

Land East of Pirton,
North Hertfordshire

DESIGN & ACCESS
STATEMENT
ADDENDUM

August 2026



Produced on behalf of Gladman Developments Ltd by



Iceni Projects

Design & Landscape Team

Land at Holwell Road, Pirton

August 2026

Author: AB/MA

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“The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design forms a key component of sustainable development, shaping better environments in which people can live and work, while supporting development that communities can positively embrace. Clear design expectations—together with transparent methods for testing them—are essential to securing this ambition. Equally important is meaningful and ongoing engagement between applicants, communities, local planning authorities and other stakeholders throughout the planning process.”

(Paragraph 131, NPPF 2024)

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01 THE PURPOSE OF THE DESIGN AND ACCESS STATEMENT ADDENDUM

This Design and Access Statement Addendum has been prepared to accompany and explain the updated development proposals for the Land East of Pirton. Its purpose is to demonstrate how the scheme has evolved and how it responds to relevant design guidance and site considerations.

Since the preparation of the original submission, the North Hertfordshire District Council Design Code (2026) Supplementary Planning Document (SPD) has been formally adopted (16 June 2026) and is now a material consideration in the determination of planning applications. This Addendum therefore reflects the requirements of the adopted Design Code.

The Addendum includes a schedule of applicable design principles drawn from the adopted Design Code and assesses how these are addressed within the proposals. It also incorporates the Developable Area Parameter Plan and Access Parameter Plan, supported by explanatory narrative outlining the proposed vehicular access strategy and the distribution and quantum of open space across the Site.

The illustrative masterplan included within this Addendum has been prepared for indicative purposes only and does not form part of the application for approval.

A Strategic Masterplan has not been prepared for the Site. However, the proposals have been informed by an iterative and collaborative design process undertaken with the Local Planning Authority, in accordance with the requirements of Policy SP9.

A comprehensive lighting strategy will be developed at Reserved Matters stage to ensure that lighting is sensitively integrated within the scheme and responds appropriately to site constraints and surrounding context.





02 AMENDED ILLUSTRATIVE MASTERPLAN

Design Overview

An amended Illustrative Masterplan has been prepared to support the proposed development and to demonstrate one potential way in which the Site could be developed, and is provided for illustrative purposes only and does not form part of the parameter plans for approval.

The Illustrative Masterplan retains a proposed development quantum of up to 130 dwellings; however, the extent of the developable area has been reduced in order to provide an increased amount of open space within the southern part of the Site. As a consequence of this approach, the indicative development density increases from approximately 32 dwellings per hectare to 34 dwellings per hectare, reflecting recent officer feedback and relevant design guidance.

The Illustrative Masterplan has been developed with regard to the adopted North Hertfordshire District Council Design Code, and is intended to demonstrate how the proposed scale of development could be accommodated while responding to Site constraints, key requirements, and necessary mitigation measures. It illustrates the potential structure, character, and layout and disposition of development.

The amended Illustrative Masterplan also reflects feedback received in relation to dwelling mix, accommodating an increased proportion of terraced and semi-detached homes, with no more than 50% of the proposed dwellings shown as detached. This approach demonstrates how the recommended housing mix could be achieved within the Site.

The proposed unit mix builds on the principles established through earlier iterations of the masterplan.

The amended Illustrative Masterplan also demonstrates a proposed street hierarchy that reflects the principles set out within the adopted North Hertfordshire District Council Design Code. The arrangement of streets and movement corridors has been informed by guidance on legibility, connectivity, and the role and function of different streets within the movement network, helping to structure development, support placemaking, and create a coherent hierarchy across the Site. Further detail on the proposed street hierarchy and its alignment with the Design Code is provided within the Street Hierarchy section of this Addendum.



Schedule of Accommodation		
	Count	% of total
Detached homes	60	46.2
Semi-detached homes	31	23.8
Terraced homes	39	30
Total	130	



NOT FOR APPROVAL

- Site Boundary: 6.65ha
 - Proposed residential development: 3.82ha (130 dwellings 34 dph)
 - Proposed green infrastructure: 2.61ha
 - Existing access infrastructure: 0.20ha
 - Pump station: 0.02ha
- Movement**
- Bridleway (Pirton 021)
 - Existing informal footpath
 - Proposed location of active travel access point
 - Proposed footpaths
 - Indicative footpath location to site boundary
- Landscape**
- Existing vegetation
 - Existing ponds and watercourses
 - Proposed trees indicatively shown
 - Proposed meadows
 - Proposed native thicket
 - Proposed drainage features
 - Seating areas indicatively shown
 - Proposed area for informal play to include a LAP
 - Proposed orchard planting
- Context**
- Existing play areas
 - Conservation Area
 - Grade II Listed Building

Fig.1: Amended Illustrative Masterplan

MOVEMENT AND STREET HIERARCHY

The proposed movement framework and street hierarchy have been informed by the principles and requirements set out within the adopted North Hertfordshire District Council Design Code (2026), in particular, the Streets (ST) and Settlement Structure (SS) codes. The layout has been designed to deliver a clear, logical, and legible hierarchy of streets that responds to the Site context, supports placemaking, and prioritises safe movement.

