical and current Ordnance Survey information).

3.8.2 It is apparent that Colney Heath has developed slightly over the last few centuries, with development pushing further north-east and west.

3.8.3 Colney Heath offers the possibility and easy access to travel to nearby towns or onwards to London. This gives a flexibility to a number of businesses within the job market in and surrounding the town.



Fig 3.2 Historical Settlement Pattern (with site location in red)

3.9 Character Analysis

3.9.1 The village of Colney Heath has a mixed variety of building forms and styles representing different eras & stages of development.

3.9.2 The village centre and the area outside Colney Heath contains much of the local architectural past and importance. For clarity, the proposed site sits on the eastern edge of the village.

3.9.3 Many of the historical and landmark buildings are still found in Colney Heath. There are a number of listed buildings that can be found along the High Street, Coursers Road and Barney Road. This includes Colney Heath Farmhouse, (The Crooked Billet Public House, and St. Mary Church North Mymms). In total there are 100 listed buildings, with two Grade I listed, two Grade II* and the remainder Grade II listed.

3.9.4 There is a Grade II listed building next to the north-west boundary, No 68 Roestock Lane, that has been taken into consideration when planning the development and its relationship to the immediate context. (Please refer to the accompanying Heritage Assessment for further detail).

3.9.5 More recent developments away from the centre of the town and towards the proposed site date between the 1950's and 1980's, and has seen the town grow to the size it is today.



Figure 3.3 - Colney Heath Farmhouse and Attached Barn



Figure 3.4 - The Crooked Billet Public House



Figure 3.5 - St. Mary's Church, North Mymms

3.9.6 A character assessment of the surrounding built form has considered the architectural presence of more recent developments. These areas are:

1. High Street
2. Fellowes Lane
3. Tollgate Road

3.9.7 A photographic record and notes of the assessment are set out on page 20.

3.9.8 As is usual for settlements that have grown and evolved over hundreds of years, the organic unplanned nature of growth is reflected in a wide range of building styles and street forms.

3.9.9 Even so, there are some features and broad characteristics that can be observed with a degree of regularity as to contribute to a perception of a particular 'character' for the settlement, they are as follows:

- Simple rectangular forms with ridge lines and the long axis predominantly parallel to the street;
- Symmetrical layout of fenestration and doors;
- Predominantly 2 storey dwellings;
- Where bricks are used; they are mainly red brickwork with incidences of brick or detailing such as flat gauge arches, brick banding/corbeling;
- Black top road and footpath finish with minimal green landscaping features to the frontages or properties are prevalent in this area.



Fig 3.6 Character Area Plan

3. Site Physical Aspects

3.10 Character Assessment

1/. High Street

Properties along the High Street are a variety of house types with different forms. Terraced, detached dwellings, semi-detached, and bungalows can be found on this road.

The material palette vary on these houses, using a mix of brick, concrete, and render. Roofs are usually linear lined with gabled pitch.

Ground treatments vary with differing materials and surface treatments used to denote separate areas.

A number of details are present on these houses, such as bay windows, large front windows with simple to non detailing, varying dormers, porch forms and sometimes continued use of chimney stacks.

There are not many new developed residential houses along the High street, however one semi-detached unit stands out, with rendered external façade with brick banding detail and clay roof tiles.

The houses` roof line is generally parallel to the road and often have small front gardens, often closed by either fences or brick walls, with little to no landscaping in front.



2/. Fellowes Lane

Houses on Fellowes Lane, the road that connects to the site, are mainly bungalow, one storey houses, but semi detached and terraced houses can also be found close to the site.

The properties have similar forms, materials and simple detailing. Brick is heavily used for this scheme, with similar roof tile material.

Houses typically have simple gabled roof pitches that are generally parallel in alignment to the road, with simple eave detailing and roughly equal modest pitches.

Dormers are used on a number of properties. Windows are large standard casement.

Houses often have small front gardens, often enclosed, that also have a lot of landscaping with a number of dwellings situated further west along Fellowes Lane providing rear access to properties in this location.

