





## **SEVEN** ACCESS & MOVEMENT.

This chapter illustrates the proposed access and movement strategy for Land at Mill Lane and London Road, Hitchin, including vehicular and non-vehicular movements.

## 7.1 VEHICULAR ACCESS

The Site will be accessed via three vehicular access points; one main access point from London Road, one private access point from Mill Lane serving the cluster of homes in the western parcel; and one realigned section of Mill Lane which enters the Site.

### London Road

The main access point will be taken from a fourth arm to the roundabout which has been proposed as part of the development which is currently being constructed on the opposite side of London Road. This Outline Planning Application proposes to amend the roundabout design slightly, so that minimum disruption to the original design is needed to facilitate the fourth arm.

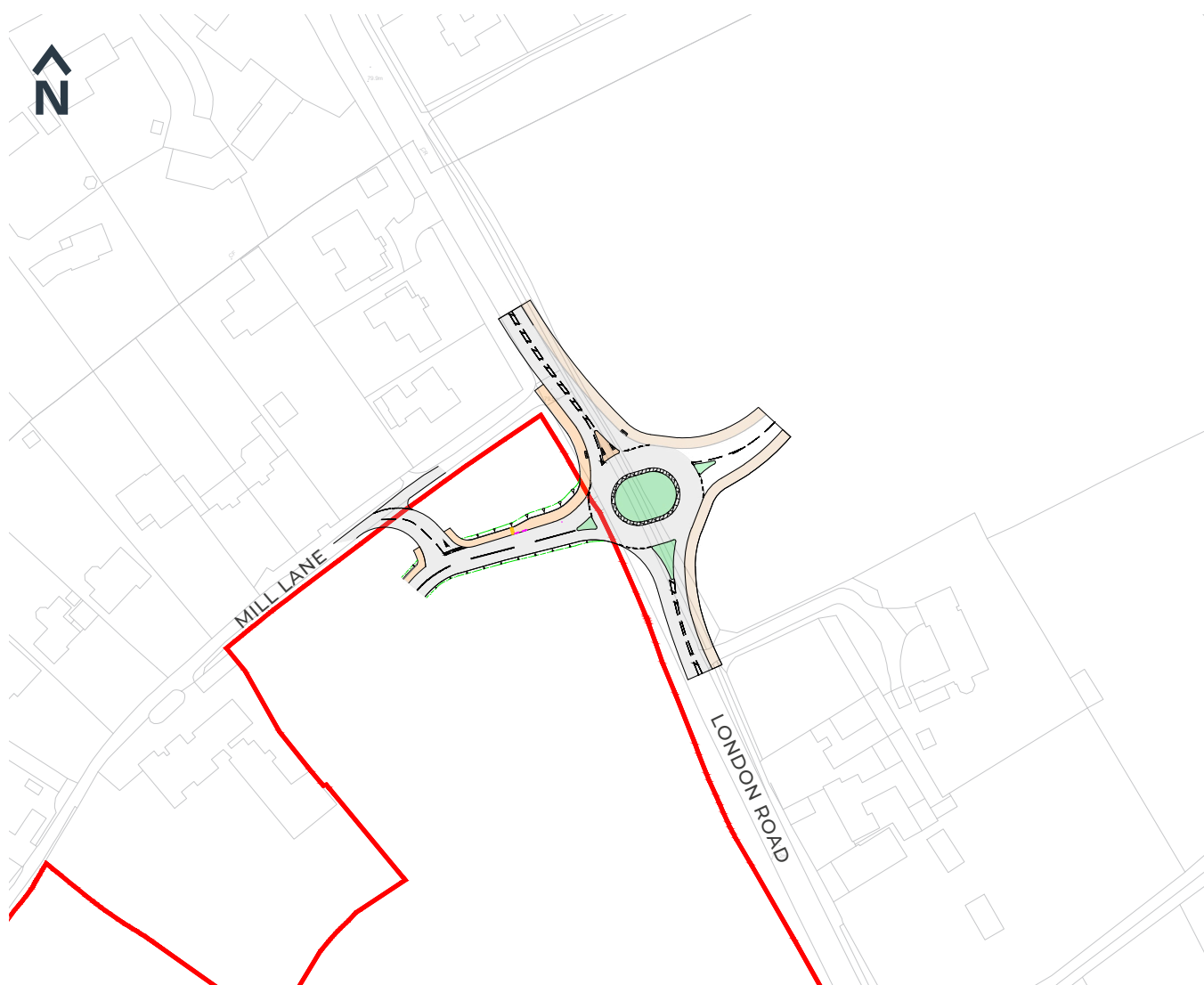
### Mill Lane (realignment)