Careful regard has been given to ST01 – Selecting Street Types, and specifically ST01.01, which requires the selection of street typologies to follow the Design Code’s decision-making process to ensure that streets are appropriate to their function, location, and relationship to surrounding development, open space, and settlement edges. All streets within the amended Illustrative Masterplan are designed in accordance with the parameters, dimensional guidance, and characteristics set out within the adopted Design Code as the following:

Residential Street (Primary Street)

The principal vehicular access through the site is proposed as a Residential Street, in accordance with ST06 (Residential Streets). This street forms the primary spine of the development and is designed to accommodate the main movement function while also supporting pedestrian activity.

The selection of this street typology is informed by its connection to Coopers Elms to the west of the Site, which comprises a street of a comparable hierarchy and character. Aligning the primary access with an equivalent street typology avoids unnecessary transitions or escalation within the street hierarchy and ensures a coherent and legible relationship between the existing and proposed street networks, consistent with the objectives of SS01 (Rational Street and Plot Layouts).

Residential Mews

A network of Residential Mews, in line with ST07 (Residential Mews), branches off the primary Residential Street to serve the majority of the proposed homes. These streets are lower order in nature and are intended to accommodate lower levels of vehicular movement, creating a pedestrian-friendly environment with a more intimate scale and character.

Residential Mews link either back to the Residential Street or onward to lower hierarchy streets along the site edges. In accordance with ST07, these streets are shown as shared surfaces, reflecting their role as pedestrian prioritised spaces.

Edge Lanes

Edge Lanes, as set out under ST10 (Edge Lanes), form the eastern, northern, and southern edges of the development. This street typology is identified within the Design Code as most appropriate where development meets open space or landscape edges and forms an important interface between built form and the wider surroundings.

Where Edge Lanes front open space, development is arranged to provide active frontage and passive surveillance, consistent with the requirements of ST10 and SS03 (Responding to Edges). These routes also maintain continuous pedestrian permeability along the Site boundary, supporting movement and connectivity while responding sensitively to edge conditions.

Spur Lanes

Within the western part of the Site, Spur Lanes are proposed in accordance with ST09 (Spur Lanes). These are short streets running perpendicular to the western boundary, providing access to small groups of dwellings. Spur Lanes are particularly suited to responding to ecologically sensitive edges, where a more informal street character is appropriate.

The informal arrangement of buildings along Spur Lanes reflects the Design Code guidance and supports a softer transition at the Site’s edge, consistent with the principles set out in SS03.





NOT FOR APPROVAL

- Site Boundary: 6.65ha
- Residential Street
- Residential Mews
- Spur Lane
- Edge Lane



Fig.2: Illustrative street hierarchy plan

03 ACCESS - CONSIDERED ALTERNATIVE CONNECTIONS

Vehicle Access

Consideration has been given to providing vehicular access to the development site from the northwestern corner. However, following detailed investigation and assessment, it is not considered feasible or appropriate for the following reasons:

- + The existing junction with Holwell Road / Drovers Way is located immediately south of a tight bend. To avoid right-turning vehicles waiting within the bend (where forward visibility is restricted and the risk of rear-end collisions is increased), the junction has been split into two. This arrangement enables right-turning vehicles to wait on the straight section before the bend, where approaching eastbound traffic has clear visibility.
- + Introducing an additional vehicular access in this location would result in right-turning vehicles waiting further around the bend compared to the existing Holwell Road junction. Eastbound drivers would have limited visibility of stationary vehicles, increasing the risk of sudden braking and rear-end collisions.
- + Furthermore, it is highly unlikely that such an arrangement would pass a road safety audit, as there would be insufficient spacing between junctions. The close proximity of multiple accesses could lead to driver confusion, particularly where vehicles are indicating to turn, as there would effectively be three potential accesses of entry available in a short distance of road space.
- + In terms of geometry, the available width is insufficient to accommodate a standard 5.5m wide access. Any such access would partially connect to the easternmost access lane rather than directly to Holwell Road and also overhang the existing driveway to the north.

- + Large delivery vehicles and refuse vehicles turning left into the access would need to swing out into the oncoming lane within the blind spot of east to northbound traffic. The applicant is willing to accept a reasonable contribution towards the provision of the bus stop should LPA feel it is necessary.
- + As there are land ownership constraints, as detailed above, an onward connection cannot be provided outside of the applicant's ownership or highway land. However, the foot-way has been extended from within the site to the boundary in this location, allowing the LPA to provide the onwards connection should they wish to do so in the future.

It is therefore concluded that providing vehicular access from the northwestern corner of the Site is neither feasible nor appropriate.

