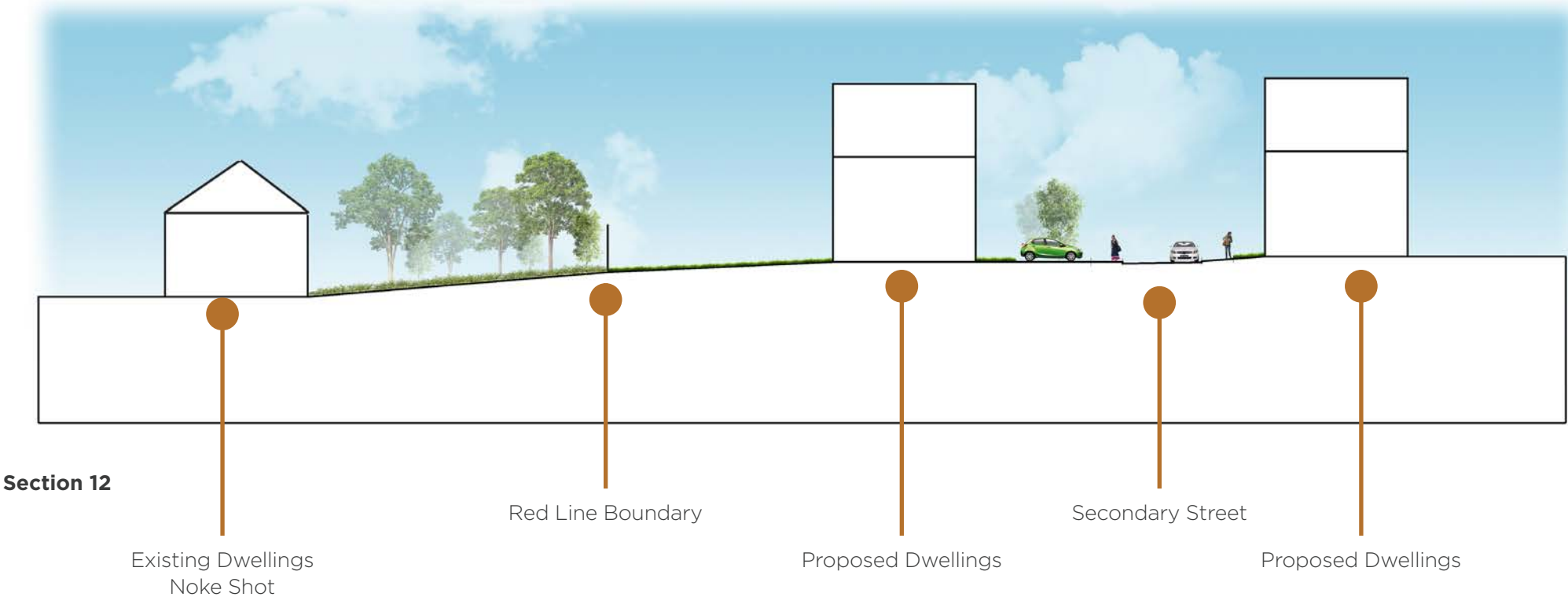
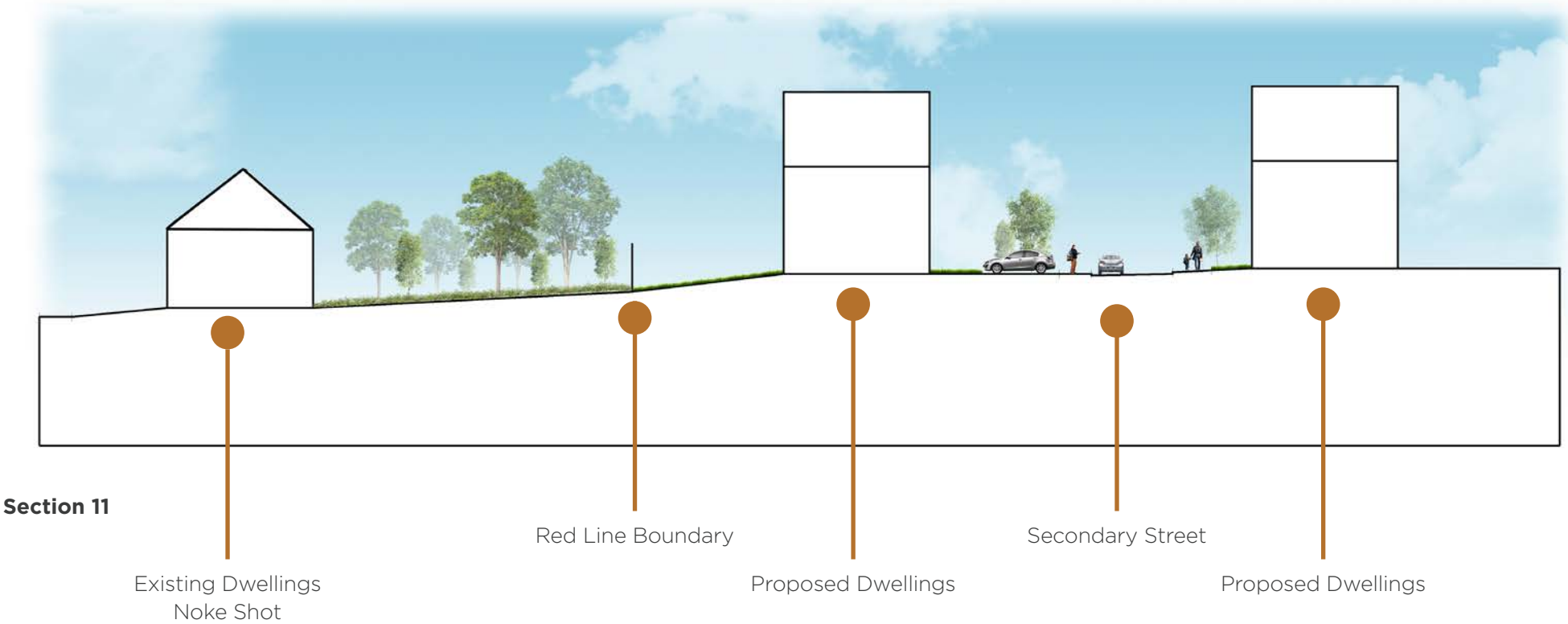