As part of the main access proposals, it is proposed to 'stop up' Mill Lane at the junction where it meets London Road. In its current arrangement, this junction is seen to not be fit for purpose, and is a dangerous junction for users. It is therefore proposed that vehicular movement along Mill Lane will be diverted through the Site, and will rejoin London Road at the new roundabout. Access to the existing properties along the eastern end of Mill Lane will remain via a small private road along the old route of Mill Lane.

### Mill Lane

A small, private access will be provided off Mill Lane. The private lane will provide access to the proposed homes located in the development parcel in the western part of the Site.

**Figure 7.1:** Proposed Site access points.



## 7.2 PEDESTRIAN AND CYCLE ACCESS AND MOVEMENT

### Pedestrian and Cycle Access

Pedestrian and cycle access will be facilitated via the new main access point along London Road. A shared footway/cycleway will be constructed along the western side of the London Road carriageway, and the northern side of the carriageway of the access road into the Site. The shared footway/cycleway will facilitate movement northwards towards Hitchin town centre.

Within the Site, pedestrian and cycle movement will be accommodated alongside the proposed street network.

### Pedestrian Access

An additional pedestrian link will be provided onto Mill Lane at the western corner of the Site. There is already informal access into the western field at this point, and so the proposals present the opportunity to 'formalise' this to facilitate access into the western field and the proposed areas of public open space.

A recreational route will be provided from the pedestrian access point along Mill Lane, through the western area of public open space, and linking with the proposed shared surface street/lane within the eastern development parcel.

**Figure 7.2:** Pedestrian Access and Routes.



## 7.3 STREET HIERARCHY

At the detailed design stage, the development will be based upon a range of street typologies, as outlined on the following pages.

The new streets will be categorised into three different street typologies: Primary Street, Secondary Street, and Shared Drives.

### Primary Street

The Primary Street will form the main access into the Site from London Road, and will loop into the main development parcel between two of the mature trees. It will be aligned so that it avoids the root protection areas of the mature trees, and so that the mature common lime tree (T31) terminates the vista.

Where the primary street terminates, it will provide access to the other street typologies contained within the proposals.

### Secondary Street

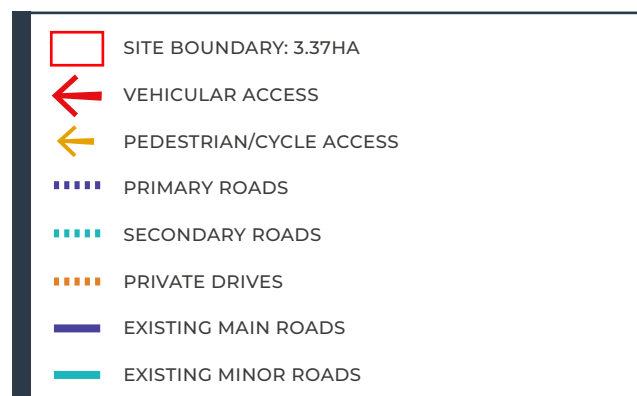
There is only one stretch of the internal street network which is proposed to be a Secondary Street., which extends eastwards from the termination of the Primary Street. The Secondary Street will provide access to several homes located centrally within the eastern development parcel, and will also provide access to some of the homes which overlook London Road.

The Secondary Street will typically be formed of a shared surface material, with potentially one 2m footway on one side of the carriageway, if needed. It will be fronted on both sides by the new homes.