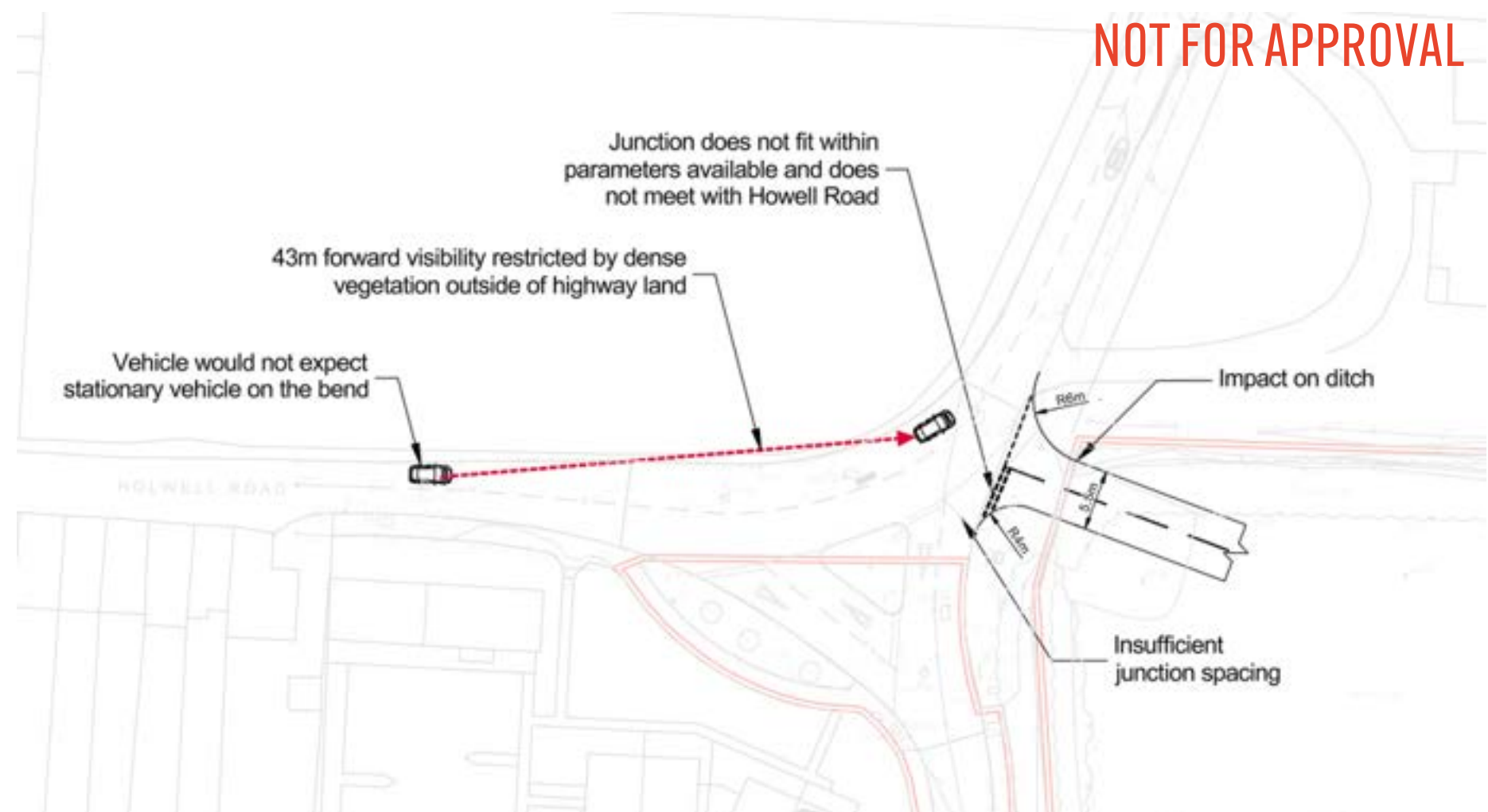


Fig.3: Indicative Vehicular Access Diagram (Not Part of the Proposals)

Pedestrian Access

Consideration has also been given to provide a potential 2m wide pedestrian connection to Holwell Road in the northwest corner of the Site, as requested by the Local Planning Authority. However, given the lack of existing footways along this part of Holwell Road, it is not considered to provide a benefit and may give rise to safety concerns as set out below:

- + The location at where a potential footpath could connect with Holwell Road is limited by the extents of the existing adoptable highway (see Insert 1) and there are no existing footways to the north or west at this location. The route west would take pedestrians over an existing traffic island (which is only partially adopted) which dissects the Drovers Way/Holwell Road junction. The existing footway along Holwell Road, west of Drovers Way, is adopted, but it is not possible to make a crossing connection to this from the traffic island due to the constraints of the adopted highway. As such, providing a footpath connection in isolation could attract walking trips to and from the site along a route with limited and sub-standard footway connections. This could give rise to safety concerns, particularly due to the absence of dropped kerbs and tactile paving for visually impaired users.
- + In terms of providing the footpath link as a means of access to a new hail-and-ride bus service stop, there are several highway safety concerns. The diagram to the right illustrates how a bus stopping in this location could lead to vehicles overtaking on a tight bend with limited forward visibility, thereby increasing the risk of head-on collisions.
- + It is considered that a more appropriate location for a bus stop would be along the existing footway west of Drovers Way/Holwell Road junction, as indicated by a red dot at Insert 1. A bus stop in this location would be accessible from the Site via the footways along Coopers Elms and Drovers Way.

Aside from a small reduction in walking distance, there is no clear or meaningful benefit to providing a pedestrian connection to the north. Accordingly, and when balanced against the risks above, the connection has not been included within the proposals.