03.44 Section 11 & 12



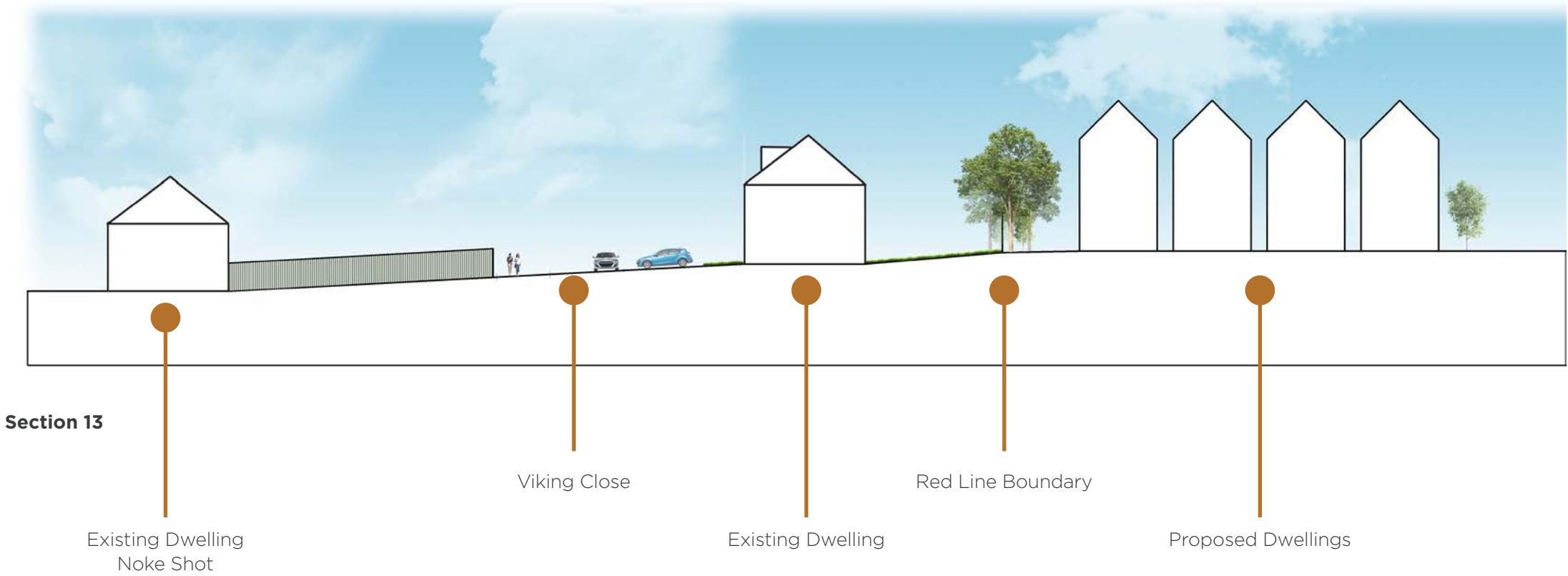
Please note that all development has been showed at maximum ridge heights based off the storey heights parameter plan.



03.45 Section 13



Please note that all development has been showed at maximum ridge heights based off the storey heights parameter plan.



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04

DEVELOPMENT PROPOSALS

04.01 Layout Principles

Healthy Living

Active design principles have helped to inform the spatial design of the masterplan and promote a number of significant benefits. There is the opportunity to meet a range of overlapping planning, transport and health objectives through an integrated and coordinated approach. This will deliver benefits to the development to form a strong identity and help create a healthy community.

Legible cycle routes are incorporated into the primary street network and the public realm, separate to the vehicle traffic. Each dedicated cycle path will connect with buildings and cycle parking to allow for safe access and specific surfacing and signage will assist in navigation of these routes.

New public footpaths will provide safe, measured circular routes throughout the development that are labelled through signage and lighting to promote active lifestyles in all elements of the public realm and street network. The linked walking routes are all dedicated within the street frontage and through open spaces. The ability to delivery active and healthy lifestyles can be realised through the following:

- A range and mix of recreation, sports and play facilities and open spaces to encourage physical activity across the new neighbourhood.
- Walkable connections to all land uses such as homes, schools, community facilities and open space tp supprot a network of routes throughout the development.
- Connections are direct and easily navigated through safe, well lit, overlooked, welcoming, well maintained, durable and clearly signposted routes.
- Centrally located community facilities for sustainable living and prominent sports and recreational facilities within activity nodes to allow a choice of activity.
- A large central POS within the heart of the development to promote a range of community events and social gathering as a central neighbourhood hub, formal children's play and high quality surfacing and street furniture.
- Well connected and accessible multi-functional open space to provide a robust green infrastructure and amenity network.