### Shared Drives

The Shared Drives are generally located towards the edges of the development, where the new homes lie adjacent to the areas of open space. The main reason for this is to minimise vehicular traffic adjacent to the development edge, to ensure that the open spaces become attractive and desirable places to use. The private drives will provide direct access to individual homes.

As discussed in paragraph 7.1, a small, private access will be provided into the western parcel of development, which will also form a shared drive.



**Figure 7.3:** Street Hierarchy.



## 7.4 CAR PARKING

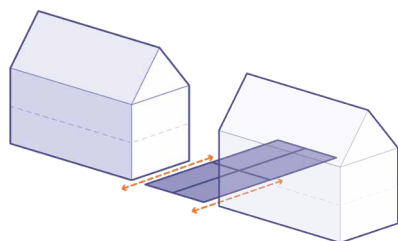
Appendix 4 of the North Hertfordshire Local Plan 2011 - 2031 sets out the car parking standards for new residential developments.

| NO. OF BEDROOMS       | CAR PARKING STANDARDS                     | MINIMUM CYCLE PARKING STANDARDS                                                                                                                   |
|-----------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 bedroom             | 1 space per dwelling minimum              | 1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling.                                         |
| 2 - 3 bedrooms        | 2 spaces per dwelling minimum             |                                                                                                                                                   |
| Visitor / unallocated | Between 0.25 and 0.75 spaces per dwelling | 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 visitors |

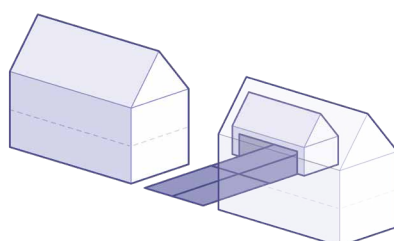


The parking strategy at the Site has been designed in accordance with the above standards, and utilises the parking typologies shown below.

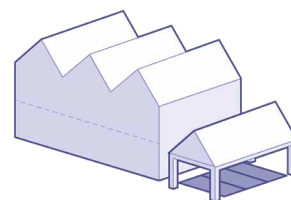
**Figure 7.4:** Examples of different car parking typologies.



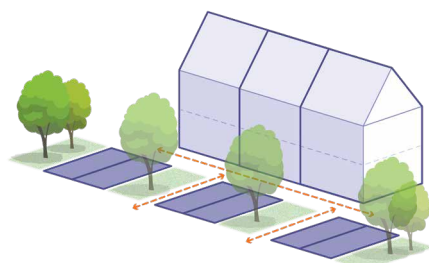
On-plot driveway



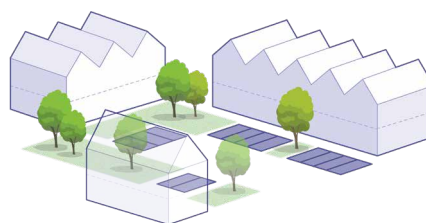
On-plot driveway with garage



Car ports



Frontage parking



Parking courts.





# EIGHT SUSTAINABILITY.

This chapter summarises the approach to sustainability from the perspectives of sustainable drainage and Building for a Healthy Life. This chapter also addresses designing out crime principles.

## 8.1 SUSTAINABLE DRAINAGE STRATEGY

An integrated SuDS strategy is proposed utilising the underlying topography of the Site. As set out in more detail in the submitted Flood Risk Assessment (FRA), drainage of the overall development will be split into two catchments. The SuDS strategy will comprise two infiltration basins, which will ensure that surface water run-off is managed as close to the source as possible. Critically, the development is located within Flood Zone 1, and so is at the minimum risk to flooding from rivers or the sea.

The post development runoff rate from the Site will be less than any of the existing runoff rates and as the storm event increases so does the betterment the drainage strategy offers in terms of reducing runoff rates.

The infiltration ponds and swales will form integral parts of the development's open spaces, and will be designed to have shallow sloping margins. The interior of the basins will be sown with wildflower grass flora, which will provide interest and new wildlife habitat.



