

03 OPEN SPACES
DRAINAGE STRATEGY

The surface water drainage system within the proposed Hitchin development is to utilise attenuation ponds prior to infiltration through an infiltration basin and soakaway since there are no watercourses, rivers and suitable SW sewers within or adjacent to the site, thereby mimicking the existing natural drainage. The majority of the development is to drain to the north east corner which is the natural low point.

Surface water runoff will be managed and stored at/near source through the application of SuDS into the design of the proposed development. There is no positive discharge planned from the proposed development. The Environment Agency promotes the use of SuDS to sustainably manage surface water runoff and provide water quality improvements and environmental enhancements where ground conditions are suitable with water to be attenuated prior to infiltration to ground.

The SuDS options that are most suitable for the proposed development site are:

Ponds or wetlands with a constant minimum water level to attenuate the required volume of surface water runoff at ground level prior to infiltration to ground.

Infiltration basins that are flat bottomed shallow landscape depressions that store runoff before infiltrating to ground.

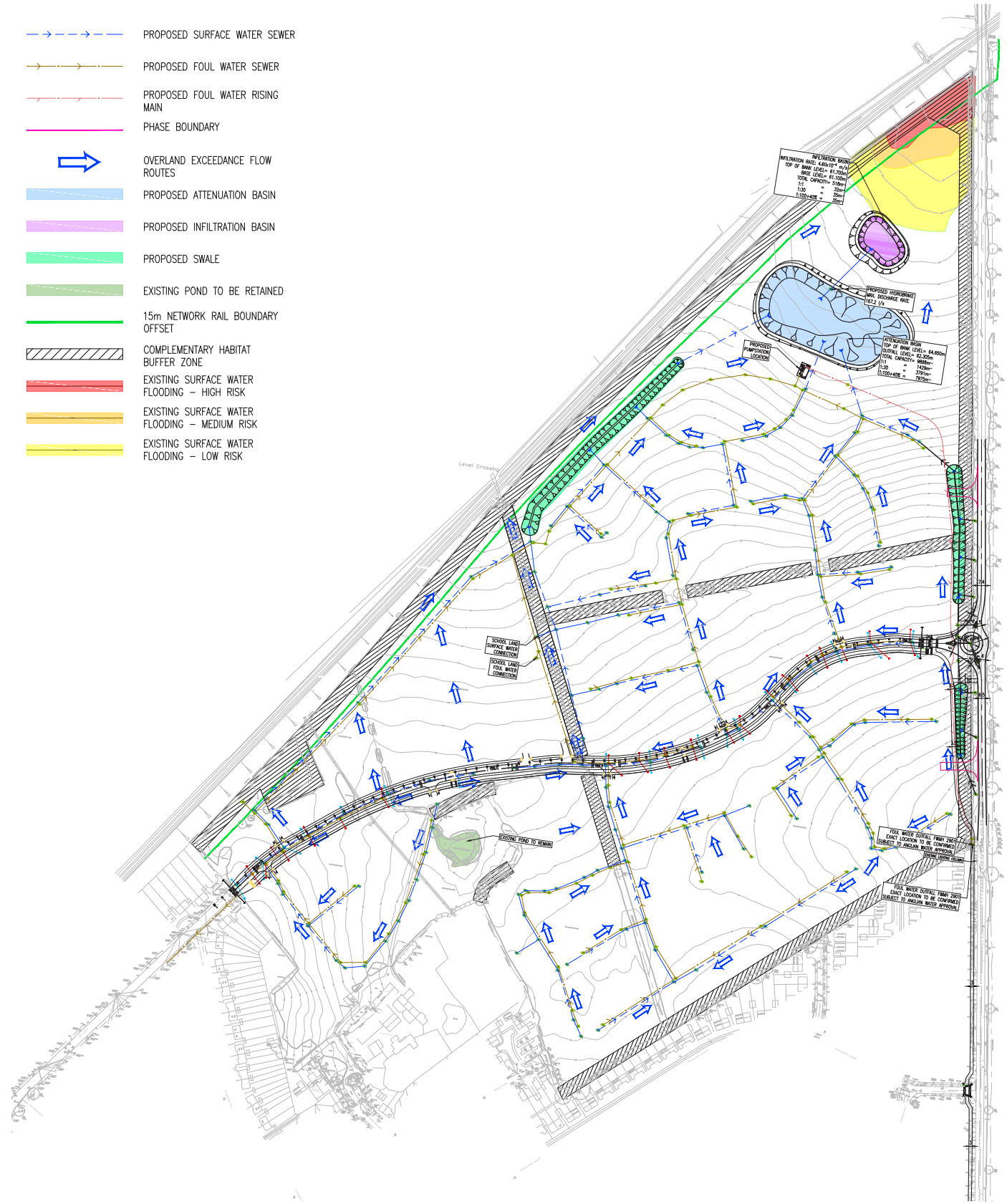
Swales incorporated into the development site. They provide temporary storage at ground level for storm water, reduce peak flows and filter pollutants.

Soakaways that allows for temporary storage of water before it soaks into the ground.

PROPOSED FOUL DRAINAGE

The site will need to be connected to a new foul water pumping station which will then be pumped to the Anglian Water network on Stotfold Road, which connects into the system on Cambridge Road.

NOTE:
Illustrative Drainage Strategy by WSP



Movement

PAGE LEFT INTENTIONALLY BLANK

McBains

01



02



03



04



05



04

MOVEMENT

VEHICULAR & PEDESTRIAN ACCESS

This section provides a detailed specification for the design of streets within the site. It covers the principal elements of the movement corridor i.e. carriageway width, provision of footways, use of shared space, parking options, surface treatments and landscaping.

These are set out in the tables on the following pages.

Highover Farm is primarily accessed from the east from the new proposed roundabout in Stotfold Road with secondary access from the west side through High Dane.

Emergency access through Highover Farm will provide vehicular, cycle and pedestrian access to existing barn and residential units.

The scheme will prioritise cycle and pedestrian routes across the whole site with good connectivity also towards the surrounding areas.

A Toucan crossing facility for pedestrians and cyclists on Stotfold Road will link the site with the Letchworth Greenway.

Additionally, new pedestrian access points will be provided at Stotfold Road and Armour Rise. Pedestrian access from Collison Close will be subject to approval from the council and third-party landowners.



MAIN ACCESS TO THE DEVELOPMENT IN MARSTON FIELDS ©BDW

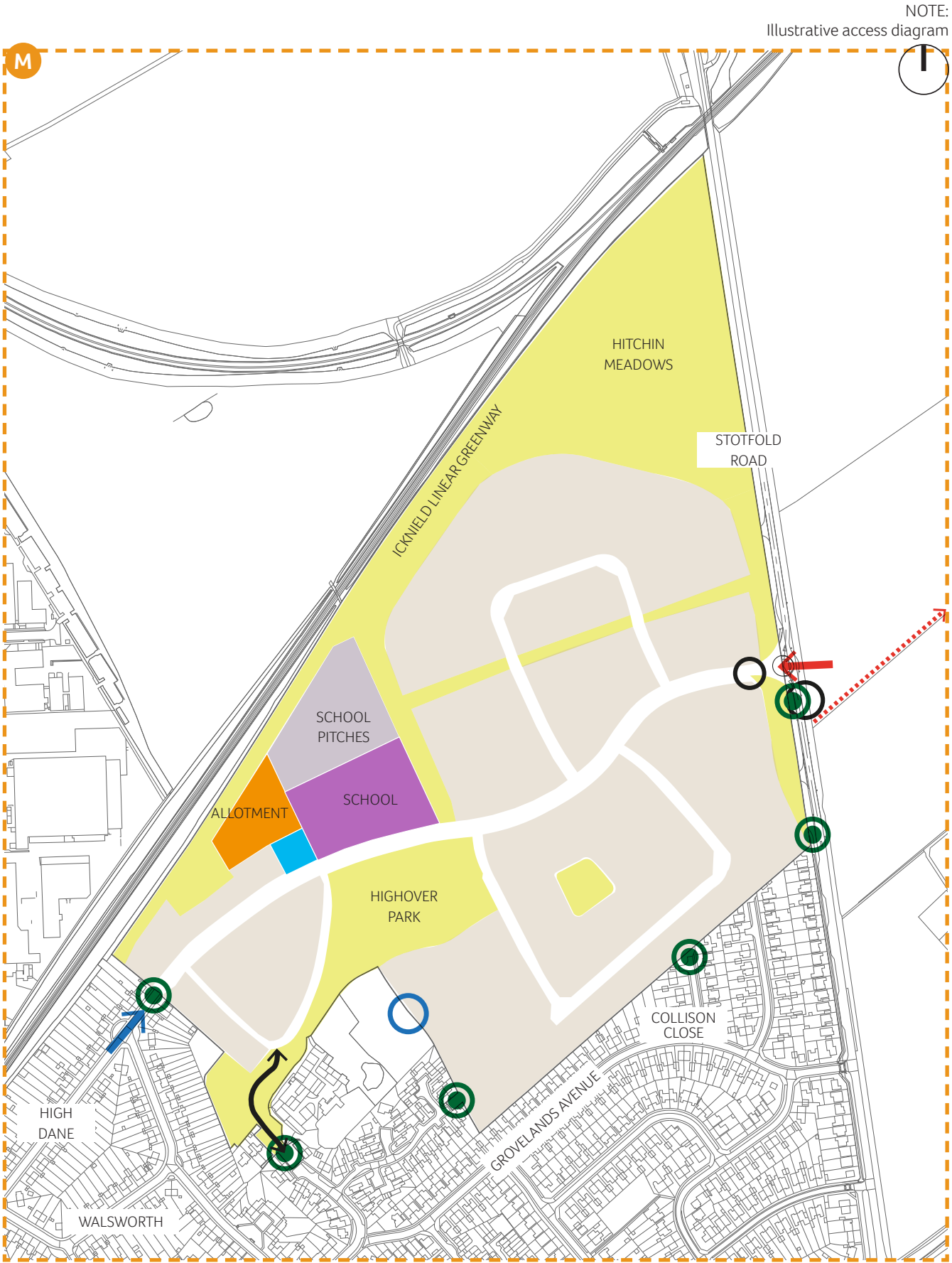
- KEY:
- MAIN VEHICULAR ACCESS VIA STOTFOLD ROAD
 - LIMITED VEHICULAR ACCESS VIA HIGH DANE
 - EMERGENCY ACCESS (see note *1)
 - PEDESTRIAN/CYCLE ACCESS POINT (see note *2)
 - CONNECTION TO FUTURE DEVELOPMENT
 - TOUCAN CROSSING AND LINK TO LETCHWORTH GREENWAY

- NOTE:
- (*1) Highover Way combined pedestrian/cycle and vehicular access to existing Barn and residential property and other residential properties with existing access. This also provides Emergency vehicular access.
 - (*2) Collison Close pedestrian connection to adjoining land is subject to Council and third party landowner approval.

MANDATORY ELEMENTS

- Vehicular access points from Stotfold Road, High Dane and emergency access from Highover Way.
- Pedestrian/cycle access*.

*Collison Close pedestrian link to adjoining land is subject to Council and third party landowner approval.