The layout of the development has been guided significantly by the topography along with the existing perimeter green infrastructure and green belt. This approach sets green space and landscape character at the heart of the design.



Retaining majority of the existing landscape as a secluded envelope to the site. Setting development back to not disturb the visual nature of the street.



Residential blocks aligned with the site contours, integrating seamlessly with the Batford development along the red line boundary.



Residential blocks face Porters Hill Park, fostering a connection with existing local facilities. This orientation activates the space and enhances natural surveillance, contributing to the creation of a safer and more vibrant



Junctions onto the primary street have been minimised and are regularly spaced to promote a well connected and efficient road network within the development.



Sensitively developed around the existing site features, while enhanced with additional planting to create a more welcoming environment.



Maximising the site's potential within the Green Belt by creating vibrant green streets enriched with planting and trees.



Providing direct pedestrian access from Common Lane into the site.



Avoiding major TPA's for the site's expansion into the wider allocation.

04.02 The Heart

The northern part of the site forms the heart, where non-residential uses are concentrated. This area connects to the Green Belt and is envisioned as “Batford Point.” It includes the school, local centre, neighbourhood park, elderly care facilities, sports pitches, allotments, and spaces for growing and orchard activities.

Positioned at the top of the site, this central hub enhances legibility and wayfinding, benefiting from its elevated location and its integration with key pedestrian routes from Harpenden and the northern areas of the town.

The accompanying diagram highlights the primary pedestrian routes entering from all sides of the development, ensuring direct, safe, and accessible connections throughout the site.

Key

The Heart of the Site

Key pedestrian connection routes



There is a high benefit of intergenerational development and mixed uses in close proximity to

- 1 Shared car parking facilities for the sports pitches, allotments, orchards and growing. The car can also be used for school drop offs.
- 2 Short walking distance to the allotments, orchards and growing area. Activities that the residents of the extra care can involve themselves in and be surrounded by nature.
- 3 Extra care being close proximity to the local centre where there will be retail, medical centre and other actives to keep them entertained and involved within the community.
- 4 Direct visual, pedestrian and vehicle access to the community.
- 5 Clear visual route from the primary street. Pedestrian route through the neighbourhood park
- 6 The sports pitches in close proximity the school, enabling shared use.

Key

Red Line Boundary

Elderly Care Relationship

School Relationship

Local Centre Relationship



04.03 Car and Cycle Parking Strategy

Car and cycle parking for the development will be provided in line with the adopted local parking standards and updated policies in effect at the time of future reserved matters applications. The aim is to balance provision—avoiding excessive parking that encourages car use while preventing under-provision that could lead to overspill or inappropriate parking.

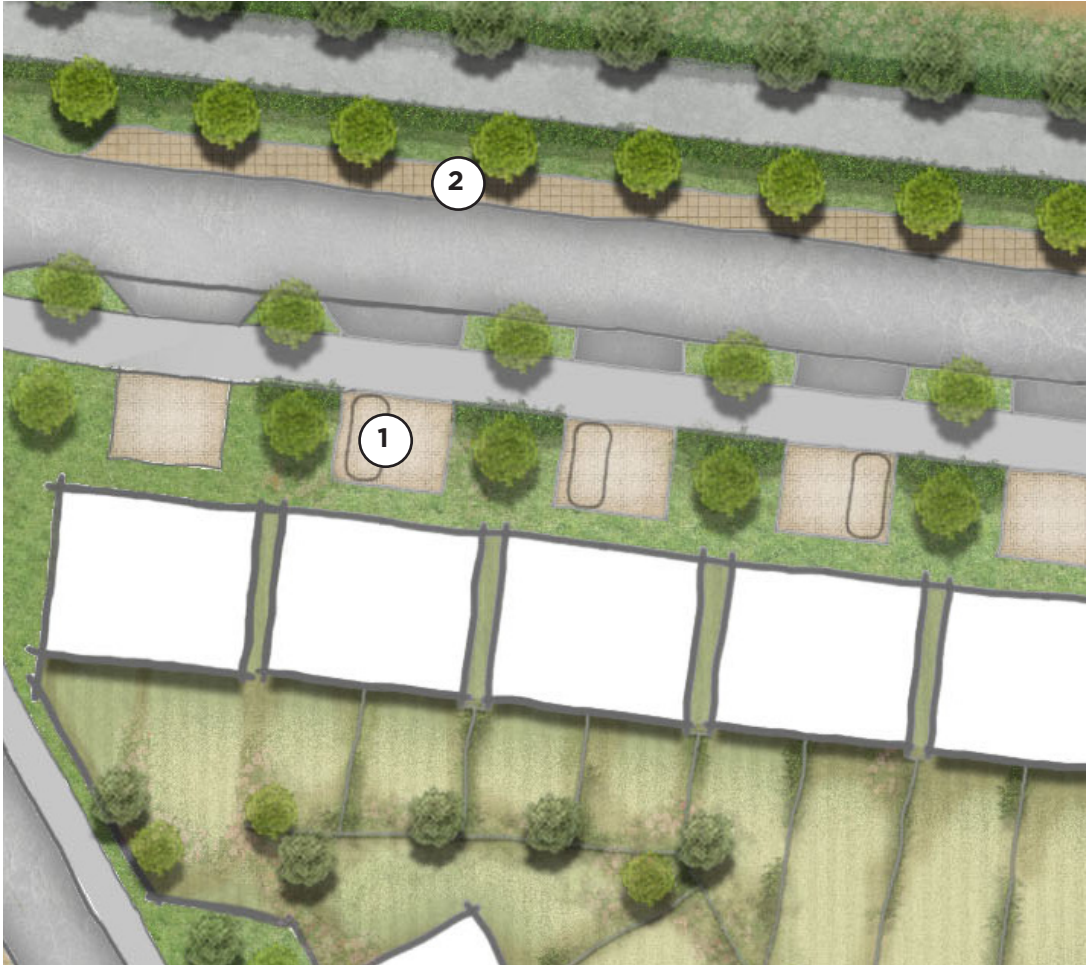
The current applicable standards stem from the City and District of St Albans Local Plan Review (1994) and its 2002 Revised Parking Policies and Standards, which maintain Policy 40 for residential car parking. Minimum requirements range from 1.5 spaces for one-bedroom homes to 3.5 spaces for homes with four or more bedrooms.