Stone or concrete are often used for front plot paving that denotes the separation of street treatment.

Concrete tiles, stones and tarmac are commonly used for plot paving.



3/. Tollgate Road

Houses along this road provide later expansion to the village. A mixture of housing types exist; detached dwellings, semi-detached in different forms provide a wide variety of housing along this linear route.

These houses are relatively new dwellings with a few modern features such as bay windows, projections, gables, porches and chimneys that provides a wide variety of building forms.

Brick and render are mostly used with some intermittent use of wood detailing. Some of the houses have a detailed exterior with a mix of material use with decorative pattern, and often have large windows on the front.

The plot boundaries are often not enclosed, and both concrete/stone tiles and tarmac are used for private drive paving. Parking is placed in a mix of forms, most have garages attached or have on-plot parking at the front of the properties. This creates a variety in set backs.

Many of these plots have a larger front garden compared to other properties in Colney Heath.



3. Site Physical Aspects

Key:

- Site Boundary
- Railway
- Highway A1 (m)
- A Road/Distributed road
- Local Road
- Nearby Public Rights of Way
- Approx. Walking Distances

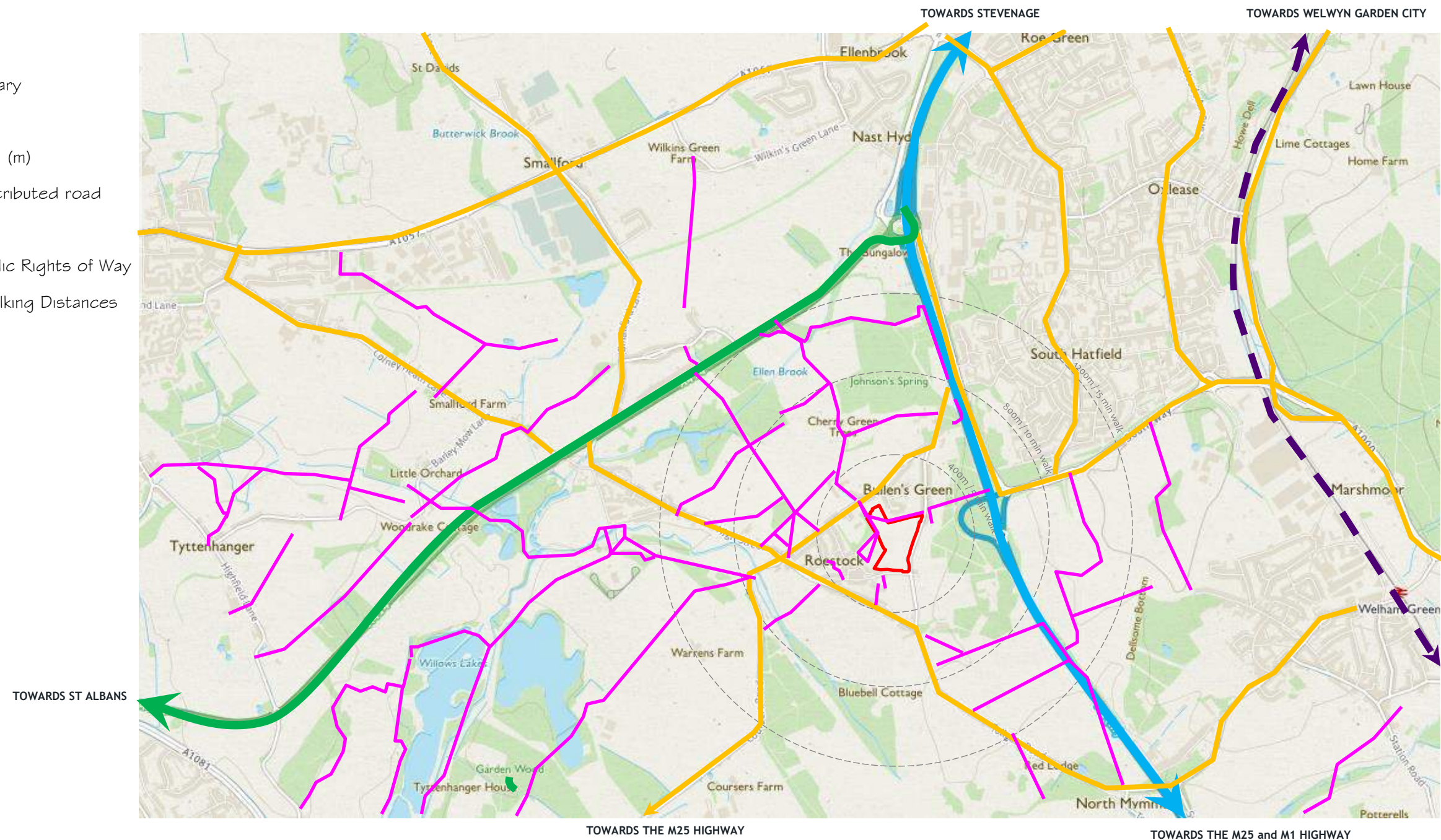


Fig 3.7 Movement Network Plan



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4. Evaluation and Design Principles



Key:

	Existing Trees & RPAs
	Existing Listed Building
	Denotes Existing PRoW
	Denotes Existing 'walked route'
	Denotes Existing Drainage
	Denotes Existing HV Cable
	Proposed Landscape Buffer
	Proposed Trees
	Proposed Development
	Proposed Green Space
	Denotes Proposed Site Access
	Potential Play Space
	Proposed Location of New Pump Station
	Denotes Proposed Attenuation
	Denotes Primary Route
	Denotes Secondary Route
	Denotes Tertiary Route
	Denotes Key/Focal Buildings
	Denotes New Footpath Route

Fig 4.1 Constraints & Opportunities Plan

4. Evaluation and Design Principles

Having carried out an assessment of the site and context, the process of evaluation has involved the identification of a number of opportunities and constraints. These are set out in the following pages and should be considered in reference to the opportunities and constraints plan on the previous page (Figure 4.1). These have then led to the establishment of general design principles.