04

MOVEMENT

ACTIVE TRAVEL PEDESTRIAN & CYCLE NETWORK

The vision set out for scheme has this development to be a highly desirable place to live, play and socialise. Sustainability is one of the primary ingredients required to achieve this objective.

The key component of the sustainable ethos that underpins the design vision is the ability for walking and cycling to be an attractive alternative to the private motor vehicle.

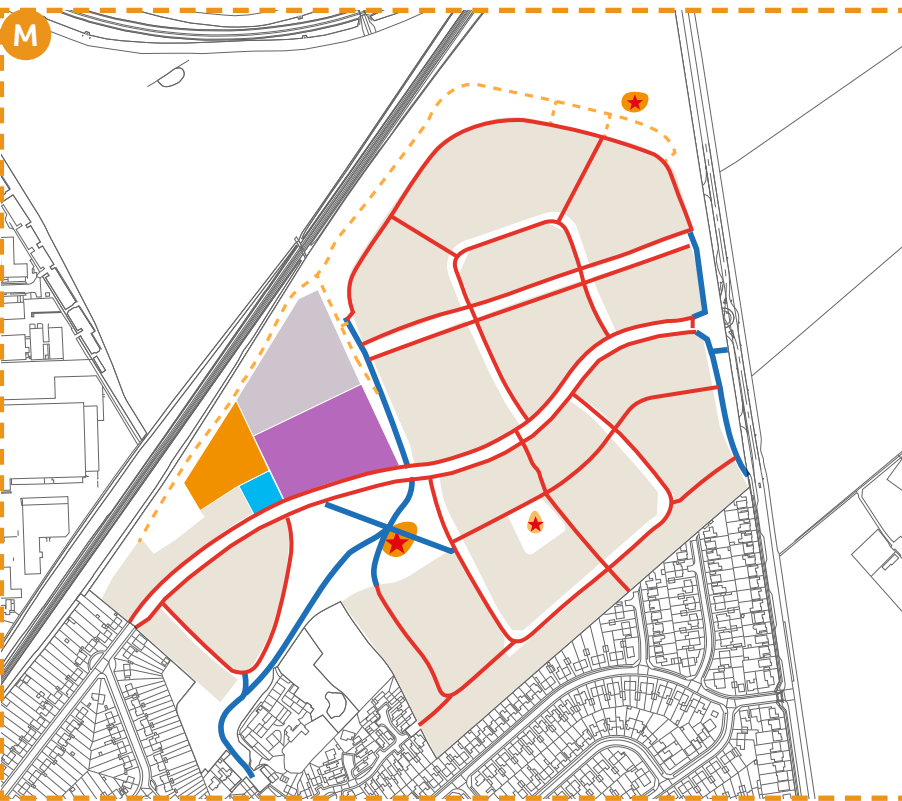
The scheme must prioritise cycle and pedestrian routes across the whole site with good connectivity also towards the surrounding areas.

Active travel type of route:

- Active travel corridor along the Avenue (two way segregated cycle way, footways on both side).
- Footpath along Secondary streets.
- Shared space along tertiary streets.
- Shared paths (cycle and/or footway) within public open space.

A combination of low and high level lighting would be provided on key routes. Where cycleways forming key routes within pedestrian and cycle networks must be provided with bollard lighting in public open space or lighting must be part of the highway lighting scheme.

Cycleway sign posts must be integrated into the scheme, located on the main route from Hitchin to Letchworth and mark distance/cycle time to town centre/rail station.



MANDATORY ELEMENTS

- Improve and develop a network of pedestrian and cycle routes incorporating a bus route through the site to encourage sustainable modes of transport.
- Pedestrian/cycle access*.

*Collison Close pedestrian link to adjoining land is subject to Council and third party landowner approval.

KEY (DIAGRAM ON THE RIGHT):

- ACTIVE TRAVEL ROUTE:
- SEGREGATE CYCLE LINK
 - LIT PEDESTRIAN/CYCLE PRIORITY (see note *1)
 - CYCLE/PEDESTRIAN ROUTE ON ROAD NETWORK
 - RECREATIONAL ROUTE
 - PLAY AREA
 - TOUCAN CROSSING AND LINK TO LETCHWORTH GREENWAY
 - PEDESTRIAN/CYCLE ACCESS POINT (see note *2)

KEY (DIAGRAM ON THE LEFT):

- LIGHTING STRATEGY
- NOT LIGHTING
 - BOLLARD LIGHTING
 - HIGHWAY LIGHTING SCHEME

04 MOVEMENT

NOTE:
Illustrative images showing boundary treatments, and surfacing (materials may vary)



SURFACING OF SEGREGATED CYCLEWAY
©BICYCLEDUTCH



PEDESTRIAN ROUTE IN REDWOOD HEIGHTS, PLYMPTON ©BDW



SURFACING TREATMENT OF PEDESTRIAN OR CYCLE LINKS OF SHARED PATHS



PEDESTRIAN/CYCLE ROUTE IN WINDMILL VIEW, CLANFIELD ©BDW



SURFACING TREATMENT OF PEDESTRIAN OR CYCLE LINKS ALONG PUBLIC OPEN SPACE



PEDESTRIAN ROUTE IN GREY TOWERS VILLAGE, NUNTHORPE ©BDW



SURFACING TREATMENT OF PEDESTRIAN OR CYCLE LINKS ALONG PUBLIC OPEN SPACE



PEDESTRIAN ROUTE IN WEIRS WYND BROOKFIELD ©BDW



PEDESTRIAN/CYCLE ROUTE ALONG POS IN SPIERS MEADOW, BASINGSTOKE ©BDW



PEDESTRIAN ROUTE IN CHIMES, LOUGHBOROUGH ©BDW

PUBLIC TRANSPORT

The site benefits from good public transport facilities. The nearest railway station to the proposed development Site is Hitchin station, approximately 1.8km from the Site boundary and is accessible by cyclists, pedestrians and local bus services which stop next to the Station entrance.

The walking time from the Site to Hitchin railway station is approximately 21 minutes or a circa 5 minute cycle of Hitchin railway station. The site is also within a circa 10-minute cycle of Letchworth railway station.

There are currently frequent bus services into both Hitchin and Letchworth Garden City. Bus stops are currently located in the vicinity of the site on High Dane, the A505 Cambridge Road, Sturgeon's Way and Woolgrove Road.

Subsequent to discussions with the 'HCC Sustainable Transport Manager' and Centrebus (i.e: the local bus operator), it is anticipated that a new bus route (82) would be provided to allow buses to travel through the Site between Stotfold Road and High Dane (likely to facilitate buses travelling westbound through the Site and then looping around Sturgeon's Way, Tristram Road and back onto High Dane to travel back through the site although this is subject to final agreement with the future bus operator).

Bus stops are to be provided in two locations within the site to ensure that homes are approximately within a 400m walk distance. One bus stop would be located next to the local centre and another further east along the Avenue.

A bus gate is proposed and would be incorporated along the Avenue in the vicinity of the local centre/school to restrict vehicular movements but this would still allow access through the site between High Dane and Stotfold Road for emergency vehicles and active travel users.

04 MOVEMENT VEHICULAR NETWORK

Each street type is illustrated by a series of annotated diagrams laid out on the followings page with mandatory and guidance elements.

Streets must be designed to ensure vehicular speeds are no more than 20 mph, in order to promote walking and cycling.

All streets must be designed to be in accordance with Manual for Streets and HCC guidance.

GUIDANCE ELEMENTS

- Location of bus stops, junctions of tertiary streets and informal streets are approximate and subject to change depending on the detailed design stage.
- (*1) Highover Way combined pedestrian/cycle and vehicular access to existing Barn and residential property and other residential properties with existing access. This also provides Emergency vehicular access.

NOTE:

- Location of bus stops, junctions of tertiary streets and informal streets are approximate and subject to change depending on the detailed design stage.
- (*1) Highover Way combined pedestrian/cycle and vehicular access to existing Barn and residential property and other residential properties with existing access. This also provides Emergency vehicular access.

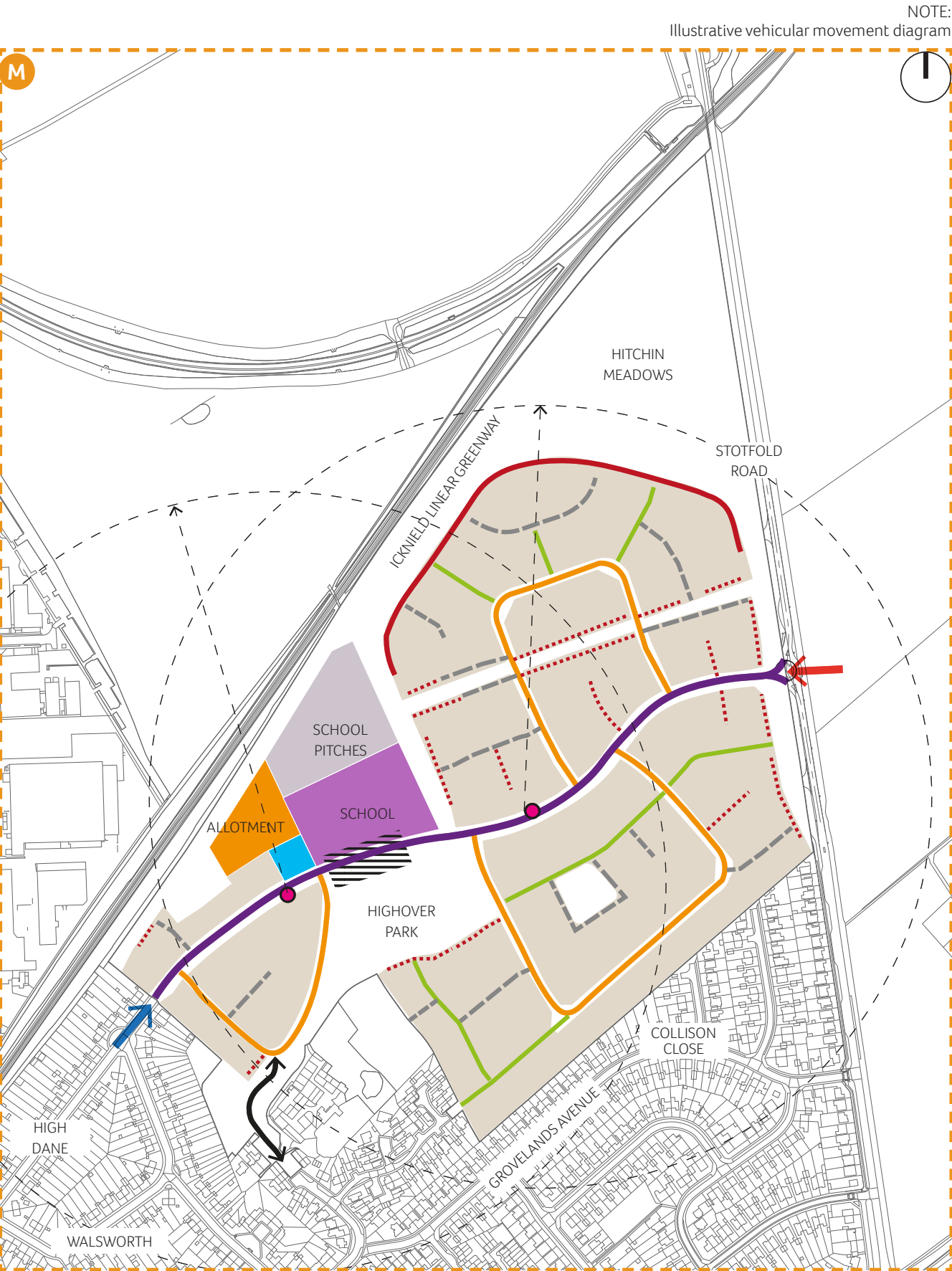
MANDATORY ELEMENTS

- Vehicular access points.
- Street typology.