Bedrooms		Allocated	Unallocated	Total
1	either	0	1.5	1.5
	or	1	0.5	1.5
2	either	0	2	2
	or	1	1	2
	or	2	0.5	2.5
3		2	0.5	2.5
4+		3	0.5	3.5

However the 2002 revision states that whilst the 1994 minimum standards apply, “schemes slightly below the standards may be accepted”.

In the proposed development, a reduced level of allocated parking has been adopted, supplemented by additional unallocated spaces to maintain overall provision. This approach supports stronger building lines and more active frontages, as illustrated in the accompanying visuals. Parking for non-residential uses (such as the local centre and school) will be agreed during detailed design stages.

For cycle parking, one long-term, secure, and covered space per unit will be provided where no garage or shed exists, with additional cycle parking for non-residential areas to be confirmed later.



This example illustrates one allocated parking space provided on the plot, with additional unallocated parking available on the street.

- 1 On Plot Parking
- 2 On Street Parking



Shared car parking facilities are provided within the development to serve the sports facilities, local centre, and school drop-off needs.

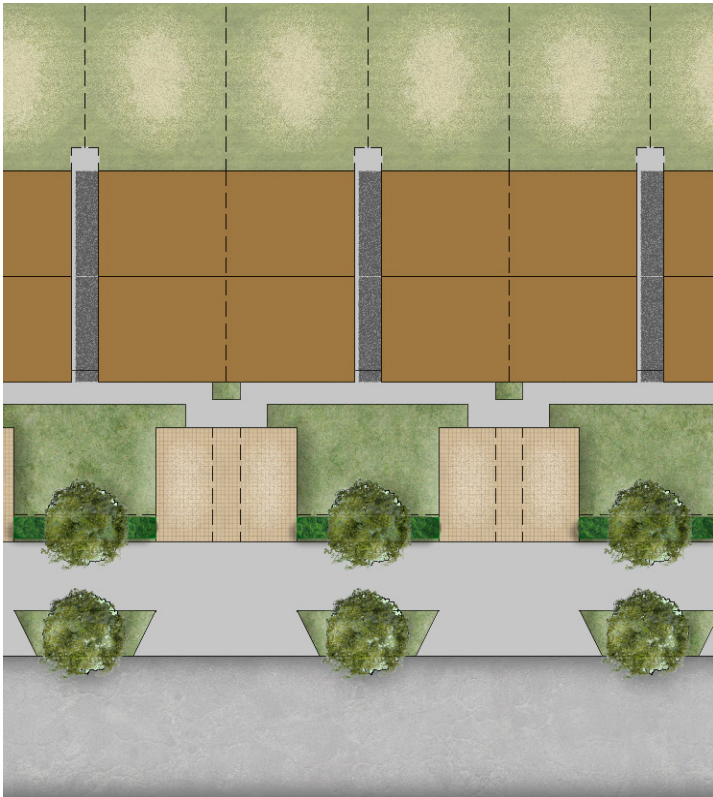
04.04 Car Parking Typologies

On Plot



Side Parking

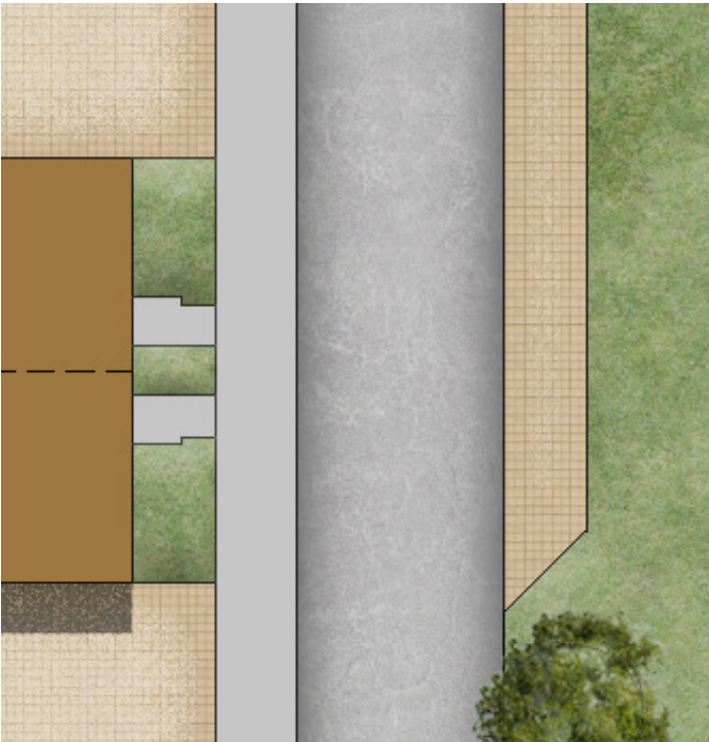
Side parking is a common parking typology proposed within the layout, with no more than two tandem parking bays included. Parking provision may be supplemented by garages, with options for single, or double detached garages where appropriate.