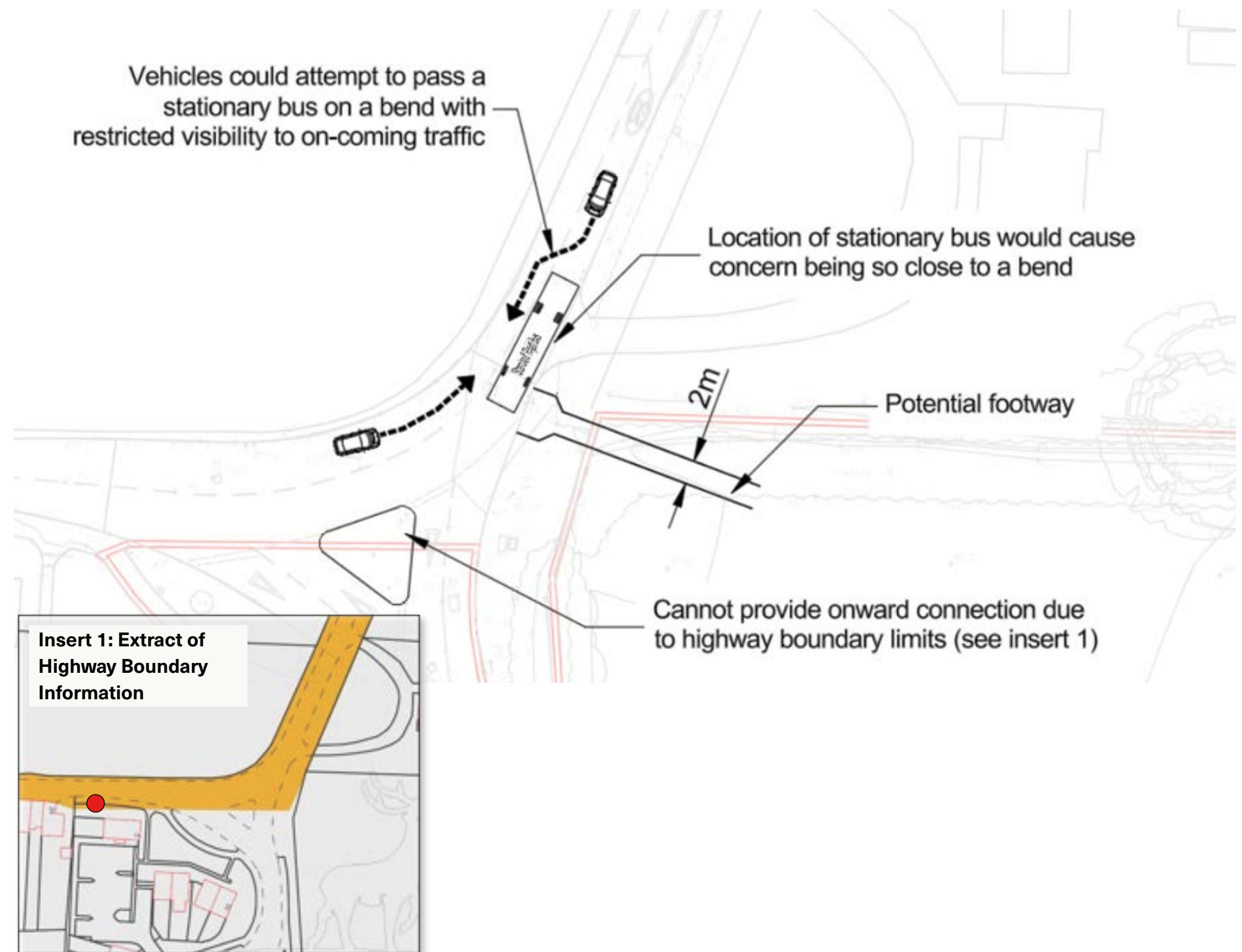


Fig.4: Indicative Pedestrian Access Diagram (Not Part of the Proposals)

04 DEVELOPABLE AREA PARAMETER PLAN



- Site Boundary: 6.65ha
- Proposed residential development: 3.82ha (130 dwellings @ 34 dph)
- Proposed green and other infrastructure: 2.63ha
- Existing access infrastructure: 0.20ha