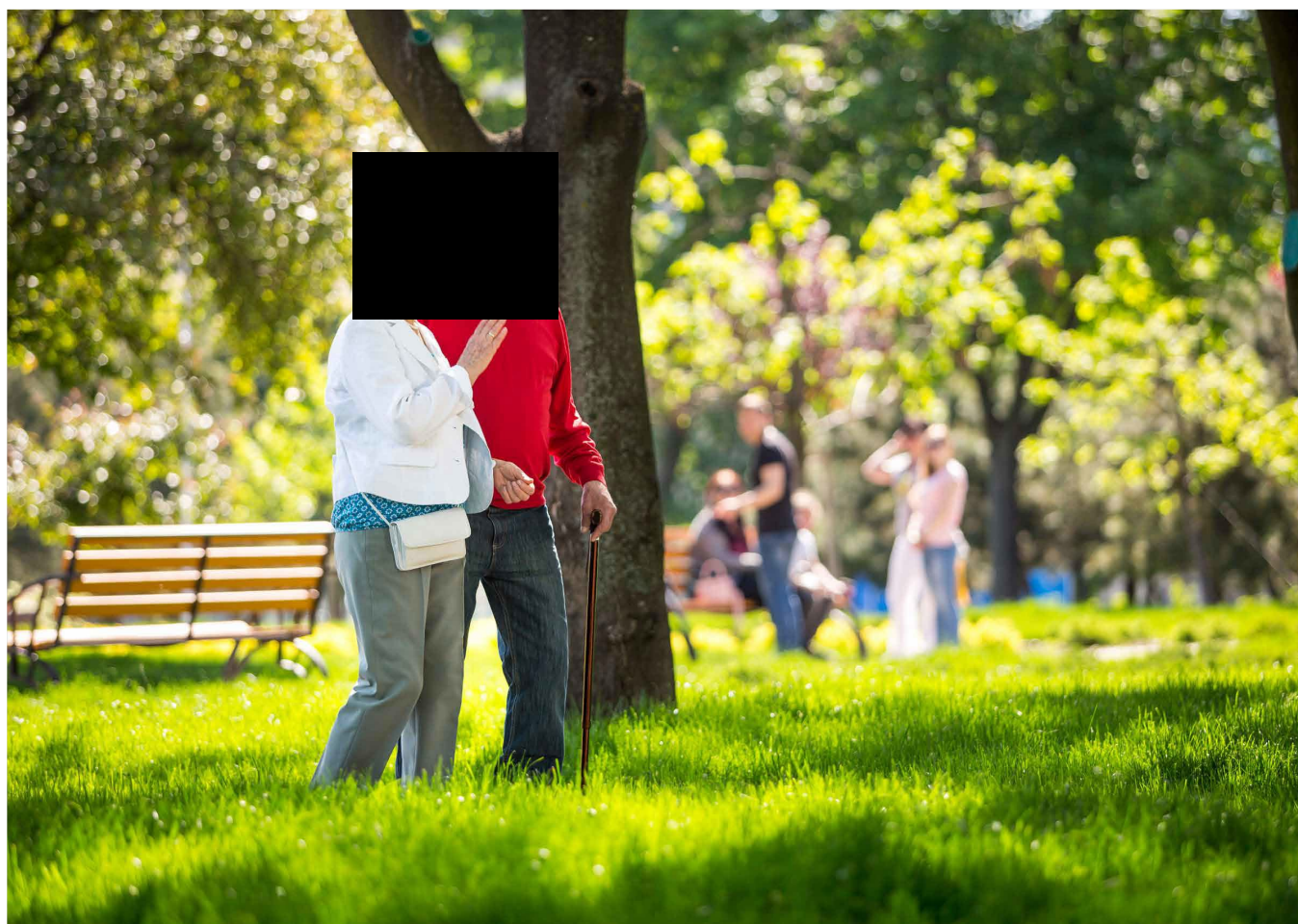


**Figure 8.1:** Proposed Sustainable Drainage Strategy.

## 8.2 DESIGNING OUT CRIME

Policy D1: Sustainable design of the North Hertfordshire Local Plan 2011 - 2031 states that planning permission will be granted provided that development proposals design-out opportunities for crime and anti-social behaviour.