Frontage Parking

Frontage parking, in-curtilage of the building separated from the carriageway by a footpath is the most appropriate parking typology for a large percentage of dwellings.

On Street



Parallel Parking

A series of parallel parking bays has been introduced in locations where on-plot parking has been reduced, allowing for unallocated parking. Landscaping alongside the bays either along footpaths and verges or within projections into the road or bays can help soften the visual impact of parked vehicles within the street scene. This is one of the most common parking typologies used throughout, typically provided as unmarked bays.

04.05 Movement Hierarchy

The movement framework within the development is structured around a clear hierarchy of streets, each designed according to its function and role within the overall network.

The primary street serves as the strategic route through the site, designed to accommodate the highest volume of traffic. It forms the main point of access to the development and provides future connectivity to adjacent land parcels as part of the wider development framework.

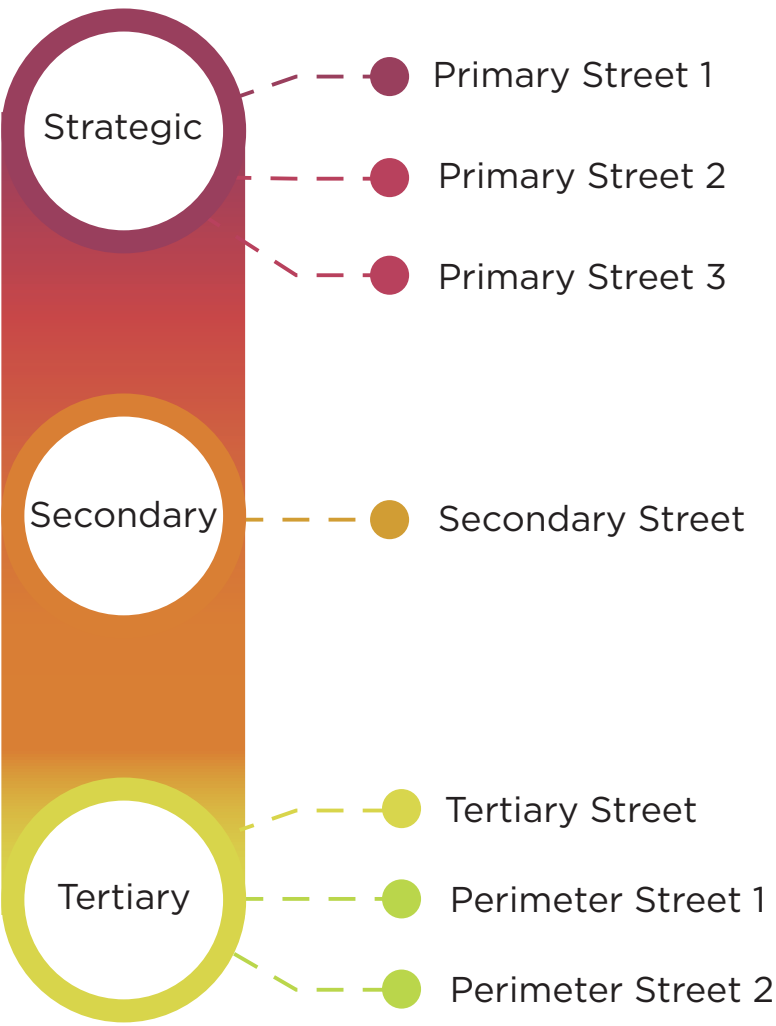
All residential streets have been designed to encourage safe, low-speed environments, with a target speed limit of 20mph, supporting walkability and fostering a pedestrian-friendly neighbourhood.

A dedicated active travel route runs through the site, offering strategic connections to existing pedestrian and cycle networks, and linking the new development to the wider community. In addition, a series of secondary pedestrian routes are proposed to enhance permeability and tie into smaller, existing pathways within the surrounding area.