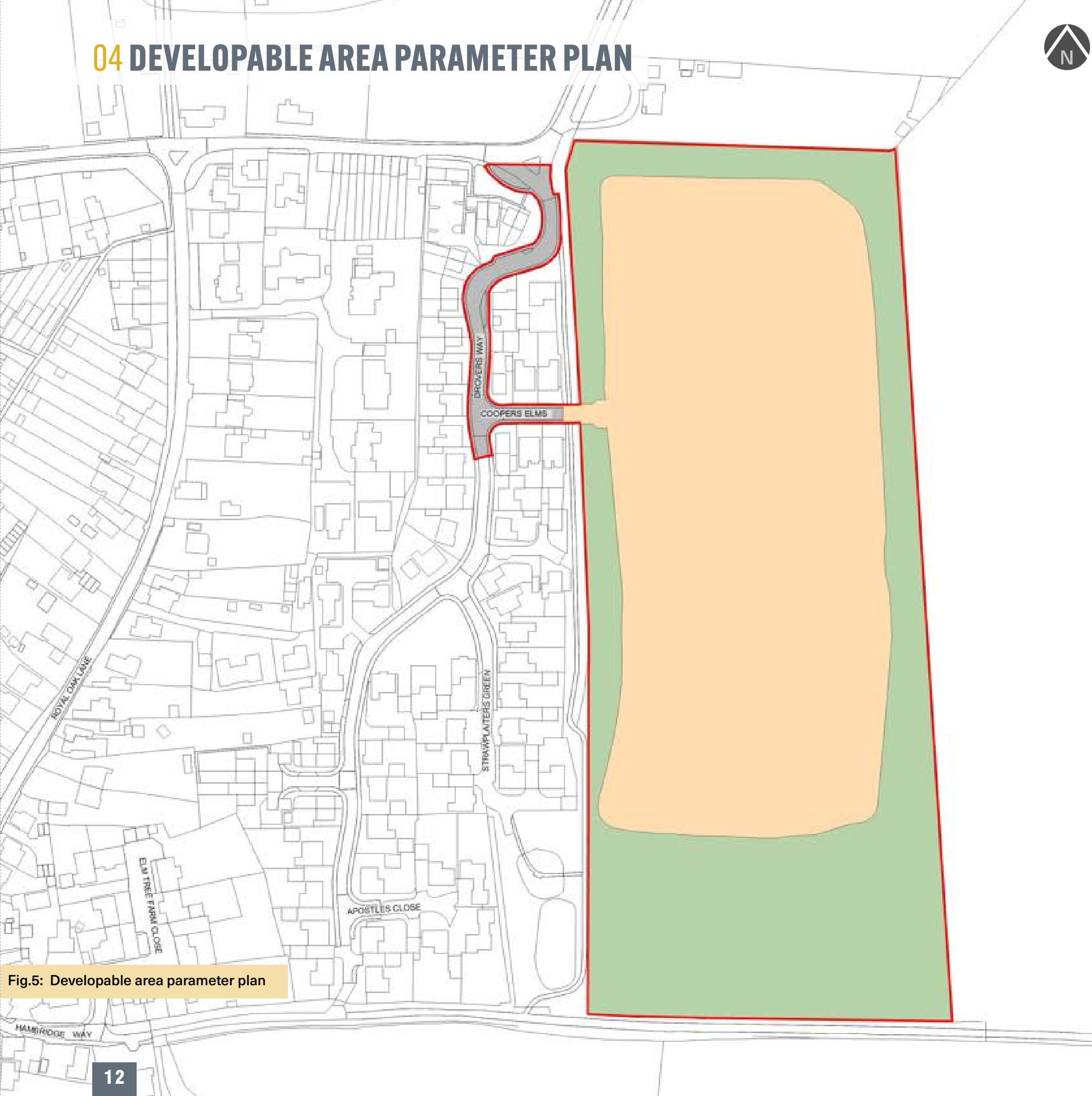


Fig.5: Developable area parameter plan

05 ACCESS PARAMETER PLAN



-  Site Boundary: 6.65ha
-  Bridleway (Pirton 021)
-  Existing informal footpath
-  Proposed location of active travel access point
-  Proposed vehicular access point



Fig.6: Access parameter plan

06 OPEN SPACE STRATEGY

The proposed open space network has been informed by the local policy context, namely the adopted North Hertfordshire District Council Design Code, which sets out open space standards in section OS01. The proposed layout is designed to meet and in some cases exceed all open space standards to create a diverse and functional network of green spaces. The adopted Design Code has informed the selection and distribution of green infrastructure across the Site, with careful attention to the setting of the various uses and their relationship with the development.

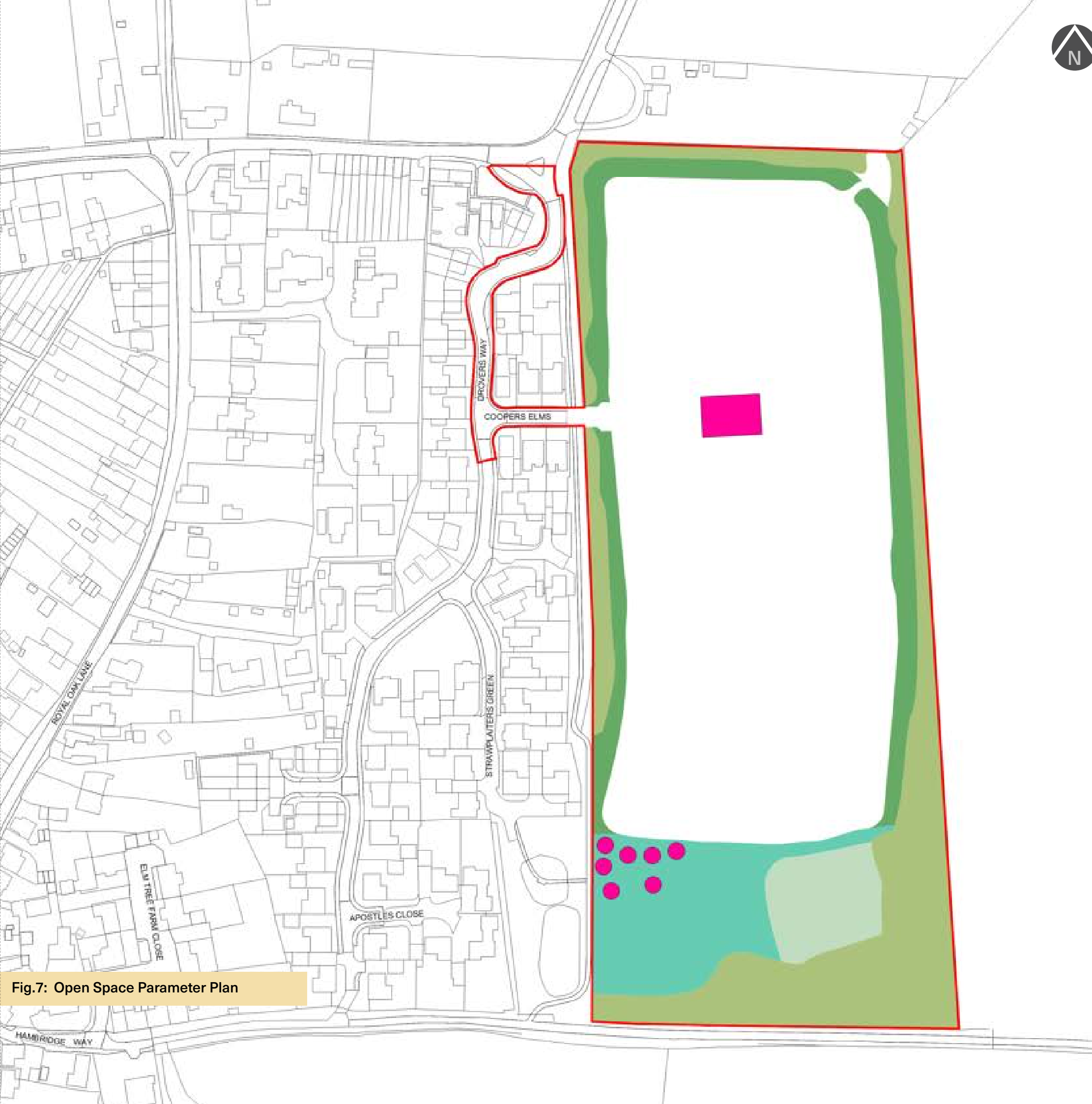
The table and Open Space Parameter Plan on the following pages outlines the layout's compliance with policy, demonstrating compliance with the requirements of the adopted Design Code. By going beyond minimum standards, the development aims to achieve beyond best practice.