- **ACCESS AND MOVEMENT:** The Site's streets, spaces and access points are well-defined and will provide for convenient movement without compromising security.
- **MANAGEMENT AND MAINTENANCE:** the proposals for the Site have been designed with management and maintenance in mind, to discourage crime in the present and the future. At the appropriate stage, a robust plan for management and maintenance will be put in place for the development's open spaces.
- **OWNERSHIP:** the masterplan proposals for the Site have been designed to promote a sense of ownership, respect, territorial responsibility and community through a clear definition of what is public space and what is private space. This principle will be built upon further at the detailed design stage.
- **PHYSICAL PROTECTION:** at the detailed design stage, the development will be designed to include necessary, well-designed security features.
- **NATURAL SURVEILLANCE:** at the detailed design stage, the careful siting and layout of the new homes will create a strong degree of natural surveillance of the public realm. The entrances to the homes and buildings will be visible from the street, with windows providing unobstructed views and overlooking of the public realm.





### 8.3 BUILDING FOR A HEALTHY LIFE

#### Introduction

Healthy placemaking has become an increasingly important matter, and arguably more so since the COVID-19 Pandemic. Well-designed places will encourage regular exercise in daily life, make it easier to walk and cycle to local services, facilities and work, and allow people to have a greater understanding of their natural environment, all of which can help support a greater sense of wellbeing. Using the Building for a Healthy Life (BHL) design tool, the assessment on the following pages demonstrates how the proposals for the development have been shaped to create a place that maximises benefits for people and nature. This assessment assesses both the full and outline elements of the hybrid planning application.