The existing PRow has been retained and incorporated into the design, protecting the local heritage, maintains access for current users, and supports inclusive, sustainable mobility

Vehicular Movement

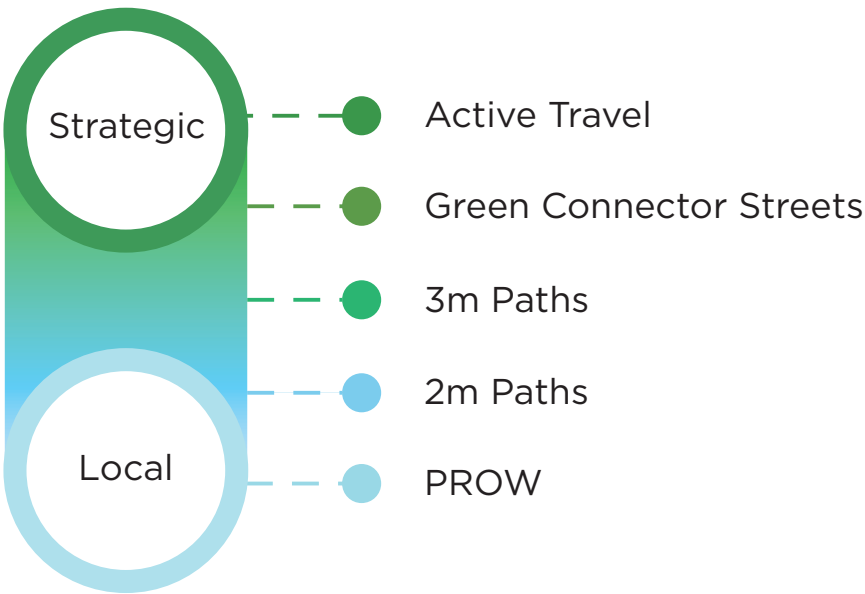
Highest Order



Lowest Order

Pedestrian Movement

Highest Order



Lowest Order

04.06 Street Hierarchy

Hierarchy of Streets

This diagram outlines the hierarchical structure of streets in the proposed layout, indicating the key vehicular connections throughout the site. Further details for each typology are presented on the next pages.



Key

Red Line Boundary

Primary Street

Extension of Bower Heath Lane

Secondary Street

Tertiary Street

Perimeter Street

Street Hierarchy

04.07 Proposed Bus Route

The proposal incorporates a bus route through the site, which will ultimately connect to the Wimms Scott development. Two designated bus stops have been identified, and at the Reserved Matters stage this will be refined to include a temporary teardrop bus loop to operate within the Crest site until the future development is completed.



Key

Red Line Boundary

Future Bus Route

Proposed Bus Stops

Proposed Bus Route

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04.08 Primary Street 1

This street typology connects to Lower Luton Road, serving as the primary access route for the development parcels. It features a 6.2m wide carriageway and is designed to accommodate a frequently used bus route. A 1m wide planting strip is proposed along all primary streets, intended to be landscaped with a hedgerow and shrub planting.

Planting Guidance

- Regularly spaced trees within verge
- Verge to be grass or meadow flower mix
- Tree planting to be regularly spaced and/or in a coordinated manner

Material Guidance

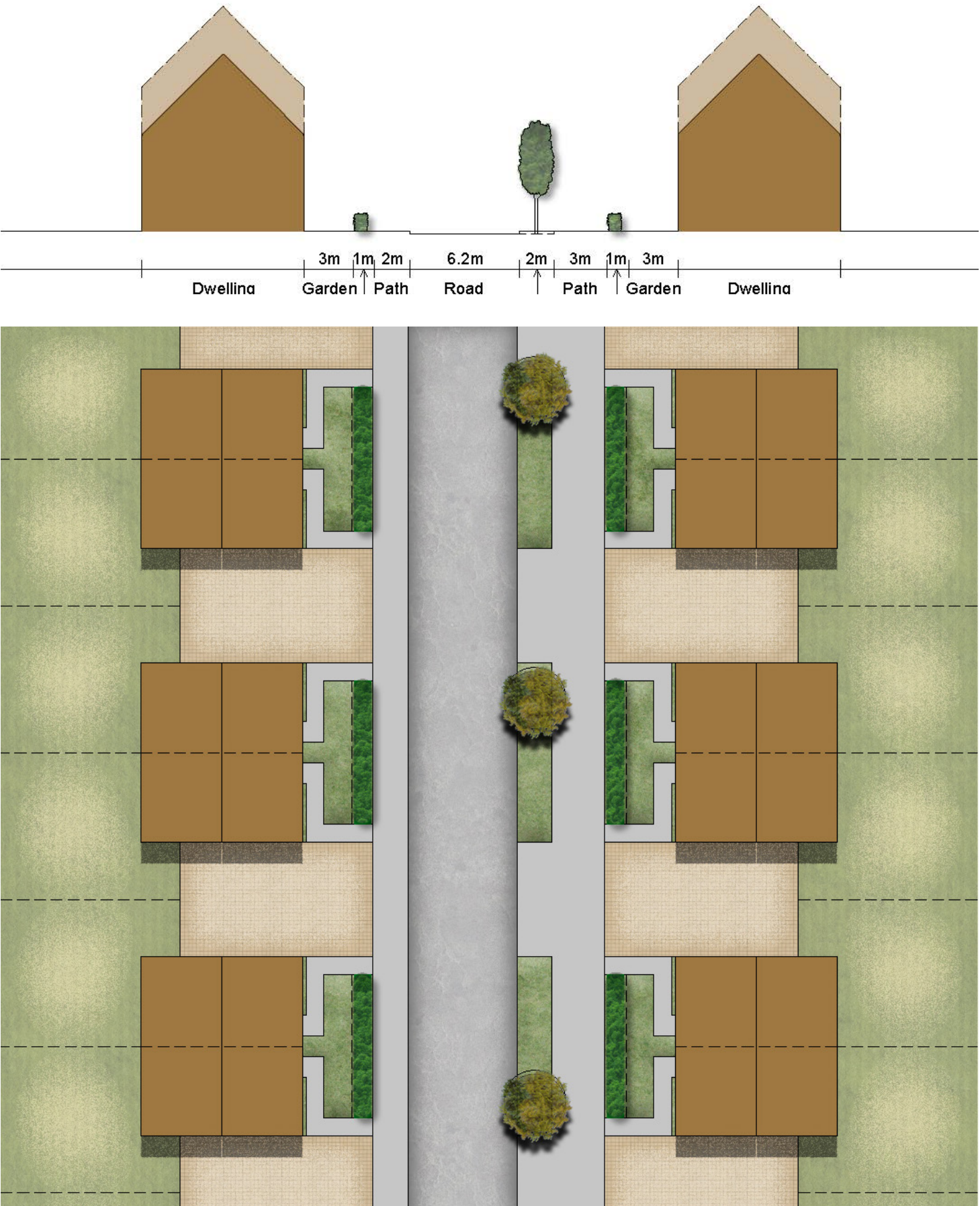
- The majority of the carriageway should be tarmac with the use of block paving and planting where there are raised tables, nodal spaces, crossings and traffic calming features.