The presence of existing play infrastructure directly adjacent to the Site allows for off-site provision and or enhancement of Equipped Designated Play Areas. A small play area sits to the direct southwest of the Site, connected by a public footpath while a larger sports and recreation complex is located further to the south. The availability of off-site equipped play and sports infrastructure allows for these uses to be provided off-site while maintaining policy compliance and providing a broader natural green infrastructure on-site.

Open Space Policy Compliance			
Category	Sub Category	Quantum Required (m² per person, total area)	Quantum Provided (m² per person, total area)
Open Space	Parks and Gardens	8 m² per person/2,496 m² total	17.2 m² per person, 5,370 m² total
	Amenity-Green Space	6 m² per person, 1,872 m² total	19.1 m² per person, 5,970 m² total
	Natural/Semi-Natural	18 m² per person, 5,616 m² total	38.1 m² per person, 11,890 m² total
Play Space	Equipped Designated Play Areas*	2.5 m² per person, 780 m² total	Provision provided off-site
	Informal Play Provision	3 m² per person, 936 m² total	2.7 m² per person, 840 m² total*
Other	Allotments (Provided as Orchard)	3 m² per person, 936 m² total	7.4 m² per person, 2,320 m² total
Totals	Total Quantum: Open Space and Play	40.5 m² per person	84.5 m² per person

*Additional provision accommodated within the Site's other open space areas through a range of informal play spaces.

Open space calculations are based on a development of 130 dwellings, assuming an average household size of 2.4 persons, equating to an estimated resident population of 312 people.



Site Boundary: 6.65ha

Natural/Semi-natural green space
"Sites that provide wildlife conservation, biodiversity and a natural capital function (e.g. water management, soil quality, carbon sequestration). This type of greenspace includes local nature reserves, local wildlife sites, woodland, grassland, scrubland, wetlands etc. It also includes agricultural land or grazing land where there are public rights of way"
 Provision: 11,890 m²
 Required: 5,616 m²

Amenity Green Space
"Informal recreational 'doorstep'; spaces located close to people's homes providing a landscape and visual amenity role and supporting social interaction"
 Provision: 5,970 m²
 Required: 1,872 m²

Park and Garden
"Managed and accessible, high public value opportunities for informal recreation and community events (should be designed around community hubs where co-location of facilities is encouraged in accordance with Sport England's Active Design Guidance). Include Country Parks, urban parks, local recreation grounds, formal gardens and local neighbourhood pocket parks"
 Provision: 5,370 m²
 Required: 2,496 m²

Allotments (Provided as a Community Orchard)
"Land where vegetables and fruit can be cultivated"
 Provision: 2,320 m²
 Required: 936 m²

Informal Play Provision
 A Local Area of Play (LAP) will be provided on Site, while additional provision/enhancements will be provided within the Site's other open space areas.
 Provision: 840 m²
 Required: 936 m²

Open Space not provided for in the development:

- Playing pitches
- Other outdoor sports
- Multi-Use Games Area (MUGA)/ skateboard facilities etc...

Fig.7: Open Space Parameter Plan

06 OPEN SPACE STRATEGY

Policy NE4: Biodiversity and Geological Sites

Policy NE4: Biodiversity and Geological Sites requires the integration of appropriate buffers of complementary habitat for wildlife habitats, trees and hedgerows into the ecological mitigation and design of development proposals. The policy states that “12 metres of complementary habitat should be provided around wildlife sites (locally designated sites and above), trees and hedgerows”, unless a greater buffer is required to protect more sensitive habitats.

In response to this requirement, the proposed development provides a minimum 12m-wide ecological buffer along the eastern Site boundary adjacent to the retained hedgerow. The buffer will comprise native tree and thicket planting, species-rich grassland and long grass habitats, creating a multifunctional green corridor that supports biodiversity enhancement and habitat connectivity. A shallow swale is also incorporated within this corridor to manage surface water runoff and will be seeded with meadow grass mixes to further increase its ecological value.

