

**PLANNING & COMPULSORY PURCHASE ACT 2004
TOWN & COUNTRY PLANNING (GENERAL DEVELOPMENT PROCEDURE)
(AMENDMENT) (ENGLAND) ORDER 2006**



**DESIGN AND ACCESS STATEMENT,
WASTE MANAGEMENT & ENERGY STATEMENT,
PLANNING STATEMENT AND PARKING STRATEGY
FOR A NEW DWELLING AND VEHICULAR ACCESS AT
66 Periwinkle Lane
Hitchin
Hertfordshire, SG5 1TY**

March 2026



1.0 INTRODUCTION

Client

C/O Agent

Local Authority

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This Design & Access Statement is submitted to meet the requirements of the Town & Country Planning (General Development Procedure) (Amendment) (England) Order 2006, as they relate to the proposed development, which comprises of a single attached dwelling and associated work, at 66 Periwinkle Lane, Hitchin, Hertfordshire SG5 1TY.

Our client proposes to construct a four bed, 2.5 storey semi-detached dwelling adjacent to the current detached residential unit on the site, following demolition of an existing single storey attached addition, currently sub-divided and used as a utility room to the front and garage/store to the rear.

The new residential unit would take some of the existing house footprint so that each are of approximately the same size throughout.

In addition, it is proposed to extend the existing dwelling to the rear at ground and first floor level, and to convert the loft space to create a master bedroom with ensuite bathroom.

A new crossover and vehicular access onto the subdivided driveway would be required to serve the existing property.

Our client therefore aspires to build a sympathetically designed home that will be built to high sustainable standards and designed to suit its surroundings. The design has taken into consideration the surrounding properties within Hitchin. In doing so, the proposed dwelling has adopted a subtle and respectful appearance that will not affect the overall character of the area. The layout of the property has made the best use of the site's orientation and outlook.

The Application Proposals

This Design and Access Statement has been provided to be read in conjunction with the Application for Planning Permission dated March 2026. This statement contains the relevant information to aid in the support of granting a Full Planning Application. The drawings associated with this statement have been provided and numbered.

- L-01 Rev C – Site location and block plans. Existing ground and first floor general arrangement plans and elevations.
- L-03 – Proposed ground, first and second floor general arrangement plans and elevations – New Dwelling.

In accordance with the DCLG Circular I/2006, this statement explains the design principles and concepts applied to the development. This information has been set out by reference to the following: -

- Context
 - a) Physical Context
 - b) Policy Context
- Design Principles
 - a) Amount of Development
 - b) Layout
 - c) Scale
 - d) Appearance
 - e) Landscape
 - f) Sustainability
- Access
 - a) General Vehicular Access
 - b) Access for the Disabled

2.0 CONTEXT

Context is considered under two headings. The first relates to the physical context of the development (the site and its surroundings). The second relates to the planning policy set out in the national documentation the Nation Planning Policy Framework December 2024 (NPPF) as well as local policies.

Physical Context

The application site is located in the heart of the market town of Hitchin, to the south-west of Letchworth Garden City. The plot is situated at the intersection with Periwinkle Lane and Strathmore

Avenue, with the principal elevation facing Periwinkle Lane, and current vehicular access on the east side of Strathmore Avenue.

The development of this area along Periwinkle Lane can be considered to be a ribbon form of development with older two storey Victorian era properties on the south side, and post war two storey properties on the north side. The dwellings that are directly situated around the site are generally brick or rendered under plain/concrete tiled or slated roofs.

Policy Context

The proposed development lies outside of the Hitchin Conservation Area, and designated National Landscape Area and the Metropolitan Green Belt. There are no statutory or locally listed buildings within the immediate vicinity. No trees with Tree Preservation Orders (TPO) have been identified on or adjacent to the application site.

The site lies within Flood Zone 1 (low probability of flooding as identified on The Environment Agency Flood Map for Planning).

The following policies have been taken from the Local Plan 2011-2031.

- Policy SP1 – Sustainable Development in North Hertfordshire
- Policy SP2 – Settlement Hierarchy and Spatial Distribution
- Policy SP6 – Sustainable Transport
- Policy SP8 - Housing
- Policy SP9 – Design and Sustainability
- Policy SP12 – Green Infrastructure, Biodiversity and Landscape
- Policy T1 – Assessment of Transport Matters
- Policy T2 - Parking
- Policy D1 – Sustainable Design
- Policy D3 – Protecting living conditions
- Policy D4 – Air Quality
- Policy NE2 – Landscape
- Policy NE4 – Biodiversity and Geological Sites
- Policy NE7 – Reducing the flood risk
- Policy NE8 – Sustainable drainage systems
- Policy NE10 – Water Framework Directive and wastewater infrastructure
- Policy NE11 – Contaminated land

Supplementary Planning Document

Vehicle Parking at New Development SPD (2011)

Design

Hertfordshire County Council – Local Transport Plan (LTP4 – adopted May 2018)

Policy 1: Transport User Hierarchy

Policy 2: Influencing land use planning

Policy 3: Development Management

In Feb 2019 the National Planning Policy Framework (the Framework) was launched by the Government. The publication of the 2024 **Framework replaces the 2019 edition**.