4.1 Response to Local Character & Integration with Context

4.1.1 As has been recorded on pages 16-18, Colney Heath has distinctive architectural and spatial characteristics that can be used to inform the proposed scheme to help its integration with the surrounding built form. The opportunity exists to respond to Colney Heath historic local vernacular whilst creating a new community with its own character. The nearby school (located on the High Street to the west of the site) will also provide good community rooting in the already established neighbourhood.

4.1.2 The one to two storey nature and generally modest to medium density character of Colney Heath suggests an equivalent design response will be appropriate, albeit responding to a rural edge of settlement development and appropriate density.

4.1.3 The opportunity exists to respond to the form and scale of the adjacent dwellings and to enhance the landscaping along the boundaries to help soften the visual impact of the proposed development.

4.1.4 The new development will be designed to respond positively to the general grain, character and scale of existing development.

4.1.5 Care should be taken to respect amenity and privacy issues relating to adjoining properties. Boundary conditions and topographical constraints will be taken

into account in consideration of proximity, building form & scale of the proposal.

4.2 Access

4.2.1 Vehicular access has been taken off Bullens Green Lane. Appropriate corner radii and visibility splays will be provided to accommodate all users including service vehicles. This would still allow the existing vegetation to be retained (a formal Access Plan will accompany this application).

4.2.2 There are a number of bus stops near to the site and access to these could be highlighted (please refer to Green Travel Plan that accompanies this application).

4.2.3 There are currently three Public Rights of Way around the site, with one running through the north part of the site. This is the PRoW number 48. Other footpaths are also existing nearby as noted on the Constraints and Opportunities Plan at Figure 4.1. Further connectivity could be proposed to the peripheral open space areas, allowing connectivity through the site and to the wider surroundings.

4.3 Landscape

4.3.1 The site is surrounded by prominent mature Trees and Hedgerows, and consists of mainly Cat B and C Trees with a limited number of A grade trees (Please refer to Figure 4.2 the Tree Survey Plan).