The swale is located outside the hedgerow Root Protection Area and, at approximately 800mm deep with gently graded banks, has been designed to avoid adverse impacts on the retained hedgerow whilst contributing to the delivery of complementary habitat in accordance with Policy NE4. Although the hedgerow comprises common native species and is identified within the Arboricultural Survey as being in an early mature condition, the proposed buffer ensures its long-term protection and enhancement as part of the site's green infrastructure network.

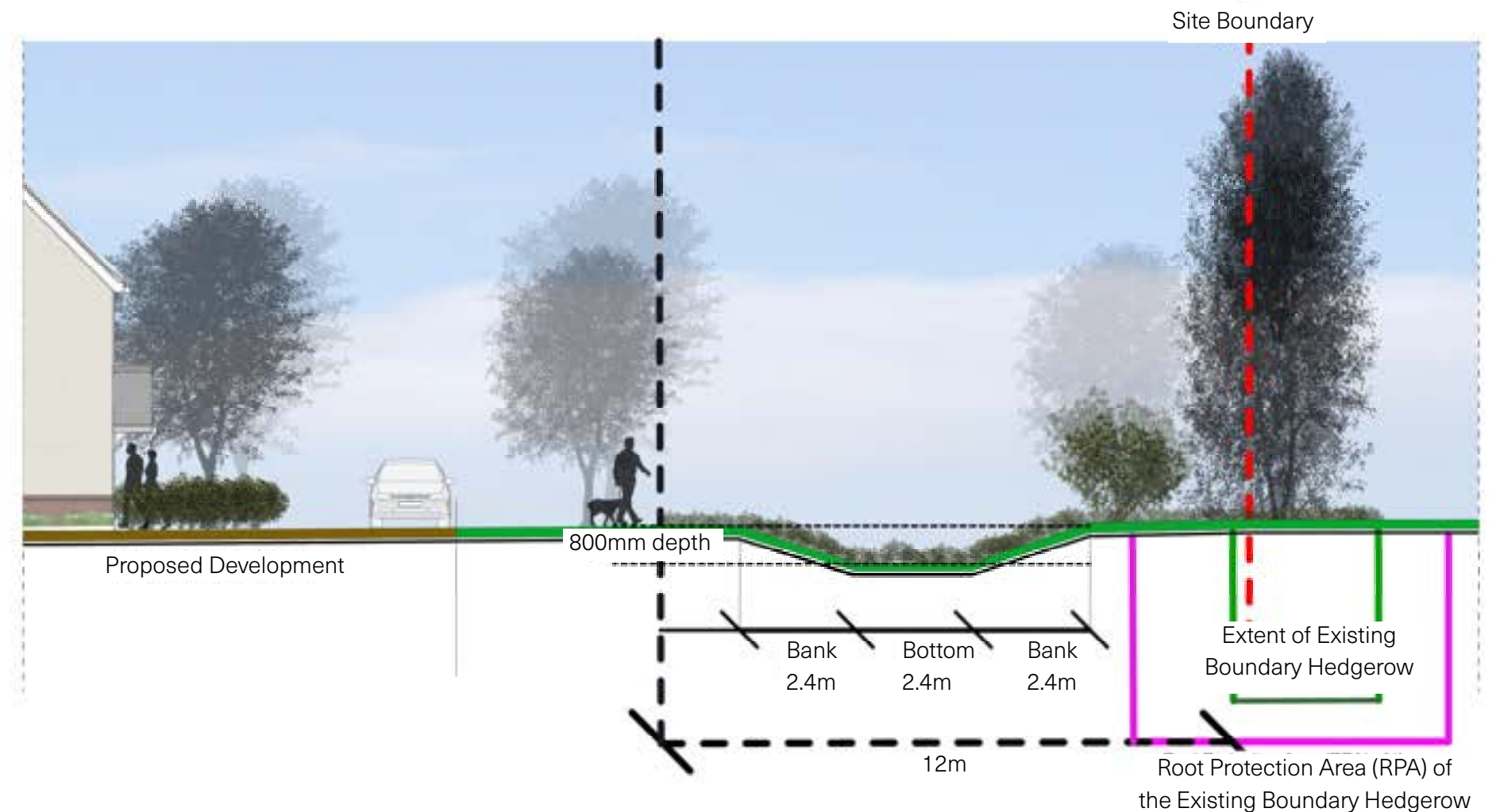


Fig.8: Eastern Boundary Section



Fig.9: Key Plan

07 DESIGN CODE COMPLIANCE STATEMENT

This Design Code Compliance Statement has been prepared to demonstrate how the amended Illustrative Masterplan responds positively to the adopted North Hertfordshire District Council Design Code. Compliance is assessed at a level appropriate to an outline planning application, with further detail to be provided at Reserved Matters stage.

