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25/03084/RM

Reserved matters application for approval of layout, scale and appearance of buildings and landscaping pursuant of outline permission 21/00504/OP granted 03.04.2025 for residential development comprising of up to 120 dwellings with vehicular access via Flint Road

Land To The East Of Talbot Way And Kristiansand Way And Flint Road Allotments Flint Road Letchworth Garden City Hertfordshire SG6 1TY

MOVEMENT AND ACCESS – Edward Leigh (Senior Transport Policy Officer)

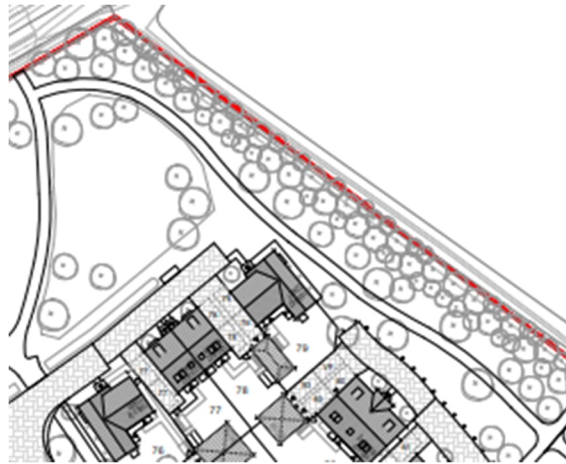
Requirement	Comments
The approved framework plan (below) identifies three connection points to the eastern boundary. These are illustrated on drawings but not definitely proposed i.e. optional. Should all of these be secured – i.e. do they all serve a different purpose? If not, which ones are unnecessary?	• These are leisure routes, and therefore their inclusion and location are not critical. Nevertheless, the expectation is that they will be provided unless the applicant provides evidence why it is not appropriate or feasible to provide them.
Rural edge design code	

Condition 16 of the OP requires approval of a design code to the eastern edge to include - <i>o Building line</i> <i>o Building typologies and heights</i> <i>o Setbacks and gardens</i> <i>o Spaces between buildings</i> <i>o Building alignment</i> <i>o Architectural principles and materials palette</i> <i>o Boundary treatments</i> <i>o Parking typologies and design</i> <i>o Parcel edge landscaping</i> <i>o Sustainable urban drainage details</i> <i>o Carriageway and shared surfacing treatment/design</i> <i>o Details of intersections with secondary streets</i> <i>o Location and species of plot and street tree planting/landscaping</i> <i>o Peripheral edge planting</i> <i>o New woodland planting</i> <i>o Lighting design</i> See submitted design code document. What sort of changes are needed to make more 'rural'? 1. Road width reduction? Are landscaped 'build outs' appropriate? 2. Service vehicle access and parking	• The draft district design code seeks a street cross-section that is generally narrow, widening out in places for parking or, where needed, passing spaces. What the applicant proposes is 5m wide (i.e. the same as secondary streets) with occasional build-outs to encourage low speeds. • The disconnected private drives at plot 89 undermine the objective of creating a site that is highly permeable to walking. The woodland path does not provide an appropriate alternative (i.e. that is safe and usable when wet or dark). • The garage setbacks create a huge expanse of hard surfacing, which is not in keeping with an urban-rural edge and will exacerbate the urban heat island effect in summer. • For dwellings with double garages, parking provision is excessive: two spaces on driveway plus one in the garage and visitor provision off-plot is more compliant with policy. • The surface materials should also differ from secondary streets to create a more distinctively rural edge. • The provision of visitor parking on-plot is not acceptable as it will not be shared with neighbours. • Plots 107–109 are over 100m from a visitor parking space. • The informal path along the north-eastern corner of the site is probably not necessary and may undermine BNG.
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3. Vehicle parking numbers and location
– residents and visitor

4. Alternative road surface colour /
material?

5. Do we need to discuss with HCC
Highways before suggesting changes?



To address these points, the applicant should:

1. Propose a narrower cross-section for the edge lane. Subject to agreement with HCC, that may be 3m with passing spaces.
2. Connect the edge lane at plot 89.
3. Incorporate passing spaces where appropriate.
4. Incorporate visitor parking bays, with a contrasting surface treatment, and a 0.5m width of hard standing on the outside (i.e. the bay should be inset 0.5m from the carriageway edge)
5. Propose a surface treatment that differs from secondary streets.
6. Remove the footpath in the north-east corner of the site.
7. Bring some or all garages forward, in particular double garages for single dwellings.