KEY:

- MAIN VEHICULAR ACCESS VIA STOTFOLD ROAD
- LIMITED VEHICULAR ACCESS VIA HIGH DANE
- PRIMARY ROUTE "THE AVENUE"
- SECONDARY STREET
- TERTIARY STREET 1
- EDGE LANE
- TERTIARY STREET 2 LANES
- INFORMAL STREET
- RESTRICTED VEHICULAR MOVEMENTS / BUS GATE
- EMERGENCY ACCESS (see note *1)
- INDICATIVE LOCATION OF BUS STOP

TABLE 4.1 MANDATORY ELEMENTS						
	PRIMARY ROAD: THE AVENUE	SECONDARY STREET	TERTIARY STREET 1	TERTIARY STREET 2/ LANES	TERTIARY STREET 3/ EDGE LANE	INFORMAL STREET
STREET DIMENSIONS						
CARRIAGEWAY WIDTH	6m	3.75m-5.5m	6.8m (shared)	6.8m (shared)	4.8m + 1m (shared)	3.7m
FOOTWAY	2.0m	2.0m	Shared	Shared	Shared	Shared
CYCLING	3.0m Dedicated two-way segregated cycle way	On road	Shared	Shared	Shared	Shared
STREET SURFACE MATERIAL	Tarmac	Tarmac	Block Paving	Block Paving	Block Paving	Block Paving
PUBLIC TRANSPORT						
PUBLIC TRANSPORT ROUTE	Yes	No	No	No	No	No



04 MOVEMENT

PRIMARY ROAD: THE AVENUE

TABLE 4.2 MANDATORY ELEMENTS	
SPECIFICATION	PRIMARY ROAD – THE AVENUE (road to be adopted)
CARRIAGEWAY	6.0m (may vary where bus gate is proposed).
FOOTWAY	2.0m to both sides.
CYCLEWAY	3.0m to one side (two-way segregated cycle way).
VERGE	Yes, min 2.0m. When parking bay on verge width is min 2.5.
FRONTAGE ACCESS	Yes.
SHARED SPACE	No.
SURFACE FINISHES	Carriageway: Tarmac. Footpath: Tarmac. Bus Gate : Block Paved. ANPR cameras to be installed and implemented along with signage to restrict vehicular movements in accordance with HCC requirements and specification.
ON STREET PARKING	Parallel parking in bays cut into verge.
PUBLIC TRANSPORT ROUTE	Yes.
LANDSCAPING	Street trees in grass verge spaced between 9m to 12m. Tree species (Regular double-sided planting in highway verges) – Fastigate Hornbeam (Carpinus betulus ‘Frans Fontaine’), Pear Blossom (Pyrus calleryana ‘Chanticleer’) and Turkish Hazel (Corylus colurna). Size: Extra Heavy Standard, 18-20cm girth. Rootballed
TARGET DESIGN SPEED	20mph.
STREET LIGHTING	Yes, Galvanised steel column.
UTILITY SERVICES	Located under footways both sides of carriageway to accommodate depths required by the service provider.
JUNCTION RADII	6.0m.
STREET FURNITURE	Traffic signs. Street name signs. The specifications must comply with national and HCC requirements for traffic signage. Bus stop shelter required on northern side of the Avenue in the two locations.

PRECEDENTS



DE LACY FIELD BICESTER ©BDW

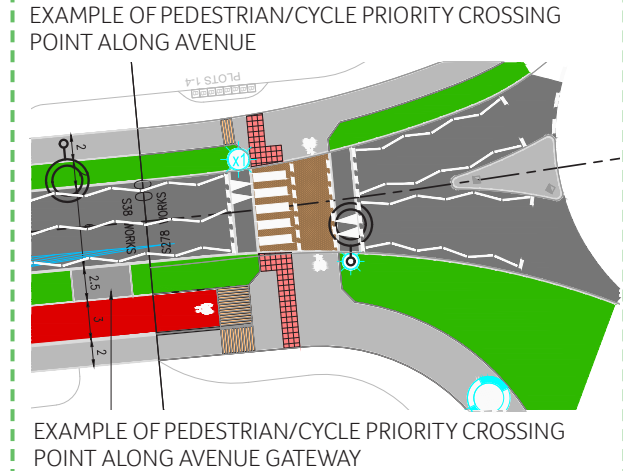


STREET NAME SIGN EXAMPLE

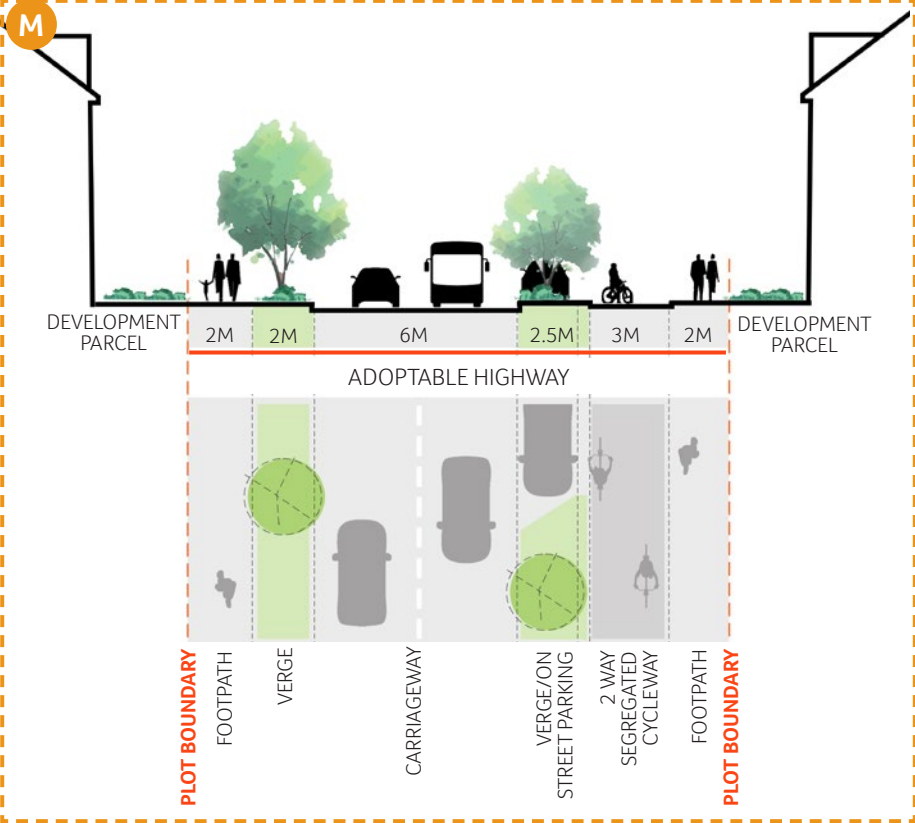
MATERIALS



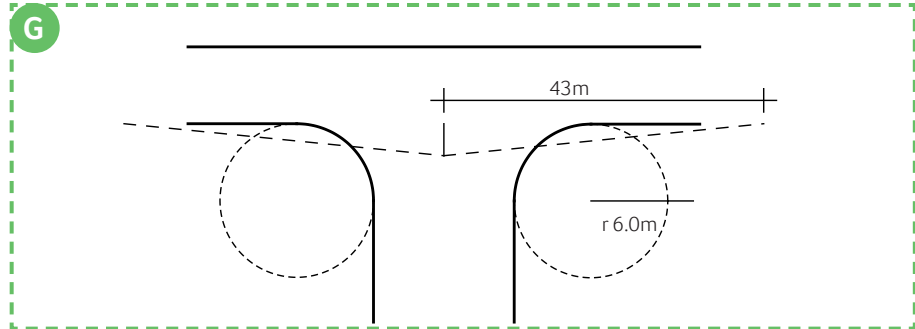
CROSSING



THE AVENUE STREET SECTION



JUNCTION



The junctions with the Avenue have been designed to promote pedestrian and cycle priority with raised tables to facilitate at grade crossing of the side arms for pedestrians and also for cyclists using the 2-way cycle lane to the south of the Avenue. Pedestrians and cyclists will have priority at the junctions so good visibility is required at the gateway lines leading up to the raised tables.

The junctions will be designed to accommodate refuse vehicles.

A contrast in material will also be required for the raised tables at the junctions along the Avenue to provide awareness to motorists that the environment is changing and provide greater emphasis on the pedestrian and cycle priority.

NOTE:

Indicative street section The Avenue. Tree locations on these drawings are illustrative only. Materials illustrated in this section are intended only as guidance and do not suggest colour type use.

04 MOVEMENT

SECONDARY STREET

TABLE 4.3 MANDATORY ELEMENTS	
SPECIFICATION	SECONDARY STREET (road to be adopted)
CARRIAGEWAY	3.75m – 5.5m (which incorporates build outs).
FOOTWAY	2.0m to both sides (only to one side if development facing POS).
CYCLEWAY	No.
VERGE	Yes, min 1.5-3.0m to one side with trees, shrubs and planting. No, if one sided development facing onto POS. Width may vary to accommodate parking bays.
FRONTAGE ACCESS	Yes.
SHARED SPACE	No.
SURFACE FINISHES	Carriageway: Tarmac. Footpath: Tarmac.
ON STREET PARKING	Parallel parking in bays cut into verge.
PUBLIC TRANSPORT ROUTE	No.
LANDSCAPING	Street trees in grass verge spaced between 9m to 12m. Tree species – (Regular one-sided planting in highway verge) – Apple Blossom (Malus trilobata) and Cherry Blossom (Prunus Pandora). Size: Extra Heavy Standard, 16-18cm girth. Bare root and rootballed.
TARGET DESIGN SPEED	20mph.
STREET LIGHTING	Yes, Galvanised steel column.
UTILITY SERVICES	Located under footways both sides of carriageway to accommodate depths required by the service provider.
JUNCTION RADII	6.0m.
STREET FURNITURE	Traffic signs. Street name signs. The specifications must comply with national and HCC requirements for traffic signage.

