



The creation of pinch points as part of a pedestrian friendly environment

## Transport and movement

The highway layout should be prepared in accordance with ‘Roads in Hertfordshire A Guide for New Developments’ published in June 2001 by Hertfordshire County Council. The introduction of shared surface ‘snickets’ or homezones in places should result in open public areas where pedestrians and cyclists can integrate safely with vehicles because of the very low vehicle speeds. Designers must ensure that the layout will result in agreed ‘Target Maximum Speeds’ as required by the new guide. This should be achieved by an appropriate horizontal alignment design incorporating a comprehensive planting scheme together with the introduction of street furniture.



Shared surface or ‘home zone’ streets create safe and attractive environment (Dutch example)

## Public transport strategy

The public transport strategy aims to encourage a more sustainable form of development and reduce the need for car use. The route will be tree lined to distinguish it from the other routes.

The strategy centres around the provision of a bus-based public transport service and in a wider context seeks to:

- enhance the existing network through the provision of an enhanced public transport system
- improve public transport accessibility between existing residential areas in the local area
- provide easier pedestrian access to the main line railway station.

A developer contribution will be required (see Section 4) to part fund the service while it becomes established.



Local bus provision



The public footpath link to Shendish and Apsley will need to be enhanced and integrated into the layout of the development



Existing tree belts can be used as a visual amenity and also form a pleasant pedestrian and cycle link or 'greenway'

## Pedestrian and cycling strategy

Development at the Manor Estate site will provide a comprehensive network of pedestrian and cycle routes, through a combination of greenways and traffic-calmed streets. The network should comprise a variety of routes that seek to link the site's internal spaces with identified local routes, as well as existing and proposed facilities to provide safe and convenient routes for existing and new residents.

## Parking

It is important to ensure that car parking does not visually dominate the development and a range of methods of provision will be incorporated into detailed layouts. This includes a combination of street-parking, off-street parking and mews courts, with appropriate landscaping.

The Council will expect appropriate provision for residents' cycle parking requirements and secure cycle parking to be provided in all the main public areas and facilities within the development.

The Council will expect sufficient car parking to meet needs arising from the development and to avoid overspill onto existing residential roads. The maximum standards in the Local Plan range from 1-3 spaces depending on the dwelling size.

All **on street parking** should be visible from a habitable room, of the houses or flats it is intended to serve. On street parking is well-suited to cater for visitor parking requirements. Where 90 degree on street parking is proposed, it must be in locations where there is an overriding urban design justification and where traffic speeds and highway conditions will not prejudice public safety.

It should be recognised that parking within the plot on frontages can set the building line back from the street, thereby reducing spatial enclosure and natural surveillance. Curtilage parking is best accommodated behind buildings, and carriage arches under first floors is a well-tested means of achieving this with continuous frontages and enclosed spaces.



The formation of well designed squares can cater for on-street parking as well as providing interest within the street - scene



Parking courtyards behind key frontages of development blocks should be designed as overlooked spaces

**Integral garage parking**, if accommodated within a normal house frontage width is efficient and should be considered. In order to achieve acceptable enclosure ratios in streets, however, it is considered that integral garaging is most appropriate for any three storey buildings.

**Parking courts** will be necessary in some instances to help achieve the residential densities envisaged in the development. Parking courts must be secure and visible from habitable rooms, preferably of the flats or houses served.



Parking courts should be designed as semi-private places in their own right, with particular care taken to maintain a physical distinction between the communal parking areas and private back gardens. Narrow access ways beneath buildings through carriage arches have traditionally provided a good level of natural surveillance in such circumstances. In some instances, for example larger parking courtyards, it may be possible to introduce dwelling frontages to enhance the sense of ownership and surveillance.

Large areas of parking can visually blight the urban environment and efforts must be made to limit the size of parking areas. Hard and soft landscape measures, such as tree planting, hedges, walls, pergolas and good quality paving materials, must be used to improve their visual impact.

### 3.7 Scale and enclosure

All streets and spaces should be well defined, and sheltered by appropriately scaled buildings. The scale of the front elevations of new buildings will be determined by the size and nature of the space enclosed. The development will comprise a network of ‘dynamic’ spaces (streets, paths, etc.) and ‘static’ spaces (squares, greens, etc.) that connect together.

Dynamic spaces should aim to have an enclosure ratio (i.e. the ratio between the height of building facades and the width of the space they enclose) of between 1:1 and 1:2.5. Static spaces should have enclosure ratios of about 1:4.

The spatial hierarchy will be reinforced with concentrations of development along main routes, particularly the avenue/ designated bus corridors, and at focal points.

Parking courts designed as streets or spaces