Parking Guidance

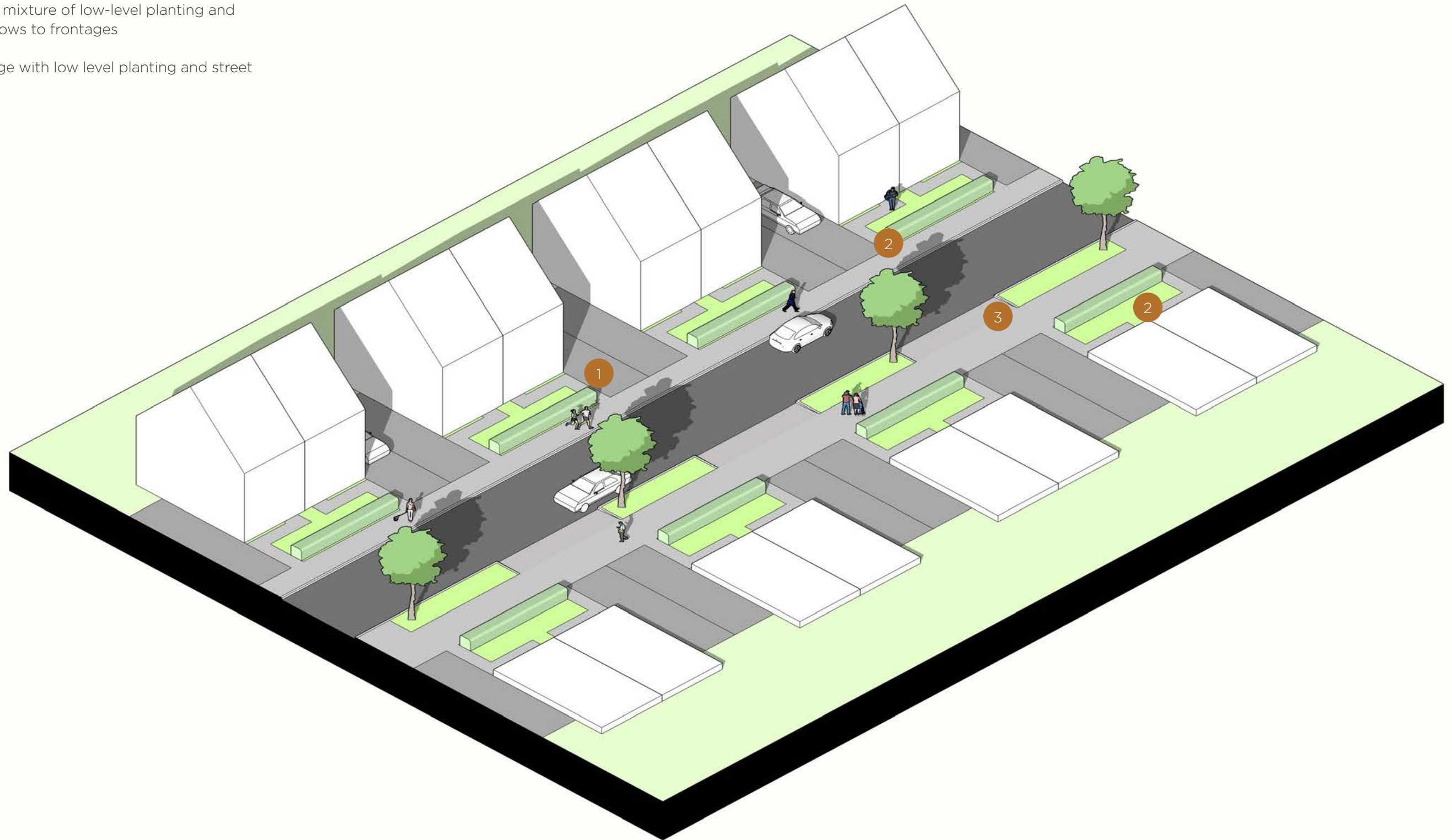
- Parking to be provided, to the side of the plot allowing residents direct access.