PRECEDENTS

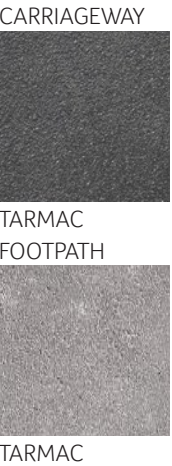


MANOR FARM DENVILLES ©BDW. CONSISTENT LANDSCAPE GAP BETWEEN BAYS

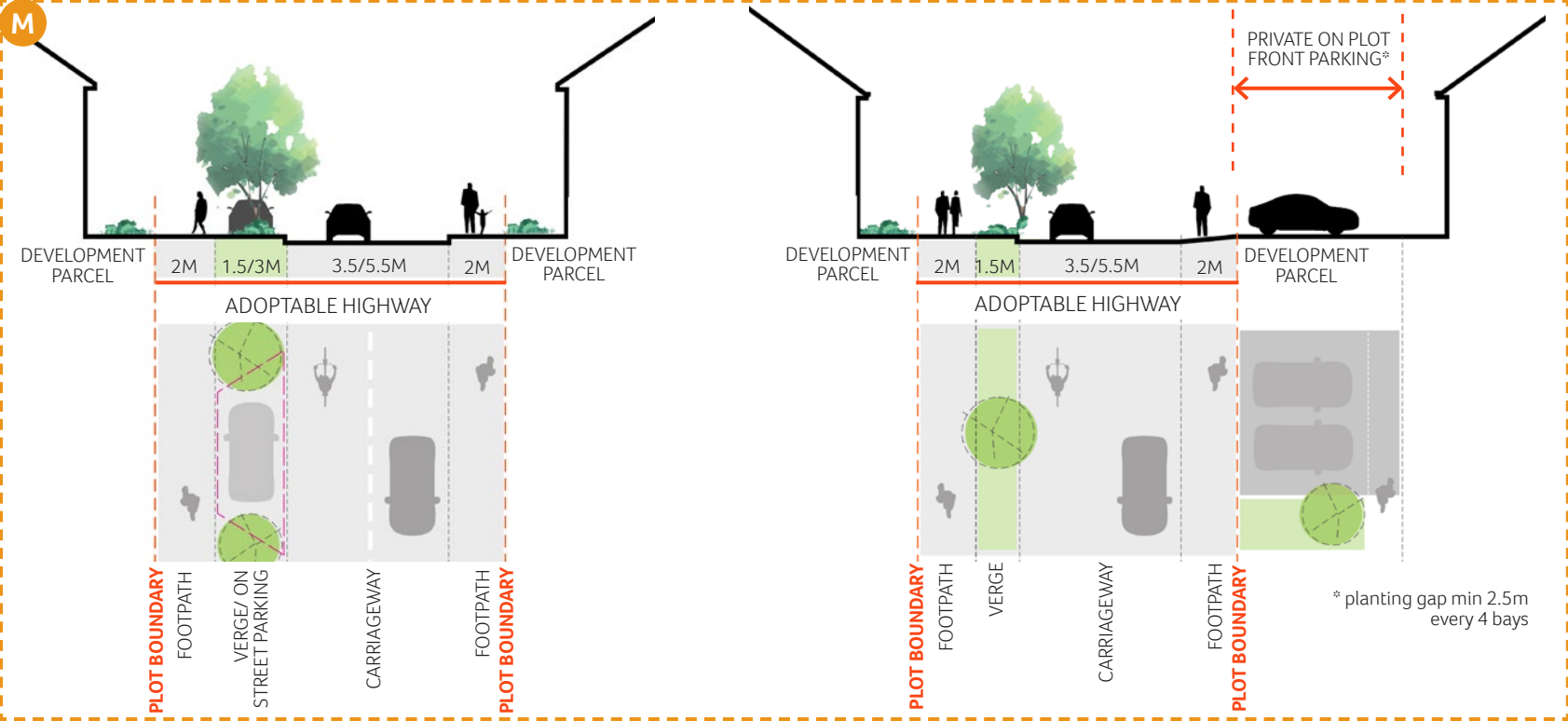
NOTE:

Indicative street sections Secondary Street. Tree locations on these drawings are illustrative only. Materials illustrated in this section are intended only as guidance and do not suggest colour type use.

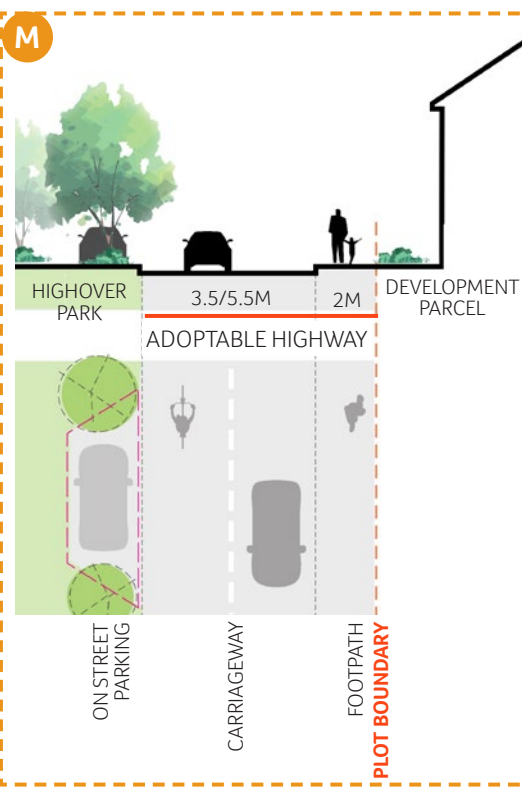
MATERIALS



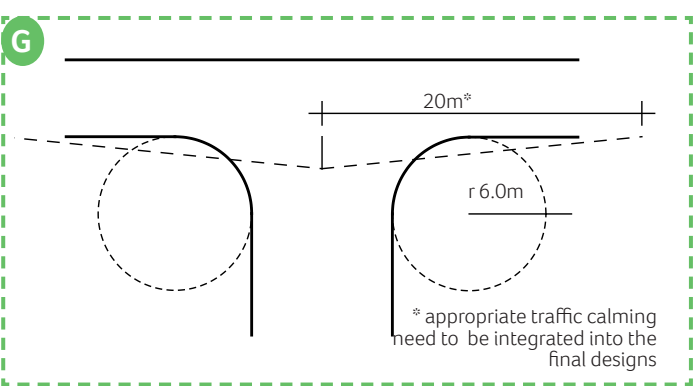
SECONDARY STREET SECTION



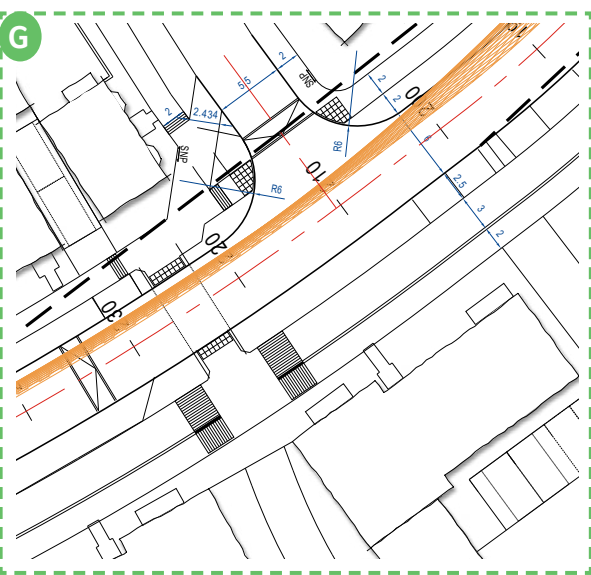
SECONDARY STREET SECTION FACING HIGHOVER PARK



JUNCTION



CROSSING



EXAMPLE OF PEDESTRIAN/CYCLE PRIORITY CROSSING POINT ALONG AVENUE

Tactile paving and dropped kerbs will be incorporated to facilitate appropriate crossing locations on the secondary streets. Where appropriate, build outs will be incorporated to narrow the crossing distance and facilitate traffic calming. Raised tables will also be incorporated where appropriate to provide at grade crossing facilities and assist in controlling traffic speeds.

04 MOVEMENT

TERTIARY STREET TYPE 1 & TYPE 2 LANES

TABLE 4.4 MANDATORY ELEMENTS		
SPECIFICATION	TERTIARY STREET 1	TERTIARY STREET 2 LANES
CARRIAGEWAY	4.8m+1m to both sides of service margin total approx 6.8m.	4.8m+1m to both sides of service margin total approx 6.8m.
FOOTWAY	Shared.	Shared.
CYCLEWAY	No.	No.
VERGE	No. Deep front garden (average 2.5-4m) or consistent landscape area of min2.5m between 4 parking bays.	No.
SHARED SPACE	Yes.	Yes.
SURFACE FINISHES	Block Paved. Contrasting colour in key locations.	Block Paved. Contrasting colour in key locations.
ON STREET PARKING	Parallel parking in bays on street.	Parallel parking in bays on street.
PUBLIC TRANSPORT ROUTE	No.	No.
LANDSCAPING	Tree species – on plot informally spaced tree planting with no less than 1 tree per 4 plots. Street trees to be utilised where appropriate but still providing adequate visibility. Birch (Betula utilis jacquemontii), Magnolia (Magnolia Kobus 'Isis'). Size: Extra Heavy Standard, 14-16cm & 16-18cm girth. Bare root and rootballed. Refer to the character areas for the on plot landscape treatments.	Tree species – on plot informally spaced tree planting with no less than 1 tree per 6 plots. Street trees to be utilised where appropriate but still providing adequate visibility. Amelanchier (Amelanchier lamarckii 'Robin Hill'), Flowering Crab (Malus 'Everestre'), Hybrid Whitebeam (Sorbus thurnungiaca 'Fastgiata'). Size: Extra Heavy Standard, 14-16cm & 16-18cm girth. Bare root and rootballed. Refer to the character areas for the on plot landscape treatments.
TARGET DESIGN SPEED	20mph.	20mph.
STREET LIGHTING	Yes, Formal street lighting appropriate for residential area. Galvanised steel column.	Yes, Formal street lighting appropriate for residential area. Galvanised steel column.
UTILITY SERVICES	One metre service margin to be provided with slight change in material. Service margin to accommodate services to depths specified by the service provider.	One metre service margin to be provided with slight change in material.
JUNCTION RADII	6.0m.	6.0m.
STREET FURNITURE	Traffic signs. Street name signs. The specifications must comply with national and HCC requirements for traffic signage.	Traffic signs. Street name signs. The specifications must comply with national and HCC requirements for traffic signage.

NOTE:
As per HCC guidance on mews streets without footways sets a maximum of 25 dwellings per vehicular access.