4.3.2. There are a couple of openings within the existing tree line with a larger opening towards the North East corner of

the site. This is where the proposed access is taken so to minimise disruption to the existing landscaping.

4.3.3 All existing Trees and Hedgerow will be retained where possible or unless stated within the accompanying Tree Report.

4.4 Sustainable Urban Drainage Systems

4.4.1 The opportunity exists to store surface water through lined permeable paving which will discharge into the existing sewer at an appropriate rate.

4.4.2 Surface water will also be collected and managed through the use of Attenuation basins in the North West of the site and potential swales running through the central corridor of the scheme will further enhance the sustainable proposals (please refer to the Flood Risk Assessment and Drainage Strategy that accompany this application).

4.5 Integrating New Development

4.5.1 The key to sustainable planning is to minimise the potential impact of development by reducing its visual impact wherever possible. Measures to achieve this will include;

- Development on the site frontage, along Fellows Lane and Bullens Green Lane to be set back far enough to achieve a green corridor and to minimise any visual impact.
- The development will be of low-medium density; retaining the character of the nearby area.

4.6 Enhancing Biodiversity

4.6.1 The opportunity exists to supplement existing boundary hedgerows and trees with native species.

4.6.2 Additional landscaping throughout the site will provide further habitats for local ecology and enhance levels of biodiversity.

4.7.1. After evaluating the Constraints & Opportunities, the key design principles are cited below;

- Dwellings fronting Fellowes Lane and Bullen's Green Lane. These units are to be set back by c.15m to achieve a green corridor and new footpath route.
- Access taken off Bullen's Green Lane to minimise any damage or impact to the existing trees and hedgerow.
- Large area of open space to the North West corner of the site to incorporate attenuation basins and also act as a buffer between the Listed Building and the proposed development.
- New Dwellings to front area of open space. These dwellings are to be set back to achieve some landscaping in front to help soften the impact of the development further.

- The proposed road network has been designed to create a more definitive road hierarchy with the use of varying road types (eg. Streets, shared surface streets, shared private drives, etc.) and surface materials helps to improve legibility and create visual interest throughout the site.
- Various areas of open space are intended to form local areas that help to break up and soften the development but also help to incorporate amenity space that connects with the wide open spaces proposed to the periphery of site.
- Proposed planting structure is formed by hedgerows and shrubs and is designed to strengthen the street scene whilst also softening the frontage of the new properties and creating a clear boundary between public and private realm.



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4. Evaluation and Design Principles