Technical Specification	
Type	Two way street
Carriage width	6.2m carriage way
Verge	2m single sided verge with low level planting and street trees
Green street element	Planting/hedge to garden fronts
Footpath	2-3m on both sides
Cycle path	On footpath
Bus Route	Yes
Bus Stop	N/A
Design Speed	20mph
Road Marking	White Lining
Visitor Parking	N/A
Traffic Calming	Raised tables or build outs
Dwelling Setback	6-8m from back of carriageway
Direct Access	Yes
Junction Visibility	2.4m
Forward Visibility	25m



- 1 Parking to the side of plots
- 2 3m wide front garden with a 1m planting strip. A mixture of low-level planting and hedgerows to frontages
- 3 2m verge with low level planting and street trees



04.09 Primary Street 2

This street typology represents a variation where the street transitions between character areas. It features a 6.2m wide carriageway and is designed to accommodate a frequently used bus route. The development fronts onto the Green Belt and is framed by generous areas of public open space, with 2-4m verges and street trees on both sides. A 1m wide planting strip is proposed along all primary streets, intended to be landscaped with a hedgerow and shrub planting.



Planting Guidance

- Regularly spaced trees within verge
- Verge to be grass or meadow flower mix
- Tree planting to be regularly spaced and/or in a coordinated manner

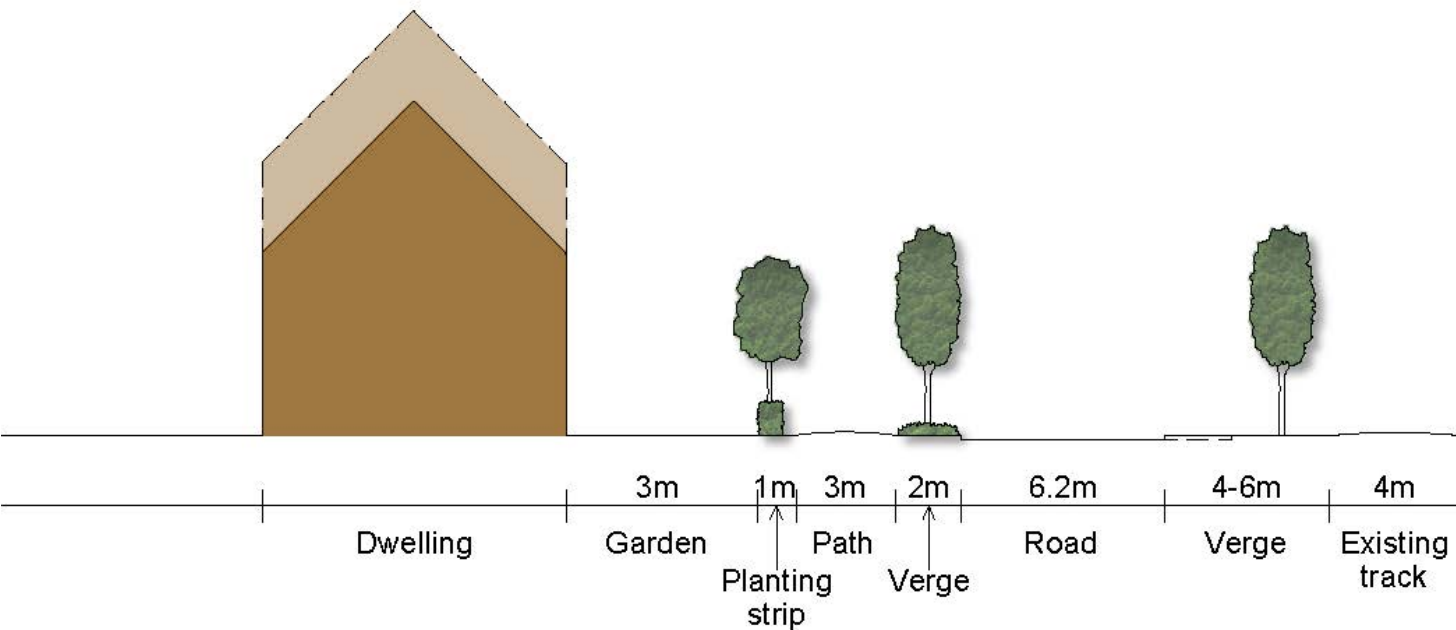
Material Guidance

- The majority of the carriageway should be tarmac with the use of block paving and planting where there are raised tables, nodal spaces, crossings and traffic calming features.

Parking Guidance

- Frontage parking to be provided, with additional spaces on the other side of the road.
- Reduced parking standards within this area allows a higher density of plots creating a strong building line.
- Inclusion of car share schemes within the development.

Technical Specification	
Type	Two way street
Carriage width	6.2m carriage way
Verge	4-6m double sided verge with low level planting and street trees. Residential and visitor parking
Green street element	Planting/hedge to garden fronts
Footpath	3-4m on both sides
Cycle path	On footpath
Bus Route	Yes
Bus Stop	N/A
Design Speed	20mph
Road Marking	White Lining
Visitor Parking	Yes
Traffic Calming	Raised tables or build outs
Dwelling Setback	6-8m from back of carriageway
Direct Access	Yes
Junction Visibility	2.4m
Forward Visibility	25m



- 1 Large front gardens
- 2 Frontage parking
- 3 2m verge with low level planting and street trees
- 4 2-4m verge with low level planting, street trees and parking spaces for both residential and visitors
- 5 Existing 4m track running parallel to the public open space
- 6 Green Belt