MATERIALS

CARRIAGEWAY



BLOCK PAVING

PRECEDENTS

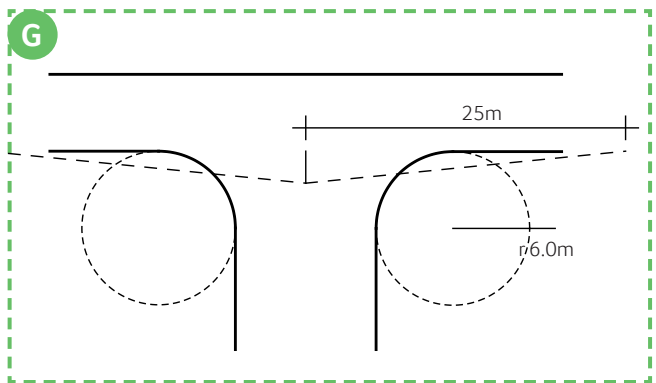


TERTIARY STREET CHARACTER AND TREATMENTS TRUMPINGTON MEADOWS ©BDW



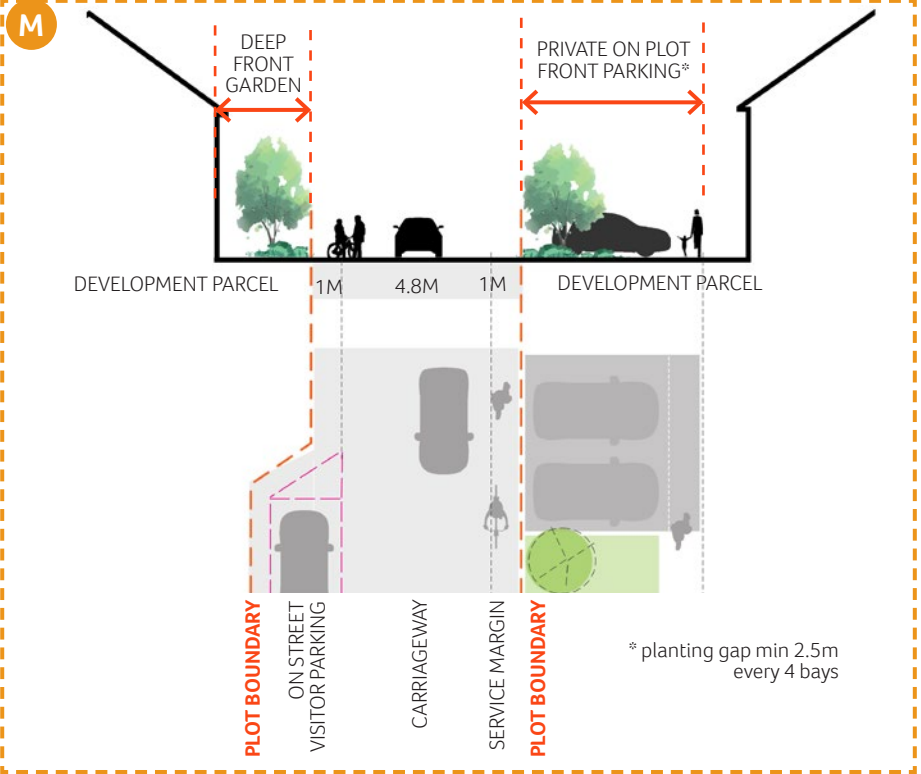
DEEP FRONT GARDEN WITH PLANTING TRUMPINGTON MEADOWS ©BDW

JUNCTION

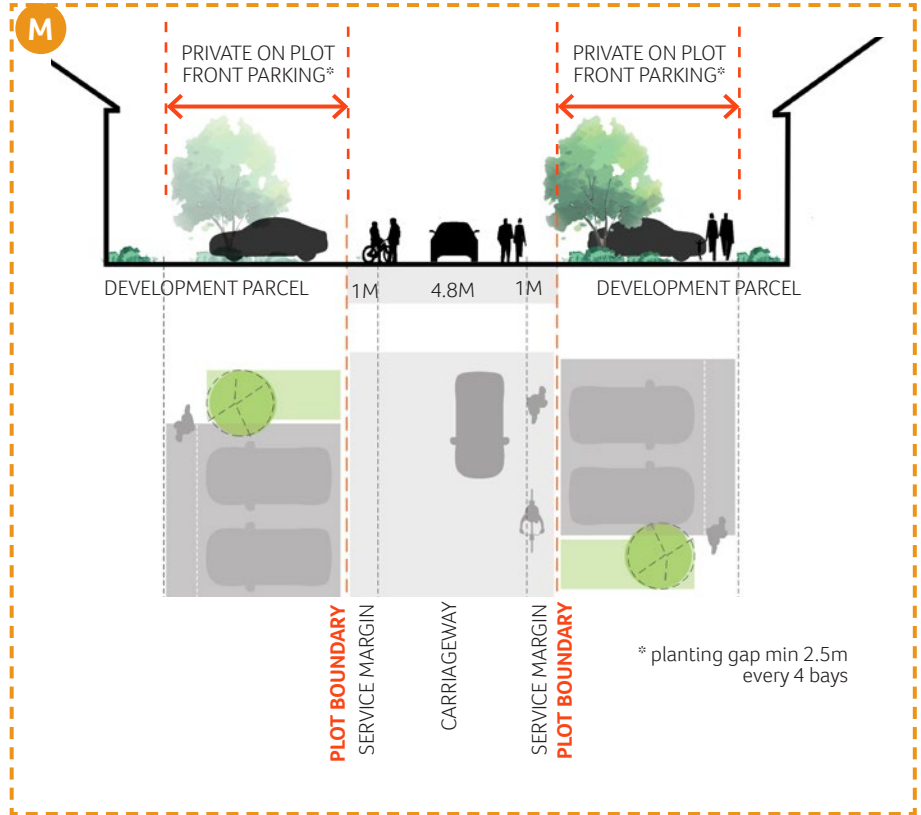


NOTE:
Indicative street section Tertiary Street. Tree locations on these drawings are illustrative only. Materials illustrated in this section are intended only as guidance and do not suggest colour type use.

TERTIARY STREET 1 SECTION



TERTIARY STREET 2 SECTION



04 MOVEMENT

TERTIARY STREET TYPE 3 EDGE LANES & INFORMAL STREET

TABLE 4.5 MANDATORY ELEMENTS		
SPECIFICATION	TERTIARY STREET 3 EDGE LANES	INFORMAL STREET
CARRIAGEWAY	4.8m+1m service margine alongside open space.	wider carriageway informal in charterer narrowing to 3.7m.
FOOTWAY	Shared.	Shared
CYCLEWAY	No.	No.
VERGE	No.	No.
SHARED SPACE	Yes.	Yes.
SURFACE FINISHES	Block Paved. Contrasting colour in key locations.	Block Paved.
ON STREET PARKING	Parallel parking in bays on street.	Parallel parking in bays on street.
PUBLIC TRANSPORT ROUTE	No.	No.
LANDSCAPING	Tree species – on plot informally spaced tree planting with no less than 1 tree per 6 plots. Street trees to be utilised where appropriate but still providing adequate visibility. Amelanchier (Amelanchier lamarckii 'Robin Hill'), Flowering Crab (Malus 'Everestre'), Hybrid Whitebeam (Sorbus thurnungiaca 'Fastgiata'). Size: Extra Heavy Standard, 14-16cm & 16-18cm girth. Bare root and rootballed. Refer to the character areas for the on plot landscape treatments.	Tree planting offer via adjacent POS area. Refer to the character areas for the on plot landscape treatments.
TARGET DESIGN SPEED	20mph.	10mph.
STREET LIGHTING	Yes, Formal street lighting appropriate for residential area. Galvanised steel column	Yes, ow level bollards.
UTILITY SERVICES	One metre service margin to be provided alongside open space. Service margin to accommodate services to depths specified by the service provider.	No.
JUNCTION RADII	6.0m.	
STREET FURNITURE	Traffic signs. Street name signs. The specifications must comply with national and HCC requirements for traffic signage.	Traffic signs. Street name signs.

NOTE:
As per HCC guidance on mews streets without footways sets a maximum of 25 dwellings per vehicular access.