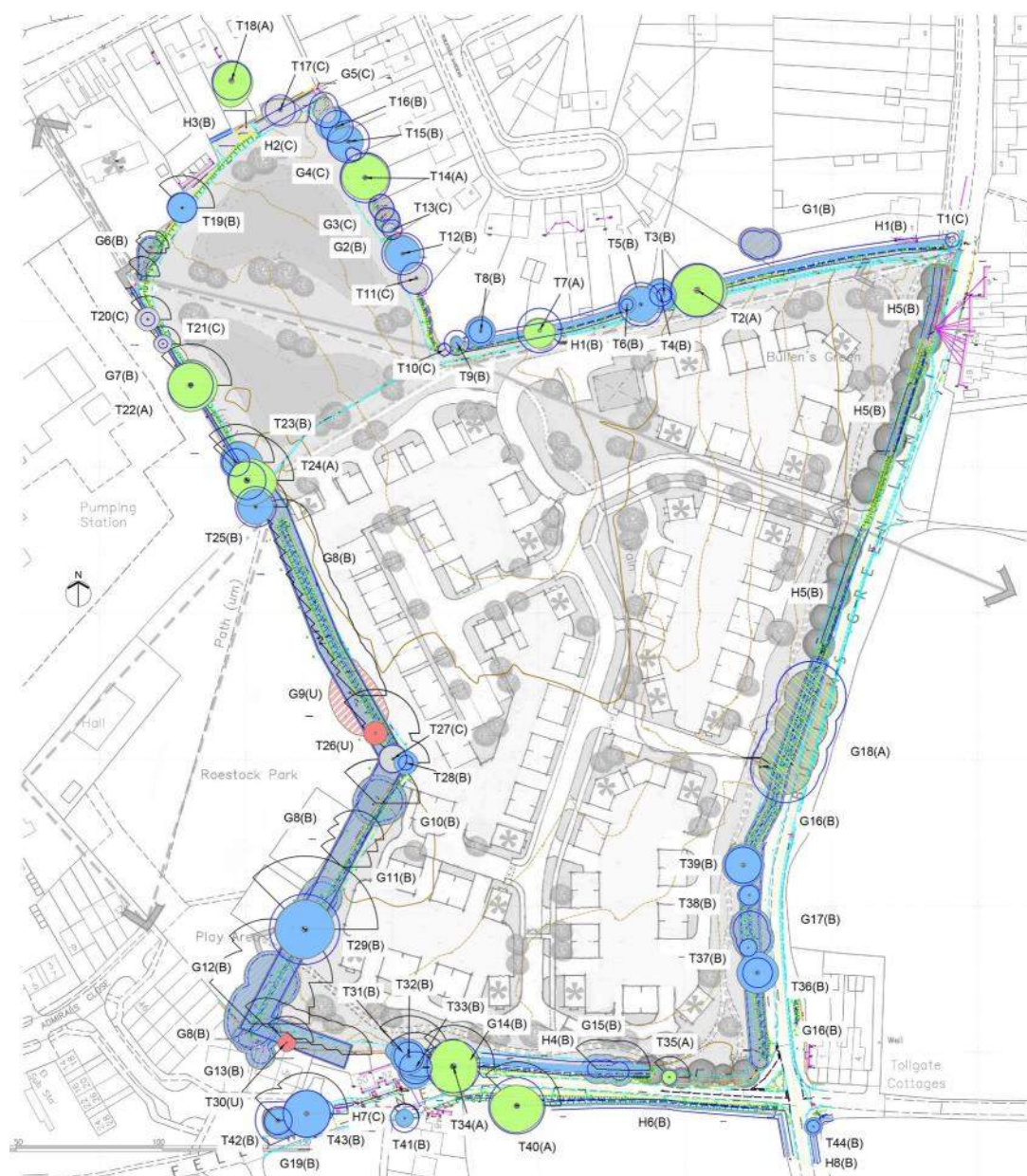


Fig 4.2. Tree Survey Plan

4.8 Arboriculture

4.8.1. A full tree survey of the site and boundaries has been carried out and is submitted alongside this application.

4.8.2. The recorded tree cover was entirely positioned on or adjacent to the site boundary and the site is defined by well stocked boundaries.

4.8.3. Tree cover recorded by the survey consisted mainly of mature specimens of English oak with well established hedgerows around most of the boundaries.

4.8.3. To facilitate the proposed main access point short sections of a maintained hedgerow will need to be removed.

4.8.4. Further infill planting will be provided to replace the section of hedgerow being removed along Bullen's Green Lane to create a strong green edge to this section of the eastern boundary.

4.8.5. All other trees recorded by this assessment will be retained and integrated into the proposals.

4.8.6. The development proposals would deliver other landscape enhancements through the provision of additional new tree and hedgerow planting within the open spaces and within the new landscape buffers to not only create future visual amenity and provide screening to soften views but would create wildlife connections and serve to introduce younger trees to the area thus replacing the natural demise of the mature and aging population of trees that exist.

4.9. Landscape & Visual Appraisal

4.9.1. A Landscape and Visual Appraisal (LVA) was carried out and has been submitted as part of the outline planning application.

4.9.2. The landscape proposals include;

- An area of informal green space to the north of the site, including some sustainable drainage features. These will be designed with shallow banks and will allow for different levels to enable a range of habitats to develop. This could include areas of reed. Other parts of the space will include small areas of copse planting, and open grassland.
- Within the residential area there would be a series of smaller green spaces, mainly simple in design, with regularly mown grass and individual trees.
- Retained footpath routes to the North with additional planting and overlooked by the new housing areas, providing attractive and safe routes.
- New pedestrian routes to the East & Southern Boundaries, creating a 'Green Corridor' to provide connecting green spaces and further buffering to the existing development.