**General layout and design issues
arising – refer to plots to areas or mark
on plan**

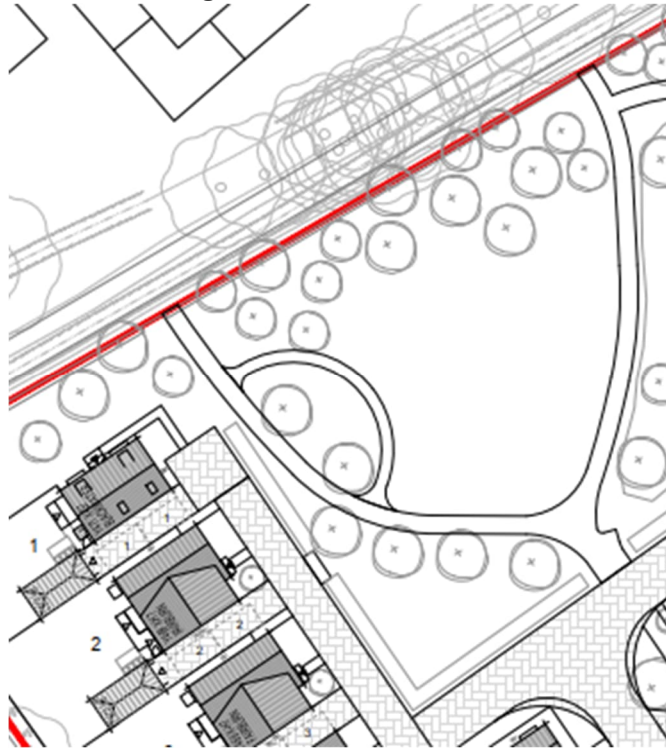
Initial access road through woodland	• The footway on east side is superfluous. • The parking spaces are not conveniently located, eat into the woodland and, on the west side, potentially create a “dooring” hazard for anyone cycling on that path. • Cycling on-street will be (or at least will feel) less safe because the environment will encourage faster driving speeds. To address these points, the applicant should: 1. Remove the footway on the east side. 2. Remove associated crossings and tactiles on both sides. 3. Give the active travel path priority across the allotments spur road. 4. Add bollards at the corners of the allotments access road junction to protect active travellers. 5. Relocate the parking bays to within the site, possibly along the edge lane if no other locations are feasible. 6. Widen the western footway to a 3m shared-use path south of the crossroads. This should connect with a 3m shared-use path on the west side of Flint Road (even if this is not delivered as part of this development).
Layout	• The active travel links to the public right of way at the north-western boundary of the site are shown as recreational paths approximately 1.75m wide, which is well below the 3m recommended for shared use (recognising that the outline application expects footpath 026 to be upgraded for cycling). • Many driveways are too narrow to accommodate parked cars and manoeuvre bikes and bins: for instance, the driveway for plots 100/101 is ~5.6m wide wall-to-wall; subtract 4m for two SUVs and it leaves just ~1.6m width for wing mirrors, to open doors and move bikes and bins. The driveway to plot 98 narrows to 3.2m, leaving ~1.2m around the car. • This situation must be avoided:



- There is wide inconsistency in the widths of passageways to gardens, ranging from ~0.9m (plot 17) to ~1.5m.
- Although 1.5m width for passageways is ideal, it compromises significantly the garden space for plots 11 and 23. 1.2m with chamfered corners is acceptable.
- Plot 7 has the garden gate to the side of a parking bay, access to which would be blocked by a parked car.
- The disabled parking bay for plot 45 is not compliant with standards: the bay is only 2m wide and one side is not protected from vehicle movements.
- How will the shared bays for apartments be managed?
- The waste strategy requires vehicles to make multiple reversing manoeuvres, more than the recommended 12m in several instances.
- Bin collection points are up to 25m (for plots 18–20) from where waste vehicles will reach, and up to 20m from apartment bin stores (plots 67–75), which are both significantly in excess of guidance from Waste Services.

To address these points, the applicant should:

1. Provide cyclable routes to reach the public right of way to go west (to Green Lane) or east (to St Nicholas primary school), e.g. by adding a path from the driveway at plot 1 and widening the eastern arm of the 'wishbone' path through the POS.