CARRIAGEWAY



BLOCK PAVING

PRECEDENTS



INFORMAL STREET

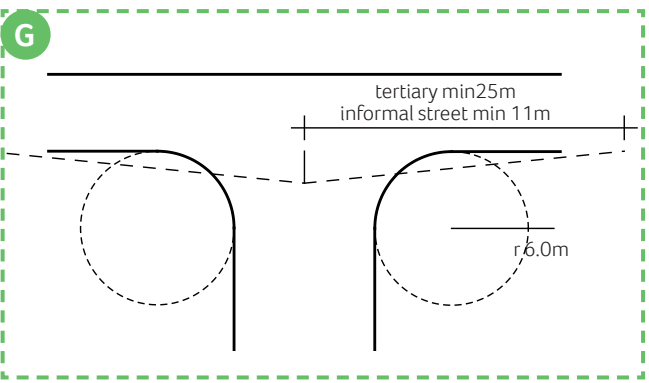


INFORMAL STREET DRAYTON MEADOWS, MARKET DRAYTON ©BDW



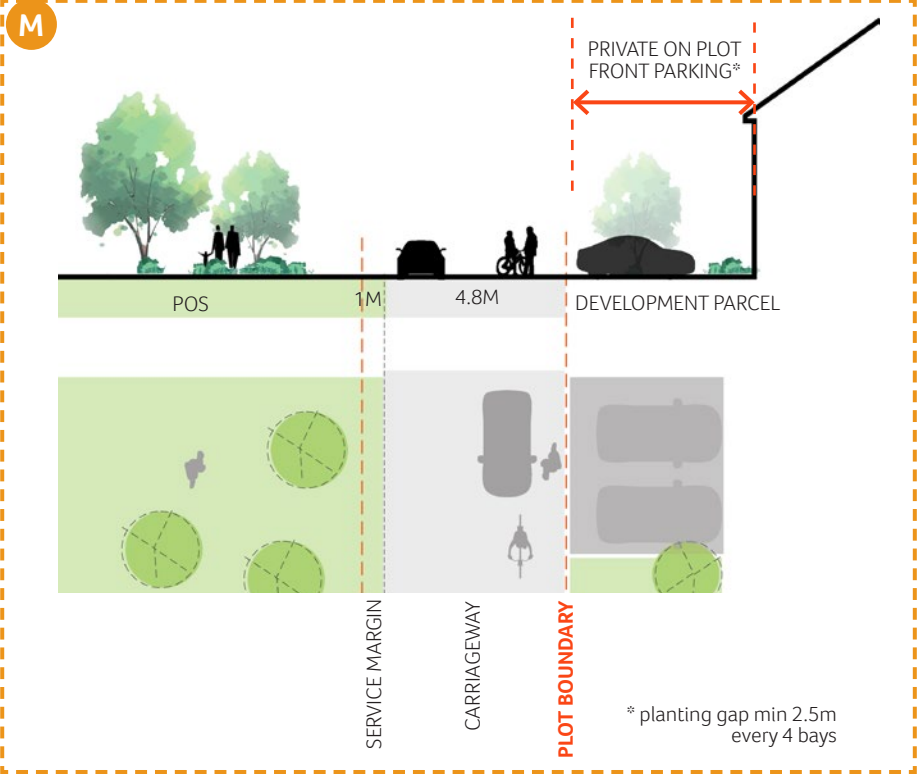
INFORMAL STREET CHESTNUT FIELDS, CHILTON ©BDW DEVELOPMENT

JUNCTION

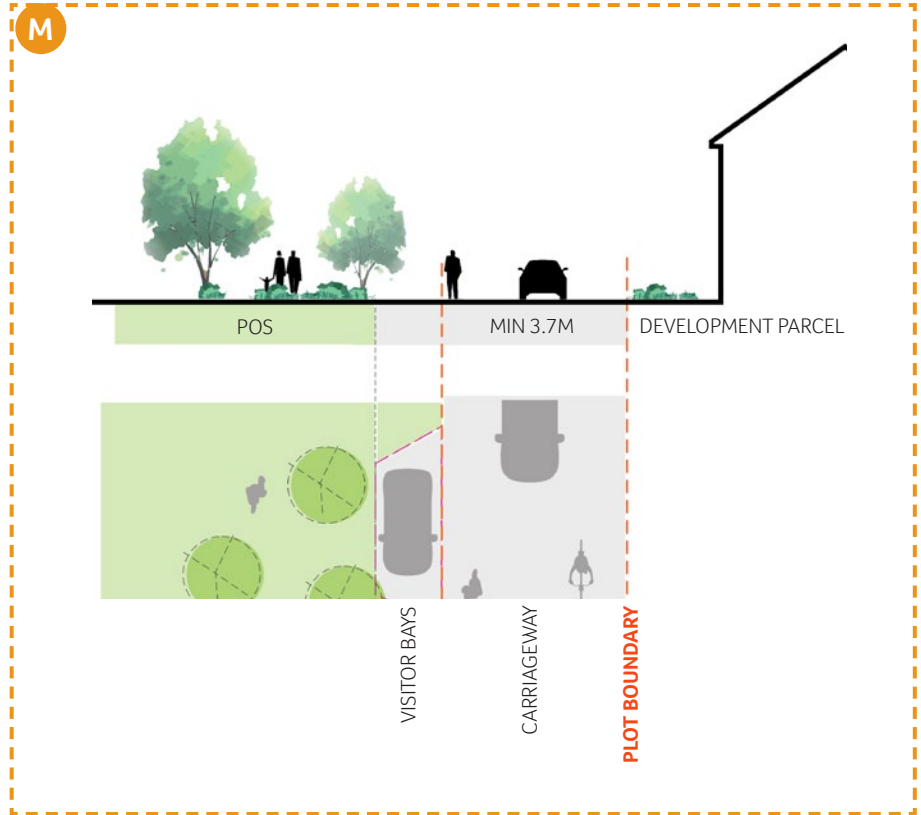


NOTE:
Indicative street section Tertiary Street and informal street. Tree locations on these drawings are illustrative only. Materials illustrated in this section are intended only as guidance and do not suggest colour type use.

TERTIARY STREET 3 SECTION



INFORMAL STREET SECTION



04 MOVEMENT PARKING

Car parking must provided in accordance with the NHDC Vehicle Parking at New Development SPD(2011).

Electric car charging points should be considered when designing streets and buildings. Planning Condition 18 requires details for such infrastructure to be submitted with a Reserved Matters Application.

Provision should be made for a visitor bay and EV charging point for houses.

TABLE 4.6 CAR PARKING (refer to table 4.1 of SPD Vehicle Parking at New Development NHDC)	
SPECIFICATION	CAR PARKING STANDARD
	RESIDENTIAL PARKING STANDARDS
1 BEDROOM	 1 space for dwelling minimum.
2+ BEDROOMS	 2 space for dwelling minimum.
NOTE	Garages will be counted towards meeting the standards only if they are at least 7m x 3m measured internally. Garages should have personnel doors to be more suited for parking/storage.
VISITOR/ UNALLOCATED	Between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number), with the lower standard being applied where there are no garages in the proposed scheme and the higher standard applied where every dwelling in the scheme is to be provided with a garage.

Residential cycle parking must be covered and secure.

Residential cycle parking must be provided within shed in the garden or designated covered bike stores for flats.

Cycle parking is to be provided to the standards defined in the NHDC Vehicle Parking at New Development SPD.

Cycle visitors parking on scheme must be provided by ensuring drive is large enough to easily get bike to rear garden whilst cars are parked on drive.

TABLE 4.7 CYCLE PARKING (refer to table 4.1 of SPD Vehicle Parking at New Development NHDC)	
SPECIFICATION	MINIMUM CYCLE PARKING
	RESIDENTIAL PARKING STANDARDS
1 BEDROOM	 To be 1 secured covered space for dwelling. None if garage or secure area provided within curtilage of dwelling.
2+ BEDROOMS	
VISITOR/ UNALLOCATED	If no garage or secure area is provided within curtilage of dwelling then 1 covered and secure space per dwelling in a communal area for residents plus 1 space per dwelling for visitors.

PRECEDENTS



EXTERNAL BIKE STORAGE FOR FLATS CHAPEL GATE, BASINGSTOKE ©BDW



BIKE STORAGE FOR FLATS WILLOW GROVE, WIXAMS ©BDW



DOUBLE SIDE PARKING WITH GARAGE



SIDE PARKING THE ORCHARDS, ROBY ©BDW



BIKE STORAGE FOR FOG DARWIN GREEN, CAMBRIDGE ©BDW



BIKE STORAGE FOR FLATS GILLIES MEADOW, BASINGSTOKE ©BDW



FRONT PARKING HAYLING ISLAND ©BDW



INTEGRAL PARKING TRUMPINGTON ©BDW



EXTERNAL BIKE STORAGE FOR FLATS LANDMARK SQUARE, WOKINGHAM ©BDW



EXTERNAL BIKE STORAGE FOR FLATS ST ANDREW, BROMLEY BY BOW ©BDW



FOG STAPELEY GARDENS, NANTWICH ©BDW



PARKING COURT SPIERS MEADOW, BASINGSTOKE ©BDW



VISITOR PARKING SCREENED BY LANDSCAPE TRUMPINGTON ©BDW



VISITOR PARKING ALONG EDGES ST ANDREWS GATE, HALSTEAD ©BDW

MANDATORY ELEMENTS

Cycle parking for parents and visitors on Highover green should be located close to parallel crossing and school entrance.

04 MOVEMENT

The table below provides examples of different parking typologies that can be used within the detailed proposals.

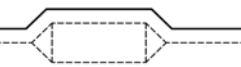
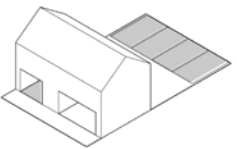
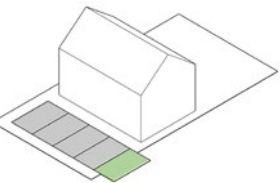
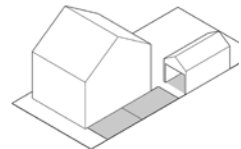
TABLE 4.8 PARKING TYPOLOGY	
TYPOLOGY RESIDENTIAL CAR PARKING	SPECIFICATION
ON PLOT SIDE PARKING	- Parking is accommodated on-plot, with single or double driveways between buildings. - Parking spaces should be located behind building lines. - Could be in a stand alone or integrated garage, in a carport or uncovered. - Larger detached dwellings may come with single or double garages. These cannot be used as parking spaces, but can be utilized for storage, unless they meet the required dimensions in the NHDC Vehicle Parking at New Development SPD (7m x 3m measured internally).
ON PLOT FRONT PARKING	- The frontage parking typology can be used to achieve a consistent frontage. This is usually associated with semi detached /terraced units, or larger detached units with integral garage. - It gives the opportunity to provide space for low level planting and trees (minimum 2.5m gap every 4 parking spaces). - Use of contrasting coloured sets and T marks will help to define parking spaces. - A defensible landscape space should be provided in front of each property, as minimum of 2m deep. - Carport will be without garage doors, for example under FOG units.
ON PLOT REAR SURVEILLED COURTYARD AND FOGS	- Rear/side courtyards car parking can be introduced on the layout in a limited number. - They will serve a limited number of properties, no more than 6 dwellings. In cases where the parking courts serve apartments block, these will serve no more than 13 plots, and the design should include landscape and natural surveillance. - The entrance to parking courts should be a minimum width of 3.0m for up to 9 parking spaces and 4.1m wide for 10 or more spaces. Where the entrance to a parking area is built over, the headroom should be a minimum of 2.5m.(*) - They will help in achieving a consolidated frontage and reduce the number of vehicular crossing points along the main road. - Courtyards will be required use of high quality hard surface, as block paving. - Parking courts will be overlooked to provide a safe environment.
VISITOR PARKING	- On street 'unallocated' visitor parking spaces will be cut into verge along primary and secondary street. - On street visitor parking shall have regard to the Council's standards with parallel bay of 6x2.5m or perpendicular bay of 5x2.5m if unobstructed.(*) - Bays located adjacent to green spaces should be mitigated with soft landscaping - On street visitor parking shall be created as "built out" within the carriageway in order to reduce the overall carriageway width and act as calming features.

(*) Place & Movement Planning and Design Guide for Hertfordshire

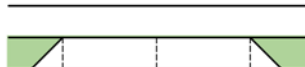
TABLE 4.9 PARKING TYPOLOGY AND STREET TYPE							
TYPOLOGY	LOCATION	PRIMARY ROAD; THE AVENUE	SECONDARY STREET	TERTIARY TYPE 1	TERTIARY TYPE 2 LANES	TERTIARY TYPE 3 EDGE LANES	INFORMAL STREETS
ON PLOT SIDE PARKING	OFF STREET	X	X	X	X	X	X
ON PLOT FRONT PARKING	OFF STREET		X	X	X	X	X
ON PLOT REAR PARKING	OFF STREET	Rear courtyard and fog for apartments and Gateway area.	X				
VISITORS	ON STREET	Parallel parking in bays cut into verge.	Parallel parking in bays cut into verge.	Parallel parking in bays on street.	Parallel parking in bays on street.	Parallel parking in bays on street.	Parallel parking in bays on street.

MATERIALS

Use of contrasting colour materials for visitor bays or front parking.



ON STREET AS BUILT OUT



ON STREET CUT ON VERGE

Building Form



01



02



03



04



05

05 BUILDING FORM

GENERAL PRINCIPLES

The chapter is focused on the key guidelines that shape the development.

General principles:

- Creating a Unique Look: Incorporate distinct building forms, varying materials, and thoughtful landscaping to achieve a unique and recognizable look.
 - Enclosure of Key Spaces: Design building forms around key spaces to create an enclosure that emphasizes these areas within the development.
 - Separation of Public and Private Spaces: Ensure a clear separation between public and private spaces by providing a consistent setback from the street with high-quality boundary treatments.
 - Varied and Interesting Townscape: Use variations in roofscape and building heights to create a varied and visually interesting townscape.
 - Corner Building Design: Design corner buildings to provide overlooking of public space on each prominent side, enhancing the overall aesthetics of the development.
 - Wayfinding and Pedestrian Experience: Utilize significant landmarks and important buildings as focal points along the main route to assist wayfinding. Additionally, incorporate incidental green spaces to create a more pleasant and inviting walking experience for pedestrians.
 - Quality and Durability of Materials: Construct all buildings using high-quality traditional materials that are durable, age well, and are enhanced by weathering.
 - Consideration for Alternative Materials: Consider additional and alternative materials for non-residential buildings based on their merits, while ensuring a coherent style that complements the overall design.
 - Consistency in Material Palettes: Maintain a consistent transition between different material palettes, particularly for variations in brick type to uphold a coherent style throughout the development.
 - Material Usage in Dwellings: Ensure consistency of materials along rows of terraced or linked dwellings, limiting the use of more than two materials across walls of dwellings.
 - Design Approval for Key Buildings: For Marker or Key buildings, materials outside the relevant palette may be used but will require specific design justification for approval by NHDC.
 - Emphasizing Architectural Elements: Incorporate decorative brick elements such as brick headers, sills, string courses, and patterns, as well as stone or precast features like sills, copings, and thresholds to enhance the architectural detailing.
- In some locations within the residential parcel, the design may deviate from the standard building code, but there must be a design rationale for a particular building or cluster of buildings. This may extend to the use of materials that are not permitted elsewhere in the area. Any Reserved Matters Applications that include code-deviating elements must have a design justification for those elements.