4.9.3. Overall development of the site would have very limited landscape or visual effects. Most effects would only be experienced within or adjacent to the site, with very little change to the wider landscape.

4.10. Archaeology & Heritage

4.10.1. An Archaeological & Heritage Assessment has been prepared and submitted as part of the Outline Application.

4.10.2. The report shows that the site does not contain any designated heritage assets, and neither is it included within the boundary of a conservation area identified and designated by the Local Planning Authorities.

4.10.3. The assessment concludes that only one designated heritage asset within the site's wider surroundings would be affected through change to its setting. This is the Grade II listed building at 68 Roestock Lane that occupies a well vegetated garden enclosure adjoining the site's north-western boundary

4.10.4. Whilst the proposed development would have no impact on the major elements of the listed building's significance as a designated heritage asset, the report concludes that the implementation of the development proposals would result in a degree of harm being caused to this listed building through change to its wider setting.



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5. Design Proposals



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Key:

	Existing Trees & RPAs
	Existing Listed Building
	Denotes Existing PRoW
	Denotes Existing 'walked route'
	Denotes Existing Drainage
	Denotes Existing HV Cable
	Proposed Landscape Buffer
	Proposed Green Space
	Denotes Proposed Site Access
	Potential Play Space
	Proposed Location of New Pump Station
	Denotes Proposed Attenuation
	Denotes Key/Focal Buildings
	Denotes New Footpath Route

Fig 6.1 Layout Proposals



Fig 6.2 Landscape Masterplan Proposals

5. Design Proposals

This section highlights the key design principles that have been used throughout the scheme and also describes the proposed design response and areas of the design that have been implemented to form the Illustrative Masterplan.

5.1. Use and Amount

5.1.1. The application proposes a total of up to 100 residential dwellings comprising the following;

- 45% Private sale housing;
- 45% Affordable Housing;
- 10% Self-build housing.

5.1.2. The Illustrative layout that forms part of the submission proposes a mix of dwellings from 1 bedroom maisonettes to 4 and 5 bedroom dwellings.

5.1.3. This mix and range of unit accommodation will address the need for a potentially diverse mix of residents which in turn, will contribute to a vibrant and active community.

5.1.4. A careful placement of the disposition of the range of dwellings sizes will create a variety to the scheme.

5.1.5. The mix will increase the choice and affordability of housing within Colney Heath and potentially offer the option for existing local residents to remain in the town.

5.1.6. The scheme includes 10% dedicated to Self-Build housing. The scale, massing, and location of these units will be detailed within the Reserved Matters Application, although initially, we see these located at the more private, secluded areas of the site.

5.2. Layout, Form, and Scale.

5.2.1. There are a couple of key drivers that have influenced the shape and form of the layout.

5.2.2. Firstly, the scheme has been designed to front onto the Eastern and Southern Boundaries and the building line set back to create a green corridor.

5.2.3. This Green Corridor has been introduced to accommodate a new footpath link creating a sensitive transition from the new settlement edge to the countryside beyond it.

5.2.4. Secondly, with a listed building to the North-West of the site careful and sensitive planning is needed. Therefore, it is prudent to locate open space to the north-western corner to create a buffer between the listed building and the new development minimizing the impact on the setting of this listed building.

5.2.5. The proposed dwellings in this area will also front the open space with a suitable offset to allow for a wider green corridor for the existing `walked` footpath route to the northern edge of development.

5.2.6. The proposed dwellings have been deliberately sited and orientated to ensure that the sense of arrival is well defined and that no unacceptable overlooking is created between interfacing proposed and existing dwellings.

5.2.7. In addition, all corners within the site have been addressed with well designed and proportioned corner turner (dual fronted) dwellings.