The policies within the Framework are relevant to both the production of development plans and the decision-making process regarding planning applications. The Framework states that, “the policies contained in this Framework are material considerations which local planning authorities should take into account from the day of its publication”.

In addition to the Framework the Government published National Planning Practice Guidance (NPPG) in March 2014 as an online resource. As well as providing new guidance to support the Framework, its publication also signalled the cancellation of many circulars and other forms of guidance e.g., Circular 11/95 on Conditions.

In respect of both the Framework and the NPPG the following policies and/or guidance are germane to this application: The presumption in favour of sustainable development

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For decision-taking this means:

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
- specific policies in this Framework indicate development should be restricted”.

Section 5 of the NPPF describes, ‘Delivering a sufficient supply of homes’.

The Framework describes ‘sustainability’ and in this context, sustainable development also includes ‘seeking positive improvements in the quality of the built, historic and natural environment as well as in people’s quality of life’. In this regard the application would sit well with the local setting.

Paragraph 130 states that proposals should add to the overall quality of the area and should be sympathetic to local character, including the built environment and landscape setting. LP Policy HQ1 states that the Council will ensure that all developments are of the highest possible quality and respond positively to their context.

Development proposals will be permitted where, inter-alia, they take account of opportunities to enhance or reinforce local distinctiveness of the area and create a sense of place, and their scale, massing, orientation, materials, and appearance relate well to the existing local surroundings.

Paragraph 130 and LP Policy HQ1 state that proposals should not give rise to an unacceptable adverse amenity impact upon nearby existing or permitted uses. Owing to the screening provided by boundary

hedging and trees, together with the separation distances to neighbouring properties, the proposed dwelling does not result in any overlooking issues. Upper-level windows have been avoided on the east elevation, with only an obscure glazed bathroom window included on the west elevation.

As such, the proposal is deemed to have an acceptable neighbour amenity impact in accordance with Section 12 of the NPPF and LP Policy HQ1.

As set out in LP Policy H2, internal space standards for all residential development will be applied to all dwelling types in accordance with the nationally described space standards. The proposed dwelling has been designed in accordance with these standards to provide a quality living standard for future occupants. In terms of outdoor amenity space requirements, the proposal exceeds the requirements specified in Section 5 of the Design Guide and the garden area to be retained meets appropriate size standards.

The proposal is therefore acceptable in terms of parking and highway safety, complying with Section 12 of the NPPF and LP Policies T2, T3 and T5.

NPPF Paragraph 174 states that proposals should not contribute to, be put at unacceptable risk from, or be adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability. Local Plan Policy states that proposals for new development must have regard to current national guidance set out in the NPPF, as well as the Council's Design Guide, Contaminated Land Strategy, Air Quality and Emissions Planning Guidance and Air Quality Plans in terms of pollution. The proposal will not result in significant impact in relation to pollution from noise and dust, odour, land contamination or artificial light nor will it be detrimental to the air quality of the locality.

NPPF Paragraph 174 states that proposals should protect and enhance valued landscapes and sites of biodiversity.

Delivering a wide choice of high-quality homes

Section 5 paragraph 73, 74 & 75 of the Framework requires that Local Planning Authorities should, "identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements" (Paragraph 73, NPPF).

North Herts Council must now show how housing delivery is expected to roll out over the plan period, and the NPPF requires that a supply of specific deliverable sites sufficient to meet a five years' worth of housing is identified.

From 1 July 2026 a 20% will be required for decision-making if the housing requirement was adopted within the last five years against an earlier version of the Framework **and** that requirement is 80% or less of the most up-to-date local housing need calculating using the standard method which is to be kept under review.