CHARACTER AREAS

The following sections provide a description of the different characters within the development. As a general rule, the development should be designed with an approach in line with the common principles that identify the character as set out in the Hitchin Strategic Masterplan Framework (Jan 2023) and in the Design Access Statement (Jan 2023).

A series of design workshops highlighted the necessity to define further key space as High Dane and the entrance to the site via Stotfold Road: the Gateway.

Elements of the surrounding areas such as simple building lines and architectural details, associated with a material palette typical of the area, will be re-interpreted and transposed to this new urban development. Landmark and Key buildings should feature at the termination of key vistas and at prominent corners and gateway.

The character areas are proposed across the site and relate to how the development presents itself when viewed from the public realm.

They are:

- The Avenue with special place: High Dane and Gateway.
- Highover Green.
- Grovelands.
- Meadow view.
- Threshing Barn Green.

THE AVENUE

This character area is defined by the main route through the development, a new tree lined street with double footpath and a segregated cycleway running on one side.

The dwellings actively facing the main route and will consist mainly of detached and semi detached with occasionally terraced houses, as well as apartment units with a consistent set back to create a strong rhythm and give a generous front gardens. They have simple roof forms, with roofs aligned parallel with the street and occasional front gables.

Some distinctive buildings at key locations with opportunity to change of material and change of roof orientation will help articulating the street scene.

The street alignment allows for views of the central area and new school building to unfold as the visitor travels along it.

SPECIAL PLACE: HIGH DANE

The dwellings actively facing the main route and will consist of predominantly of semi detached units with occasionally detached, terraced houses, as well as some apartment units.

The building form should recall the consistent rhythm deployed on High Dane. Change of roof orientation will help to underpin end vistas or key locations.

SPECIAL PLACE: THE GATEWAY

The Gateway Key Area, located at the site entrance from Stotfold Road creates a framing of the main site access with dwellings pushed slightly forward with no direct driveway access on the first part of the block. These units will all park to the rear, creating a more defined and compact frontage.

HIGHOVER GREEN

Highover Green will be the heart of the neighbourhood forming a natural hub and meeting place, framed by the Primary School, the neighbourhood level facilities and Highover Park all coming together in a pedestrian and cycle friendly urban square.

THRESHING BARN GREEN

This character area take is influence from the Grade II listed agricultural Barn at the edge of the development.

A consistent frontage of detached units with similar gaps between units relates to the frontages facing the Highover Park, while a more continuous approach with semi-detached and terrace units defines the inner blocks.

GROVELANDS

This area will serve as transition between the formality of the Avenue character area and the existing residential area of Walsworth. It will be a denser area with urban character and tight grid pattern comprises predominantly semi detached and terraced units creating a strong building line.

Feature buildings will be proposed at key junctions and around the pocket park, defined by a change of material, increased height and/or change of roof pitch orientation. Dwellings at key junctions will be designed to address corners.

Narrower set backs are to be provided with wider front gardens where fronting onto tertiary movement.

MEADOW GREEN

This character area reaches a more informal arrangement heading towards the edge of the development, focused on the relationship with open space of the Hitchin Meadow and of the Dane Walk.

This character area exhibits distinct variation in typology and plotting configurations moving away from the Avenue and consists of detached, semi-detached, and a small number of terraced properties arranged in groups and compositions.

The roofs are presented in a variety of forms including front gables and pitched roofs aligned parallel to the street.

05 BUILDING FORM

Key buildings are made distinct by material selection, scale and enhanced detailing.

A distinctive treatment with boarding will be provided on the edges fronting onto the public open space to give this area its own special character and giving prominence to front gable features.

Pedestrian links connect this area to the network of public open space routes.

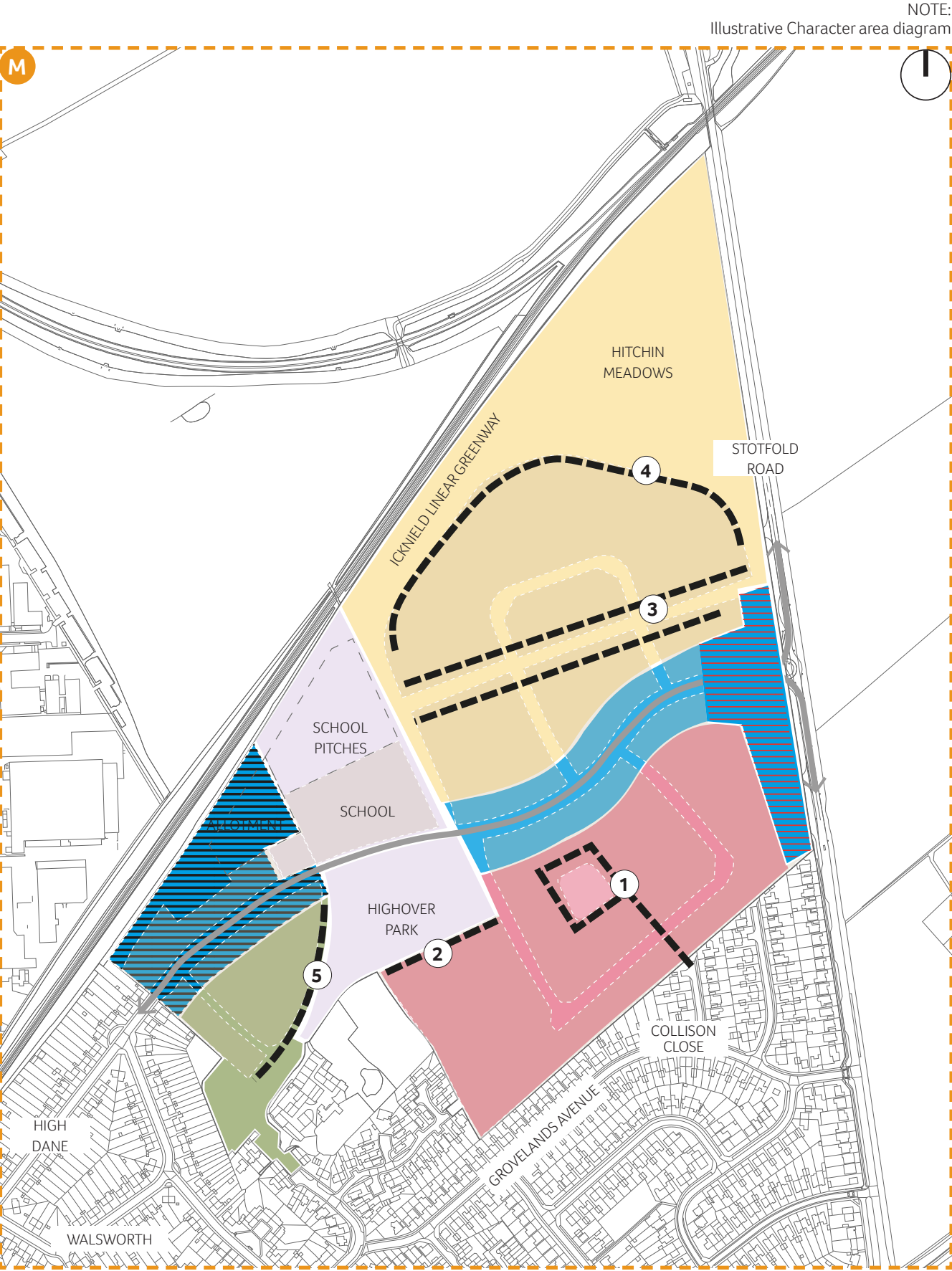
MANDATORY ELEMENTS

- Locations, land use and description of the character area.

KEY:

- THE AVENUE
- SPECIAL PLACE - HIGH DANE
- SPECIAL PLACE - THE GATEWAY
- HIGHOVER GREEN
- THRESHING BARN GREEN
- GROVELANDS
- MEADOW VIEW
- KEY FRONTAGES
 - 1. POCKET PARK AND PED/CYCLE LINK
 - 2. HIGHOVER PARK
 - 3. DANE WALK
 - 4. HITCHIN MEADOW
 - 5. HIGHOVER PARK

TABLE 5.1 OVERVIEW CHARACTER AREAS Refer to following pages to more details and specification inside each character area				
	STREET TYPE	LAND USE	SCALE	BUILDING TYPE
THE AVENUE	• Primary Road: The Avenue • Secondary Street (only small section/ junction) • Tertiary Street Lanes(only small section/junction)	• Housing • Allotment (High Dane special place) • Stotfold Linear Greenway (gateway Special place)	• Up to 3 storeys with emphasis on corners and key locations.	• Detached • Semi-detached • Terraced • Apartments
HIGHOVER GREEN	• Primary Road: The Avenue	• Educational (2FE Primary School) & Sport Pitches • Mixed Use (Neighbourhood facility) • Public realm and Highover Park/NEAP	• Up to 3 storeys for the neighbourhood building • School to be up to 2 storeys (with the possibility of increase heights for the entrance up to 3 storey as per OPP).	
THRESHING BARN GREEN	• Secondary Street • Tertiary Street Lanes	• Housing • Threshing Barn green	• Up to 2/2.5 storeys with opportunities to emphasise key locations with high plots.	• Detached • Semi-detached • Terraced
GROVELANDS	• Secondary Street • Tertiary Street 1 & Lanes • Informal street .	• Housing • Pocket Park/LEAP	• Up to 2/2.5 storeys with opportunities to emphasise key locations with high plots.	• Detached • Semi-detached • Terraced
MEADOW VIEW	• Secondary Street • Tertiary Street 1, Lanes and Edge Lanes • Informal street	• Housing • Icknield Linear Greenway • Hitchin Meadow/ LEAP • Dane Walk	• Up to 2/2.5 storeys with opportunities to emphasise key locations with high plots.	• Detached • Semi-detached • Terraced



05 BUILDING FORM
THE AVENUE CHARACTER AREA

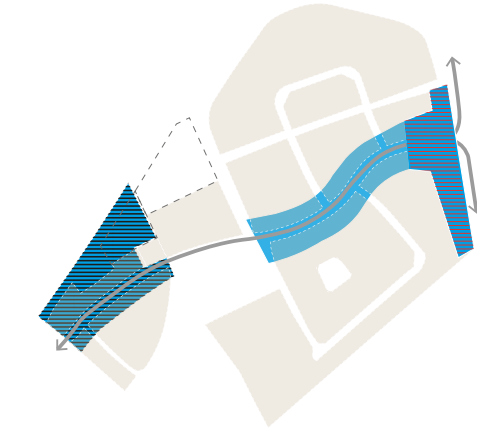


TABLE 5.2 CHARACTER SPECIFICATION THE AVENUE	
STREET TYPE	- Primary Road: The Avenue - Secondary Street (only small section/junction) - Lanes (only small section/junction)
LAND USE	Housing
SCALE	Up to 3 storeys with emphasis on corners and key locations.