Streets and Movement			
Design Code Reference	Policy Title	Design Code Requirement/Principle	Complies
ST01	Selecting Street Types	Appropriate combination of street typologies used to create a connected, legible and context-responsive street network.	✓
ST01.1	Street Type Selection – Decision Process	Street types selected using the Design Code decision-making framework, responding to function, dwellings served, and site context.	✓
SS01	Rational Street and Plot Layouts	Street layouts are logical, efficient and legible with clear public/private delineation.	✓
SS06	Private Drives and Cul-de-Sacs	Private drives and impermeable cul-de-sacs avoided; permeability maintained through appropriate street typologies.	✓
ST06	Residential Streets	Residential Streets form the primary access routes, balancing vehicular movement with pedestrian comfort and placemaking.	✓
ST06.01	Residential Streets – Place Requirements	Streets provide enclosure, active frontage, street trees and social spaces while avoiding over-engineered highway character.	✓
ST07	Residential Mews	Lower-order shared-surface streets serving small groups of dwellings with pedestrian priority.	✓
ST07.01	Residential Mews – Place Requirements	Residential Mews are short, well-enclosed and defined by continuous built frontage.	✓
ST09	Spur Lanes	Short streets running perpendicular to site edges, appropriate for rural or sensitive locations.	✓

Streets and Movement			
Design Code Reference	Policy Title	Design Code Requirement/Principle	Complies
ST09.01	Spur Lanes – Place Requirements	Spur Lanes frame outward views and reflect an informal arrangement of buildings.	✓
ST10	Edge Lanes	Edge Lanes run parallel to site boundaries or open space, maintaining pedestrian permeability.	✓
ST10.01	Edge Lanes – Place Requirements	Majority of built form fronts Edge Lanes to provide passive surveillance along site edges.	✓
SS03	Responding to Edges	Street layouts positively address settlement, landscape and ecological edges.	✓
ST02	Street Design	All streets comply with the general street design principles of the Design Code.	✓
ST02.01	HCC PMPDG Status	Street designs informed by Hertfordshire County Council Place and Movement Planning Design Guide.	✓
ST02.05	Street Trees	Street trees incorporated across the network to reinforce character and provide shading.	✓
ST02.07	Junction Radii	Junction radii minimised to reduce vehicle speeds and improve pedestrian comfort.	✓
ST02.08	Inconsiderate Parking	Street layouts designed to prevent informal and inconsiderate parking.	✓

Open Space Provision and Design			
Design Code Reference	Policy Title	Design Code Requirement/Principle	Complies
OS01	Open Space Provision	Open space provided in accordance with required quantum and hierarchy.	✓
OS01.02	Location and Size	Open spaces provided within target walking distances.	✓
OS01.04	Access	All homes have access to required tiers of open space.	✓
OS02	Open Space Design	Open spaces are multifunctional, inclusive and landscape-led.	✓
OS02.03	Soft Landscaping	Landscaping contributes to biodiversity and climate resilience.	✓
OS02.06	Boundary Treatments	Open space boundaries prioritise landscaped and playable edges.	✓
Responding to Site Edges			
Design Code Reference	Policy Title	Design Code Requirement/Principle	Complies
SS03	Responding to Edges	Development positively addresses all site boundaries.	✓
SS03.01	Movement (Edges)	Movement routes respond logically to adjoining context.	✓
SS03.04	Ecological Assets	Sensitive edges incorporate buffers and limited vehicular access.	✓
SS03.06	Private Drives and Edge Lanes	Edge Lanes and connections respond appropriately to adjoining development.	✓

Built Form and Character			
Design Code Reference	Policy Title	Design Code Requirement/Principle	Complies
BF03	Balancing Variety and Consistency	Street character achieved through coherent variation of form.	✓
BF03.01	Street-Based Character	Materiality and form coordinated at street level.	✓
BF03.02–03.04	Materiality and Form Typologies	Appropriate built-form typologies applied based on context and street length.	✓
Parking, Bays and Garages			
Design Code Reference	Policy Title	Design Code Requirement/Principle	Complies
PA01	Parking Hierarchy	Parking provision follows the Design Code parking hierarchy.	✓
PA01.04	Garages as Parking	Garages counted as parking only where minimum dimensions are met.	✓
PA03.02	Parking Bay Dimensions	Parking bays meet minimum Design Code dimensional requirements.	✓
ST02.08	Inconsiderate Parking	Layout designed to prevent obstructive or informal parking.	✓

08 CONCLUSION

This Design and Access Statement Addendum has been prepared to support the amended proposals and to explain how the scheme has evolved in response to officer feedback, Site constraints, and relevant design guidance, at a level appropriate to an outline planning application.

The Addendum includes an amended Illustrative Masterplan, which demonstrates one way in which the proposed development could be accommodated on the Site. It retains the proposed development quantum while reducing the extent of the developable area to increase open space provision, resulting in an indicative increased density aligned with officer feedback and adopted policy and guidance. The masterplan responds positively to the principles of the adopted North Hertfordshire District Council Design Code but is provided for illustrative purposes only and does not form part of the approved parameter plans.

The submission also includes an amended Developable Area Parameter Plan and Access Parameter Plan. These plans are submitted for approval providing a clear and robust framework to guide future Reserved Matters submissions while allowing appropriate flexibility in the detailed layout and design.

Finally, the Design Code Compliance Statement demonstrates how the amended proposals respond to the adopted North Hertfordshire Design Code across key themes including streets and movement, open space, edges, built form, and parking.

Overall, the Addendum confirms that the amended proposals represent a coherent, design-led and policy-compliant approach, establishing a clear set of principles and parameters to guide the future detailed design of the development.

Schedule of Accommodation		
	Count	% of total
Detached homes	60	46.2
Semi-detached homes	31	23.8
Terraced homes	39	30
Total	130	



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Fig.10: Amended Illustrative Masterplan

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