2. Adjust driveway widths to ensure that there is 1.2m clear space for moving bikes and bins when a 2m-wide car is parked. For a single-width driveway (adjacent to a wall or another property's driveway), this requires $0.6 + 2 + 1.2 = 3.8\text{m}$. For a double-width driveway, this requires $0.6 + 2 + 0.6 + 2 + 1.2 = 6.4\text{m}$.
3. Adjust the widths of garden access passageways to be a minimum of 1.2m with chamfered corners at bends. Any reduction from that width at pinch points must

	take into account protruding elements from walls, such as meter cupboards, window sills, outward opening windows, soil and drain pipes, etc. 4. Show the location of EV chargepoints to demonstrate that charging cables will not obstruct access for bikes and bins. 5. Describe how shared-allocation bays for apartments will be marked/signed. 6. Relocate the garden access for plot 7. 7. Relocate or redesign the disabled parking bay for plot 45. 8. Relocate bin collection points to allow kerb-side collection from houses and no more than 10m drag distance from apartment bin stores, unless agreed otherwise with Waste Services. 9. Re-plan the waste collection route with the edge lane connected at plot 89, and agree reversing distances with Waste Services.
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MOVEMENT FRAMEWORK PLAN (OUTLINE PP)

1 2 3 4 5 6 7 8 9

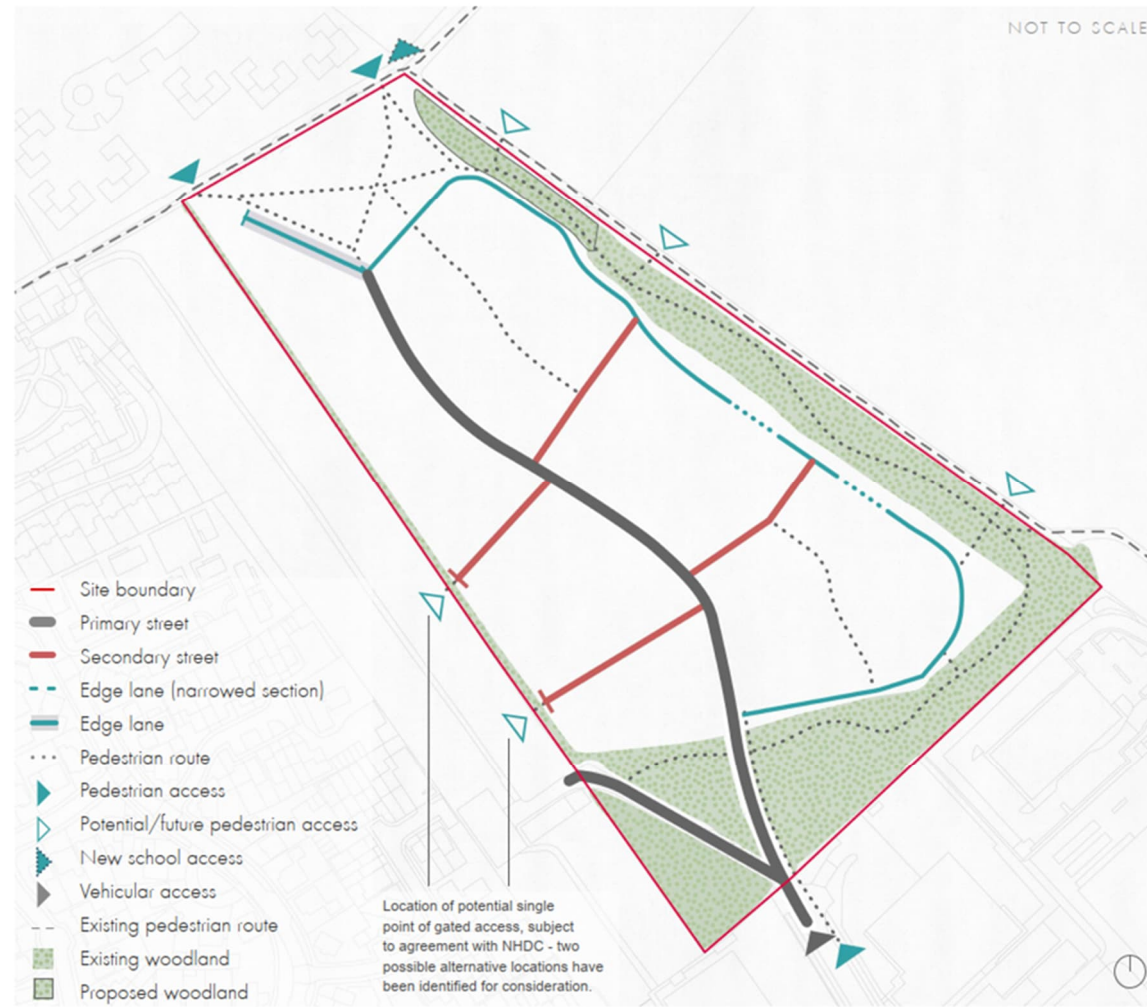


Figure 33 Plan showing the access and movement framework