BUILDING TYPE	
DETACHED	20%
SEMI-DETACHED	30%
TERRACED	30%
FOG/FLATS	Apartments mainly on key location as corners 20%

TABLE 5.3 BUILDING FORM THE AVENUE	
ROOF TYPE	- Simple arrangement with roof ridge aligned to the building frontage. - Front gables allowable to punctuate the main roof line. - Dormers will add richness to the roofscape.
BUILDING LINE	- Continuous building line with consistent alignment to create a strong rhythm. - Space between buildings consistent in regular gaps between 3.5m – 7m for parking or access to courtyards.
SET BACK	Set back typically between 2m-4m along Avenue.
APPEARANCE	- Urban and Formal in character. - Corner turners and key buildings should be distinct in presentation to assist in way-finding using different material.
PARKING	- On plot side parking for detached, semi-detached and terraced houses. - Rear court parking for apartments with also fog type. - Visitor parallel parking in bays cut into verge.

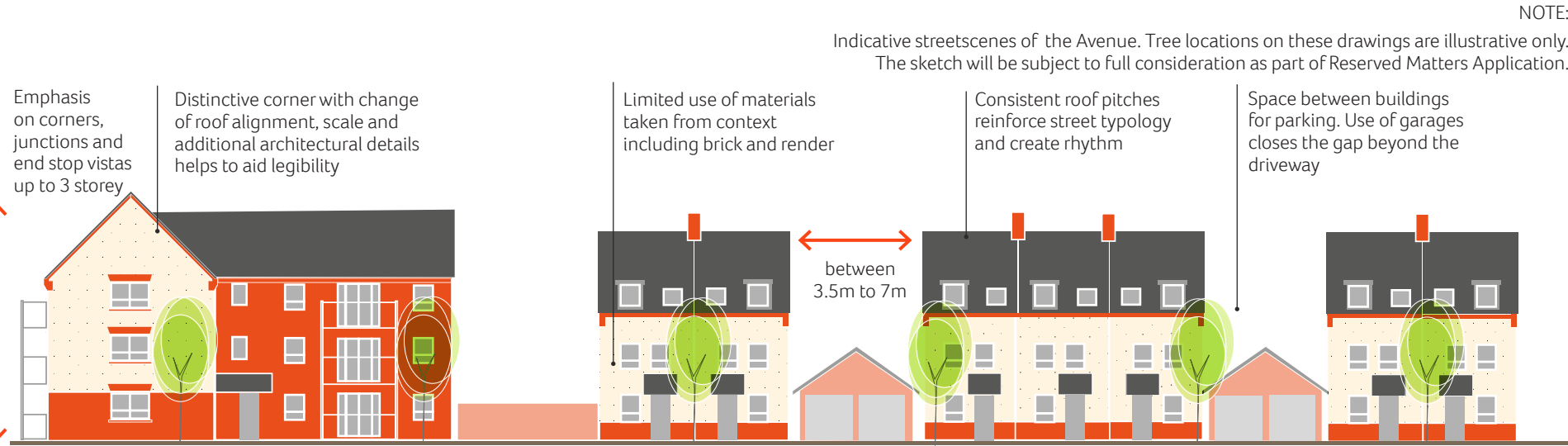


TABLE 5.4 BUILDING APPEARANCE MATERIALS THE AVENUE	
MATERIALS	DESCRIPTION
WALL MATERIAL	
Render Rough-cast white/off-white	Employed as primary wall materials on main elevations or gable features. Render to be used on proportion of 3/4 of main elevation, from ground floor sill heights on houses and from second floor on apartments type.
Red/Orange Brick	Employed as primary wall material to be complemented with render.
ROOF MATERIAL	
Slate Grey tile	Employed as roof material.
BUILDING DETAILS MATERIAL	
Brick	Flat arch or arch header and sill in contrasting red brick colour on main brick or render wall material on key and corners plots. Corbel and brick eaves on same brick colour as per main wall. Red/orange brick when render wall material is in use.
ARCHITECTURAL DETAILS	- Windows to be grey. - Standards simple casement with bars. (top hang) - Predominant lean to canopy on semi and terraced, pitched porch on detached. - Corbels and brick eaves details. - Dark grey coloured fascias/soffits. - Black or dark grey rain water goods. - Chimney on each plots.



PITCHED PORCH ON DETACHED ©BDW



3/4 RENDER AND BRICK DETAILS AS VOUSOIR HEADER AND SILL IN ABBOTS VIEWS ©BDW



LOW WALL & HEDGE ©BDW



MASONRY WALL SOFTENED WITH LANDSCAPING ©BDW

TABLE 5.5 BOUNDARY TYPOLOGIES THE AVENUE	
BOUNDARY	DESCRIPTION
Masonry Wall	1800mm high brick wall for side boundary which are addressing street, public realm to match the main building material.
Low wall and ornamental hedge	Up to 600mm high brick wall. Brick wall with brick coping to match dwelling. Hedge.
Close boarding fence	Up to 1.8m in height for internal plots between gardens.

05 BUILDING FORM
THE AVENUE CHARACTER AREA: SPECIAL PLACE - HIGH DANE

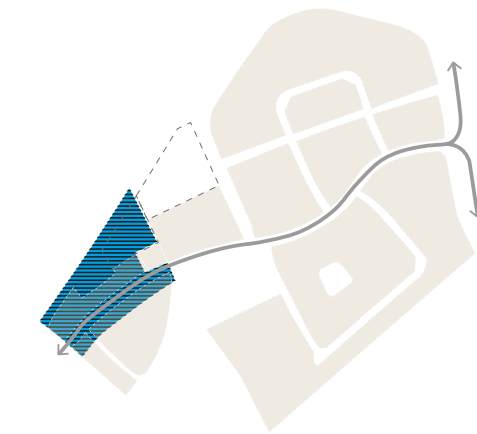


TABLE 5.6 CHARACTER SPECIFICATION SPECIAL PLACE HIGH DANE	
STREET TYPE	- Primary Road: The Avenue - Secondary Street (only small section/junction) - Lanes (only small section/junction)
LAND USE	- Housing - Allotments
SCALE	Up to 3 storeys with emphasis on corners and key locations.

BUILDING TYPE	
DETACHED	25%
SEMI-DETACHED	50%
TERRACED	10%
FOG/FLATS	Apartments mainly on key location as corners 15%

TABLE 5.7 BUILDING FORM SPECIAL PLACE HIGH DANE	
ROOF TYPE	- Simple arrangement with roof ridge aligned to the building frontage. - Front gables allowable to punctuate the main roof line. - Dormers will add richness to the roofscape.
BUILDING LINE	- Continuous building line with consistent alignment to create a strong rhythm. - Space between buildings consistent in regular gaps between 3.5m – 7m for parking or access to courtyards.
SET BACK	Set back typically between 2m-4m along Avenue.
APPEARANCE	- Urban and Formal in character. - Corner turners and key buildings should be distinct in presentation to assist in way-finding using different material.
PARKING	- On plot side parking for detached, semi-detached and terraced houses. - Rear court parking for apartments with also fog type. - Visitor parallel parking in bays cut into verge.

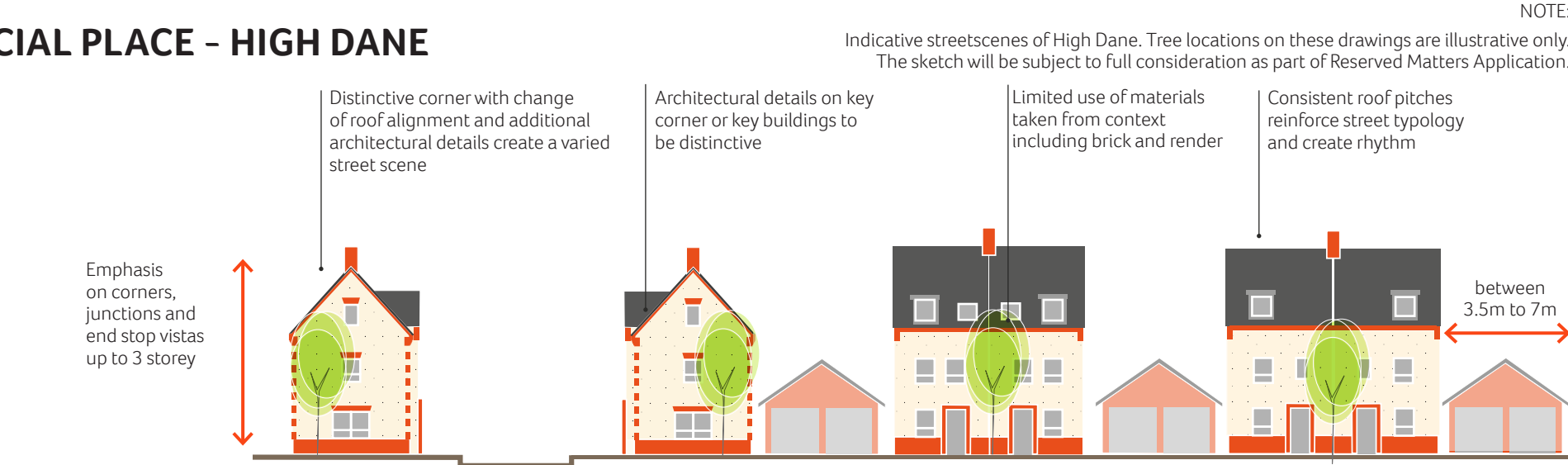
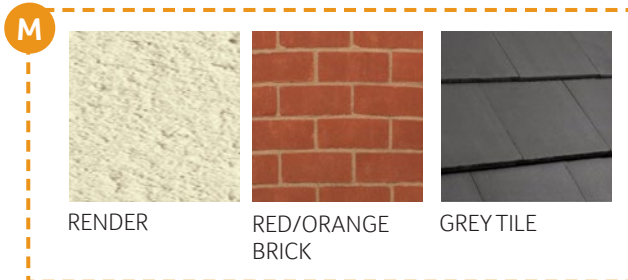


TABLE 5.8 BUILDING APPEARANCE MATERIALS SPECIAL PLACE HIGH DANE	
MATERIALS	DESCRIPTION
WALL MATERIAL	
Render Rough-cast white/off-white	Employed as primary wall materials on main elevations or gable features. Render to be used on proportion of 3/4 of main elevation, from ground floor sill heights on houses and from second floor on apartments type.
Red/Orange Brick	Employed as primary wall material to be complemented with render.
ROOF MATERIAL	
Slate Grey tile	Employed as roof material.
BUILDING DETAILS MATERIAL	
Brick	Flat arch or arch header and sill in contrasting red brick colour on main brick or render wall material on key and corners plots. Corbel and brick eaves on same brick colour as per main wall. Red brick when render wall material is in use.
ARCHITECTURAL DETAILS	- Windows to be grey. - Standards simple casement with bars. (top hang) - Corbels and brick eaves details. - Brick quoining along edges for key or corners plots. - Dark grey coloured fascias/soffits. - Black or dark grey rain water goods. - Chimney on each plots. - Brick door surrounding with no canopy.



HIGH DANE EXISTING DEVELOPMENT



VOUSOIR HEADER DETAILS IN BRICK CORBEL AND EAVES IN BRICK ©BDW

TABLE 5.9 BOUNDARY TYPOLOGIES SPECIAL PLACE HIGH DANE	
BOUNDARY	DESCRIPTION
Masonry Wall	1800mm high brick wall for side boundary which are addressing street, public realm to match the main building material.
Low wall and ornamental hedge	Up to 600mm high brick wall. Brick wall with brick coping to match dwelling. Hedge.
Close boarding fence	Up to 1.8m in height for internal plots between gardens.