5.2.8. All units are predominantly 2 storey in height.

5.3. Landscaping

5.3.1. The site is within a semi-rural setting so the scheme has been designed to reflect that.

5.3.2. The proposed planting aims to strengthen and provide structure to the perimeter of the site, reinforcing the existing boundary trees and hedgerows.

5.3.4. Successful green spaces can help create more attractive developments. From an environment perspective they can also incrementally increase flood protection and opportunities for sustainable drainage, as well as providing better micro-climates and enhancing biodiversity.

5.3.5. Within the site the planting structure will be formed by hedgerows and shrub planting. Additional planting to front gardens will further soften the overall appearance of the scheme.

5.3.6. From an ecological perspective the additional native landscaping, hedgerows and tree planting will provide habitats for local wildlife and produce a net gain in terms of ecology. For further detail please refer to Ecology Assessment that accompanies the application.

5.3.7. Trees are located at key focal points to provide visual interest. Tree species have been chosen to provide all year-round interest.

5.4. Appearance

5.4.1. Time was taken at the early stages of design to assess the surrounding existing development of Colney Heath to gain an appreciation of the local vernacular and architectural language.

5.4.2. Although appearance is not included in this application, the intention is for a `traditional` architectural response comprising;

- Sensitively proportioned pitched roof dwellings;
- Locally sympathetic external materials including buff brick, render and both slate effect and plain roof tiles;
- Vernacular detailing including prominent stone window and door heads, red brick detailing and multi-pane windows;
- Simple rectangular forms;
- Elevations articulated by bay windows, open porches with pitched roofs and chimneys.



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6. Access



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6. Access

This section describes the proposed access to the development and the proposed connectivity throughout the scheme.

