# 4.2.4 BUILDING STYLES + CHARACTER

## 4.2.4.10 MATERIAL PALETTE

## MASSING

Materials are proposed to be good quality, normally traditional and natural with acceptable long term weathering characteristics and compatible with those on the vicinity.







#### LANDSCAPE

Materials used for the surface of the street within the proposed development will create a vibrant pedestrian experience of the shared surfaces and influence the behaviour of vehicles through the patterns, textures and colours of materials used.

## MISCELLANEOUS

The materials used within the development will be selected from a restricted palette of traditional building and hard landscapes materials.









## 4.2.5.1 STRATEGIC + LOCAL CONNECTIONS

The site benefits from excellent transportation links due to its proximity to the A414 and the A1057. The existing road, footpath and cycleway network will play an integral part in providing a network of sustainable transport linkages, to service the site and allow safe access to the range of existing community and cultural facilities within Colney Heath.

#### 4.2.5.2 INTEGRATED PATH NETWORK

The figure illustrates potential connections to the existing transport network and these links have been influential in the formulation of the Masterplan.

Multi-use pathway links have been planned across the development with direct links introduced to connect with the existing footpaths, which extends along the western edge of the site. In addition, existing desire lines will be utilised and upgraded as necessary to add to the connectivity of the area, whist the new paths will be designed for use by a full range of user groups.

#### 4.2.5.3 PUBLIC TRANSPORT

The site is well located in terms of accessibility to bus services, with several bus stops (Bus Route 305 St Albans-Welham Green) located along Smallford Lane within walking distance from the proposed dwellings.



## 4.2.5.4 STREET TYPOLOGIES

The internal road network has been designed to incorporate guidance contained within the Manual for Streets and Design Note 1 – Residential Layout and Design, which recognises that "streets should not be designed just to accommodate the movement of motor vehicles.

It is important that designers place a high priority on meeting the needs of pedestrians, cyclists and public transport users" and that "neighbourhoods where buildings, streets and spaces combine to create locally distinct places and which make a positive contribution to the life of local communities need to become more widespread".







## 4.2.5.4 STREET TYPOLOGIES

A tolerable level of visual privacy in habitable rooms and private gardens will be provided. This is achieved by a minimum distance of 22m between facing windows to the rear of the dwellings.

A reduced window to window distance where the dwellings have no overlooking rear windows on the upper floors and will not be overlooked by neigbours with such windows.

Visual privacy between dwellings is also achieved through such factors as screening and disposition of buildings and their relative window locations.





## 4.2.5.4 STREET TYPOLOGIES

Within the new development the road hierarchy will be simple and legible with a main thoroughfare extending through the central sector of the site in a easterly direction. This route will form the "backbone" to the new development, with traffic calming measures introduced to slow traffic down and prioritise the streets for pedestrian use. This will ensure that the proposals comply with current best practice guidance and design standards, and that safety is paramount in designing the new internal road hierarchy. This will also provide the opportunity for 'home zones' to be created with an integrated traffic calming system introduced by agreement with St Albans City & District Council.