In support of the Framework the NPPG outlines, "what constitutes a 'deliverable site' in the context of housing policy?" by stating that:

"Deliverable sites for housing could include those that are allocated for housing in the development plan and sites with planning permission (outline or full that have not been implemented) unless there is clear evidence that schemes will not be implemented within five years. However, planning permission or allocation in a development plan is not a prerequisite for a site being deliverable in terms of the five-year supply. Local planning authorities will need to provide robust, up to date evidence to support the deliverability of sites, ensuring that their judgements on deliverability are clearly and transparently set out. If there are no significant constraints (e.g., infrastructure) to

overcome such as infrastructure sites not allocated within a development plan or without planning permission can be considered capable of being delivered within a five-year timeframe.”

As set out in the published NPPF, assessments of site deliverability impose a requirement for Local Planning Authorities to provide robust, up to date evidence to support the deliverability of sites ensuring that their judgements on deliverability are clearly and transparently set out.

The NPPF seeks to significantly boost the supply of housing. Local planning authorities should identify and update annually a supply of specific deliverable site sufficient to provide five years’ worth of housing against their housing requirements with an additional buffer of 5% to ensure choice and competition in the market for land. Where there has been a record of persistent under-delivery of housing, local planning authorities should increase the buffer to 20% to provide a realistic prospect of achieving the plan supply and to ensure choice and competition in the market land.

Relevant planning history

90/01324/1 – Detached bungalow with parking for 2 vehicles. New vehicular and pedestrian access. – Refused and Appeal Dismissed 3/04/1991.

89/01160/1 – Detached two-bedroom bungalow. 2 car parking spaces and modified vehicular access. – Refused 21/09/1989.

83/01434/1 – Erection of two storey side extension – Approved 22/09/1983.

81/01238/1 – Erection of detached dwelling – Refused 1/10/1981.

3.0 DESIGN PRINCIPLES

The design principles relate to the headings referred to in section 1.0, following the general advice in DCLG Circular 1/2006.

Amount of Development

As the plans indicate, both the existing and proposed dwellings would have on plot parking to the site frontage. This would be sub-divided equally with a low-level timber fence, and a new site access with crossover off Periwinkle Lane provided to serve the existing property.

Space for bicycle storage will be easily accommodated within the existing and proposed site boundaries which has been arranged in a compacted form to avoid proliferation of the site; this can then be further controlled by the use of suitable planning conditions to remove any permitted development rights.

The social dimension of sustainable development will relate mainly to the provision of housing — whilst only a single attached dwelling is proposed, this will have some benefit in helping to maintain housing supply, providing a dwelling that has full capacity for ground floor living which is much needed within and around the town.

The proposed property will have an external ground floor footprint of 86sqm and an internal ground floor footprint of 74.5sqm of habitable space. in terms of generally considered habitable accommodation, the property would have a total floor area of 167sq. metres.

Layout

The proposed dwelling would be constructed adjacent to the existing property on the south-west side.

The main entrance into the new plot would be via the current driveway off Strathmore Avenue. This maintains safe means of entry and exit to the dwelling from the main road. The existing entrance point also has adequate visibility sight lines as advised by the Highway Authority.

A new vehicular access with crossover off Periwinkle Lane would be required for off street parking associated with the existing dwelling. This would be subject to Highway Authority approval.

The site proposal clearly indicates that at least 2 parking spaces can easily be accommodated in the plot for each property. Exit in a forward direction would also be possible beyond the site boundaries prior to entering both Strathmore Avenue and Periwinkle Lane.

The internal layout of the dwelling has been designed to create a generally open plan atmosphere with natural light penetrating throughout the house. The property has been designed to best suit the sites orientation to maximise the views out into the garden.

The ground floor plan consists of an entrance hall and lounge/study to the front, with an open family, dining and kitchen area to the rear. A utility room and larder would be located to the side of the property with access from the kitchen and additional external access.

The property will have a total of 4 bedrooms with windows appropriately placed to allow natural light into the rooms.

The master bedroom and ensuite bathroom would be located within the roof space.

Daylight/Sunlight Assessment

There are no primary windows in the proposed dwelling which will affect the overlooking of adjacent properties. It is considered the impact on the surrounding residential amenity that there would be no adverse overlooking or loss of light to the surrounding properties.

The dwelling profile will not cast sunlight shadow onto the adjacent properties other than that which currently exists by the current boundary treatments which will remain due to the nature of the plot being mature or as approved in the previous planning approval for the site.

Appearance

The applicant's aim is to create a well-designed property with character that complements the urban appearance of the area along Periwinkle Lane and Strathmore Avenue. The dwelling will have a comfortable design style with careful selection of materials and general detailing to match the existing dwelling and surrounding area.

Scale

The proposed dwelling will be 2.5 storeys. It will have a maximum width of 6.45 metres, and maximum depth of slightly over 13 metres. The total external ground floor area would be approximately 86sqm and the total internal area of the ground floor around 74.5sqm.