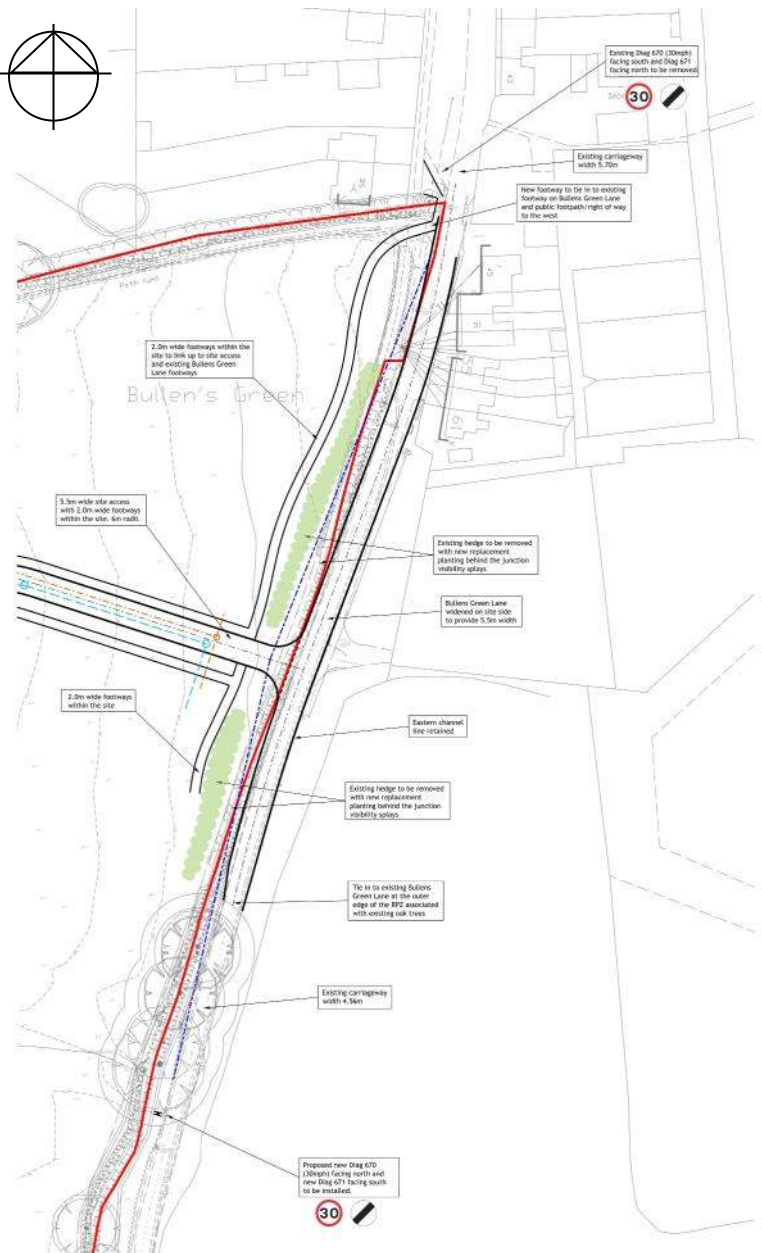


Fig 6.3. Proposed Site Access Plan (Access off Bullen's Green Lane)

6.1. Vehicular Access

6.1.1. Vehicular access to the site has been taken from Bullen's Green Lane in the form of a new priority 'T' junction.

6.1.2. Appropriate corner radii and visibility splays will be provided to accommodate all users including service vehicles. This would still allow the existing vegetation to be retained.

6.2. Pedestrian Access

6.2.1. The proposed pedestrian access into the site is taken from the existing PRow that runs across the Northern part of the site connecting Bullen's Green Lane to Roestock Park to the west and Roestock Lane to the north.

6.2.2. The layout proposes various footpath connections throughout the site. The applicant is in discussions with St Albans Council (owners of Roestock Park) regarding extending the perimeter footpath through it close to the sites South-Western corner of the site.

6.2.3. Careful consideration has been made with regards to pedestrian "desire lines", particularly through the proposed open spaces and green corridor, ensuring good gradients and DDA compliance.

6.2.4. All footpaths and shared surfaces are overlooked by active frontages and will be well lit, providing safe and convenient routes throughout the site.

6.2.5. Shared surfaces can create an environment in which pedestrians can walk, stop and chat without feeling intimidated by motor traffic. They can also promote social interaction and make it easier for pedestrians to move around.

6.3. Movement

6.3.1. The use of shared surfaces within the site will create a clear hierarchy to the street layout.

6.3.2. The proposals show the clear hierarchy of road types within the movement network which is reflected with the change of pedestrian and cyclist priority.

6.3.3. Footpaths are provided alongside the main access route that runs through the centre of the site, where pedestrians will use the road. Footpaths are then integrated into the shared street design which includes a level surface between roads and footways creating a shared surface street.

6.3.4. Shared surfaces encourage lower vehicle speeds as motorists negotiate the right of way with pedestrians. The use of different surface materials, such as block paving, can further reduce traffic speeds.

6.3.5. Private drives are completely shared surfaces and will be typified by low levels of traffic use and equal priority between vehicles, cyclists and pedestrians.

6.3.6. Deflections in the street layout and tight corners help to calm traffic speeds through reduced forward visibility.

6.3.7. The street layout, including highway widths and user capacities will meet the design standards set out in St Albans District Council and Welwyn & Hatfield Borough Council Policies.

6.4. Delivery & Emergency Vehicle Access

6.4.1. The street layout provides sufficient turning facilities to enable Fire Appliances, Ambulances and delivery vehicles to turn easily and exit in a forward gear. Street widths along appropriate corner and junction radii allow for convenient access throughout the site.

6.5. Waste & Recycling Access

6.5.1. The estate roads have been designed to accommodate a refuse collection vehicle, ensuring the development is well served by all service vehicles.

6.5.2. Household refuse and recycling will be stored in rear gardens.

6.5.3. Household refuse and recyclables will be transported to the kerbside by residents for collection. Where necessary refuse collection points will be provided.

6.6. Disabled Access.

6.6.1. In order to provide safe and convenient routes for everybody, including those people with disabilities, careful attention has been given to the detailed design in terms of levels, cross-overs, threshold details and parking provision.