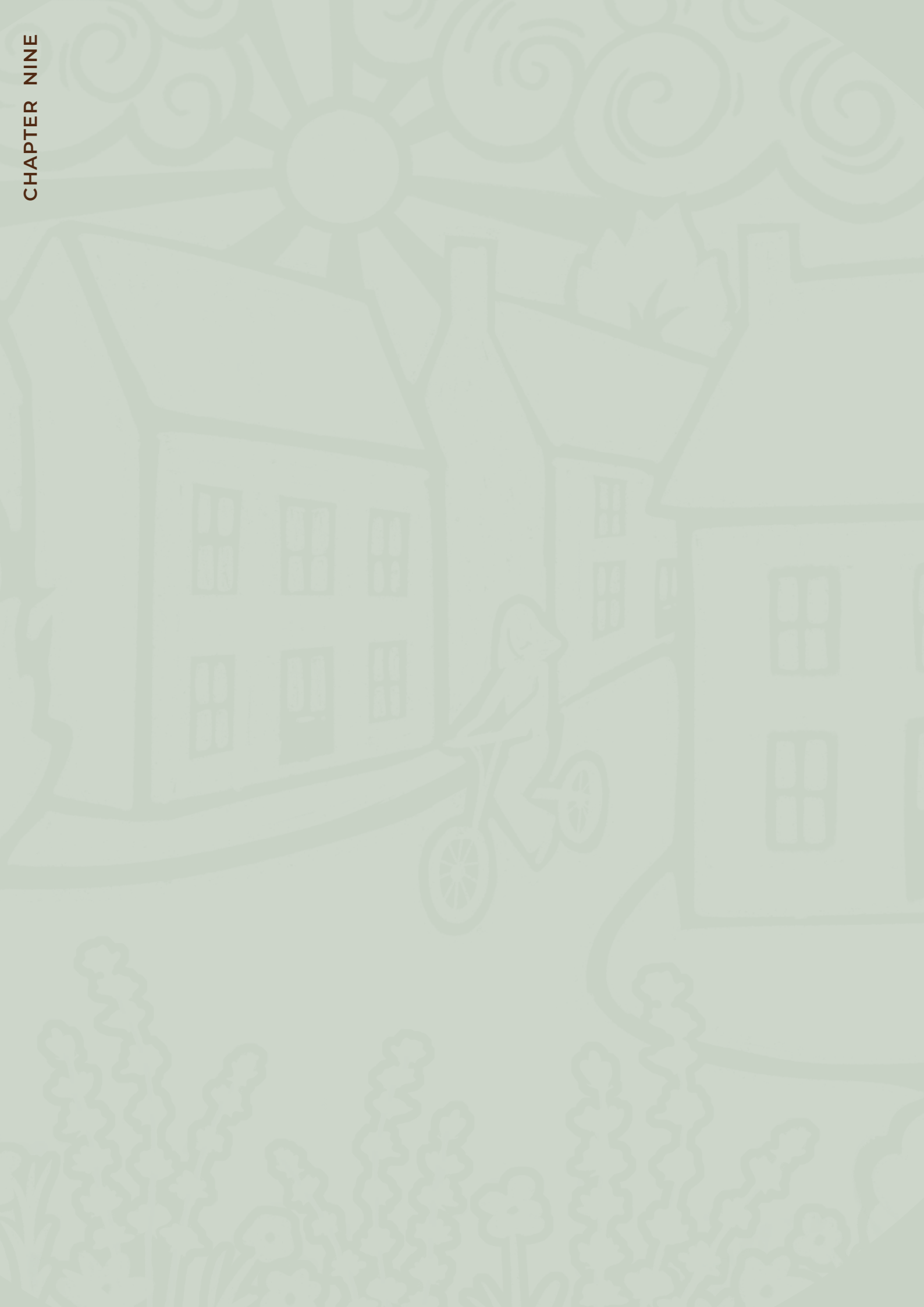


| INTEGRATED NEIGHBOURHOODS                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                       |
|------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| <b>NATURAL CONNECTIONS</b>                     | <ul style="list-style-type: none"> <li>✓ The design proposals allow for 'edge to edge connectivity' facilitated by the permeable network of streets and the connected network of traffic-free routes for walking and cycling. These include a shared footway/cycleway at the Site's main vehicular access point along London Road, as well as a traffic-free route running between the eastern development parcel and western end of Mill Lane.</li> <li>✓ The proposals inherently respond to pedestrian desire lines, through the inclusion of walking routes, which are already informally used, in the western field.</li> <li>✓ The basis for a connected street network is achieved.</li> <li>✓ The principles of 'filtered permeability' are achieved whereby Green Edges will create pleasant low traffic environments with pedestrian and cycle connections still allowing pedestrian and cycle movement from the built areas to the areas of public open space.</li> <li>✓ A connected network of green spaces link existing and new habitats, safeguard existing wildlife corridors, and create new movement corridors for nature.</li> </ul> |    |
| <b>WALKING, CYCLING &amp; PUBLIC TRANSPORT</b> | <ul style="list-style-type: none"> <li>✓ The masterplan proposes a connected network of traffic-free pedestrian routes, which will be traffic-free routes running through the development's open spaces.</li> <li>✓ A shared footway/cycleway is provided at the Site entrance along London Road to encourage sustainable modes of transport.</li> <li>✓ All of the homes are located within easy reach of the existing bus stops along London Road, which provided frequent connections into Hitchin town centre, amongst other destinations.</li> <li>✓ The streets will be designed to 20mph design speeds.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |   |
| <b>FACILITIES &amp; SERVICES</b>               | <ul style="list-style-type: none"> <li>✓ The design of the green spaces have been carefully considered to be multifunctional with the provision of four natural play areas, seating areas, new landscaping, and routes for walking and cycling in order to provide points of community activity where existing and new residents alike can meet.</li> <li>✓ The high levels of integration afforded by the proposed access strategy will maximise connectivity with the existing settlement meaning existing residents will benefit from easy access to the development's public open spaces.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| <b>HOMES FOR EVERYONE</b>                      | <ul style="list-style-type: none"> <li>✓ At the detailed design stage, the homes and streets will be designed so it is difficult to determine the tenure of properties through architectural, landscape or other differences.</li> <li>✓ A range of house types, sizes and tenures are to be provided to meet local needs and create a broad-based community.</li> <li>✓ In accordance with the NPPF's 'Golden Rules', provision will be made for 50% affordable housing as part of the proposals.</li> <li>✓ Affordable homes are to be distributed across the Site.</li> <li>✓ Innovative designs for homes will allow home working to address work from home trends.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |

| DISTINCTIVE PLACES                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                       |
|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| <b>MAKING THE MOST OF WHAT'S THERE</b>   | <ul style="list-style-type: none"> <li>✓ A thorough understanding of the Site has been gained by site visits, desktop research and consultation with local stakeholders to understand the local area and to understand how the Site's existing features can be incorporated into the design proposals.</li> <li>✓ Existing features, such as the Site's existing mature trees, are used as "anchor features" to inform and shape the design proposals.</li> <li>✓ The SuDS feature is to form a key and integral part of the development's green infrastructure, delivering both landscape and ecological enhancements.</li> <li>✓ Existing habitats are to be protected and enhanced. New habitats are to be created.</li> <li>✓ Retention of a key view from the existing listed building, Pound Farmhouse, opposite the Site.</li> <li>✓ Minimise intervisibility between the existing listed building, Mill Farm, and the new homes in the western part of the Site.</li> </ul> |    |
| <b>MEMORABLE CHARACTER</b>               | <ul style="list-style-type: none"> <li>✓ At the detailed design stage, inspiration will be drawn from the local character. This will include using a materials palette that reflects the local vernacular to connect the Site to its place.</li> <li>✓ New green spaces and the existing and new landscaping within them will create places with a memorable character.</li> <li>✓ The masterplan proposals create a design framework within which memorable character areas, spaces and building groupings will be created.</li> <li>✓ At the street naming stage, the opportunity exists to have names that have a connection to the locality.</li> <li>✓ The areas of public open space will create the physical conditions for activity to happen, bringing the community to life.</li> </ul>                                                                                                                                                                                   |   |
| <b>WELL DEFINED STREETS &amp; SPACES</b> | <ul style="list-style-type: none"> <li>✓ All streets will benefit from having active frontages.</li> <li>✓ The streets and spaces are to be well-defined using buildings and landscaping to enclose and define spaces.</li> <li>✓ At the detailed design stage, front doors will face streets and public spaces. Dual-aspect homes on street corners will have windows serving habitable rooms.</li> <li>✓ The design proposals are based upon well-defined perimeter blocks, but with a focus on using the existing mature tree cover as 'anchor features' to structure the layout.</li> <li>✓ The streets will be aligned to create well resolved internal vistas terminated by key buildings, groupings and the mature trees.</li> </ul>                                                                                                                                                                                                                                         |  |
| <b>EASY TO FIND YOUR WAY AROUND</b>      | <ul style="list-style-type: none"> <li>✓ The principal streets will be distinguishable from the more minor streets through an appropriate use of materials and densities.</li> <li>✓ The different character areas will help people to grasp where they are within the development.</li> <li>✓ Signage along the recreational routes will aid waymarking.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |

| STREETS FOR ALL                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                       |
|----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| <b>HEALTHY STREETS</b>                 | <ul style="list-style-type: none"> <li>✓ The streets will be designed as low-speed streets. This will help to create streets that encourage more social interaction and street life, bringing wider social benefits.</li> <li>✓ At the detailed design stage, many of the streets will be designed to have shared surface and low design speeds to encourage more social interaction and street life, bringing wider social benefits.</li> <li>✓ At the detailed design stage, new and existing landscaping will provide layers that add sensory richness to the place – visual, scent and sound. This is in line with the NPPF's 'Golden Rules'.</li> <li>✓ The new homes will front the streets with active edges that will provide natural surveillance to create the basis for a safe new neighbourhood.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                    |    |
| <b>CYCLE &amp; CAR PARKING</b>         | <ul style="list-style-type: none"> <li>✓ The emphasis is on incorporating adequate, safe and secure parking for vehicles and bicycles in a discreet and sensitive manner.</li> <li>✓ Unallocated visitor car parking spaces will be provided.</li> <li>✓ Cycle parking is to be secure and well-overlooked, and will be located as close to (if not closer) than car parking spaces (or car drop off bays) to the entrance of the primary school, the community centre, and the neighbourhood centre uses.</li> <li>✓ A range of car parking solutions is to be applied.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |    |
| <b>GREEN &amp; BLUE INFRASTRUCTURE</b> | <ul style="list-style-type: none"> <li>✓ The development's connected network of green spaces will maintain movement and feeding corridors for wildlife.</li> <li>✓ The character of the open spaces is identified through the use of different open space typologies such as 'amenity greenspace' and 'natural and semi-natural green space', rather than just as 'public open space'.</li> <li>✓ The network of connected traffic-free routes running through the green spaces will encourage physical activity, social interaction and active travel.</li> <li>✓ The SuDS features will capture and efficiently drain water close to where it falls. These features will form an integral part of the development's green spaces to deliver a range of landscape, recreational and ecological benefits.</li> <li>✓ The masterplan proposals create a habitat network providing residents with opportunities to interact with nature on a day-to-day basis.</li> <li>✓ Natural surveillance opportunities are maximised from the adjacent dwellings and buildings and from the connected network of traffic-free routes.</li> <li>✓ Drainage strategy reduces runoff rate presenting opportunities for significant betterment.</li> </ul> |  |
| <b>BACK OF PAVEMENT, FRONT OF HOME</b> | <ul style="list-style-type: none"> <li>✓ At the detailed design stage, defensible space and strong boundary treatments will be used, with an emphasis on boundary treatments that add ecological value and/or reinforce distinctive local characteristics.</li> <li>✓ At the detailed design stage, waste storage and utility boxes will be well-integrated.</li> <li>✓ In places, deeper front garden spaces will create opportunities for social interaction.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |







## **W** CONCLUSION.

**N** This chapter summarises  
**I** the masterplan and design  
**N** proposals applied at Land at Mill  
Lane and London Road, Hitchin.

## CONCLUSION

The planning application represents a significant milestone in the delivery of the exciting and sustainable development at Land at Mill Lane and London Road, Hitchin. This DAS has been prepared to show how the masterplan proposals for the Site represent a high quality, sustainable and vibrant new neighbourhood.

In summary, the development proposed by Martin Grant Homes Limited will deliver:

### High quality new homes



A well-considered and sensitively designed new neighbourhood for 41 high quality new homes.

### Economic growth



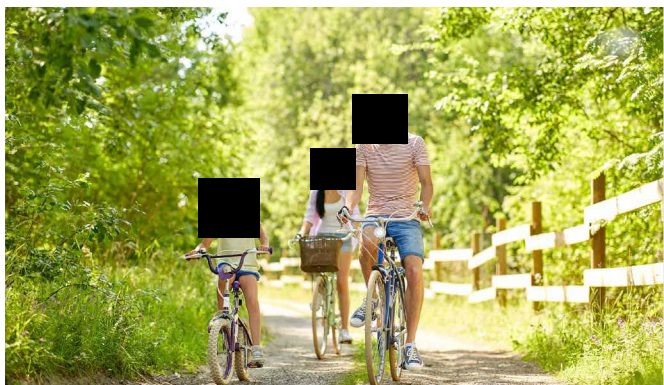
Economic growth of the local area through the construction of up to 41 new homes and support for existing services and facilities.

### An attractive and desirable place to live



An attractive and desirable place to live, and for recreation and leisure that positively responds to the Site's existing landscape structure and Site's relationship with its surrounding context.

### Health and wellbeing



A place that encourages healthy lifestyles for existing and new residents through the provision of over 2ha of accessible green spaces that are within easy walking distance of all homes.

### A range of homes



A range of house types, sizes and tenures to create a balanced community.

### A strong community



A range of high quality open spaces that encourage social interactions, including the provision of a new public park in the north of the Site.

### Integrated development



A place with a clear street hierarchy and offers traffic-free connections to create an integrated and sustainable development.

### Distinctive character



A place that has its own distinctive character by sensitively relating to its context.

### Active travel



A high quality, functional and connected network of traffic-free recreational paths to promote active travel and encourage healthy lifestyle choices.



**Martin Grant Homes**