This scale of the property would suit the surrounding area. A similar principle of creating a new dwelling to the side of an existing house can be associated to number 65 Periwinkle Lane (Reference 16/01897/1) located on the opposite site of Strathmore Avenue.

In addition, a loft conversion with a rear box dormer window was recently approved under reference 24/00653/FPH, and therefore similar to the proposals included with this submission.

Landscaping

Landscaping is a fundamental part of the development proposal. The applicant's aim is to maintain and improve the current soft landscaped areas where possible. This is to ensure that the site has a balanced appearance with its immediate settings.

Due to the site's location, current mature landscaping will mostly remain to provide some level of screening to neighbouring properties. A small section of hedge to the frontage would be removed to provide vehicular access into the site from the new crossover position serving the existing dwelling. The plans also indicate the additional planting of five trees within the rear garden. This will be done to increase screening and enhance the privacy of the current property. Any possible visibility that may occur does not necessarily equate to harm but nevertheless the design and aesthetics need to take the surrounding environment into consideration. The boundaries are clearly indicated within the application drawings.

It is considered that a Biodiversity Net gain Assessment and Metric Calculations are not required for this proposal as the loss of habitat on the site would be less than 25m². Therefore, the proposal is shown to be exempt from requiring a 10% BNG.

However, biodiversity enhancements have been indicated on the submitted block plan.

Rights of Way

There are no Public Footpaths or Bridleways that transverse the site.

Sustainability

The applicant is fully aware of their obligations in terms of constructing a dwelling in as sustainable manner as possible. This includes providing services which demonstrate good water conservation measures, energy utilisation and use of materials. The new dwelling will be constructed to today's high standards, adopting modern methods of construction and utilising improved technologies, both materials and plant.

It is the applicant's intention to construct the new property to the highest possible code of sustainability. For example, using rainwater harvesting systems and Air Source heat pump technology where feasible. This will be in addition to the actual construction methods utilised in the construction process to reduce energy loss.

Development Principle

At Para 4.117 the Local Plan provides stark acknowledgement of the Council's duty to deliver self-build plots to the market. However, strikingly, the document contains no specific policy provisions which relate to the delivery of single self-build plots to meet the needs of those on the Council's self and custom build register.

With their being a policy void, it could be considered that the tilted balance / presumption, as set out at Para 11 of the NPPF should be engaged in this case and therefore the application should be determined under the provisions of Para 11 of the NPPF.

In regard to self-build proposals, these are encouraged through Para 62 of the NPPF and also defined within Annex 2 of the same document.

Furthermore, the proposed dwelling has been designed with the character of the area in mind. This has clearly been a driving feature for this application.

In respect of other relevant planning policies, Policy 4S correctly sets a strategic housing target for the plan area. However, it must be considered that this strategic figure does not take account of needs arising from the conclusions of housing need surveys or those arising from entries on the council's Self and Custom Build Register, needs which have in many cases been identified after the strategic target was set.

In response to Policy SP8, the policy does not account for all needs, notably those arising from those individuals who, such as the Applicant, who have a strong local connection to the area. To this end, the Applicant has been a lifelong resident of the Borough with aspirations for home ownership within or adjacent to Hitchin, this application is submitted on the premise of meeting that need.

4.0 ACCESS

Under this heading, two aspects of access are considered. Firstly, the matter of vehicular and pedestrian access to the site. Secondly, access for the disabled.

General Access

Access to the new dwelling will be via an existing driveway from Strathmore Avenue. The ground floor levels will relate to the natural site topography. This will avoid steps at the principal entrance. A new vehicular access would also be required from Periwinkle Lane with new crossover constructed Highways Authority standards. This would lead onto the existing sub-divided driveway providing off street parking for the existing dwelling.

Access for the Disabled

The new dwelling will be constructed in accordance with Part M of the Building Regulations. Level access will be provided to the dwelling. Internally, access for the disabled to all necessary facilities on the ground floor will be provided.

5.0 TRANSPORT & PARKING

This part of the statement examines the transport implications of the proposed development based on the following objectives, set out in NPPF.

- Promote more sustainable transport choices for both people and freight.
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling.
- Reduce the need to travel, especially by car.

OPPORTUNITIES FOR SUSTAINABLE TRANSPORT

NPPF requires developers and local authorities to place greater emphasis on travel by sustainable modes of transport. This means that unnecessary use of the private car should be discouraged, and the use of other modes such as walking, cycling and public transport should be promoted to a far greater degree. The application site is located close to Hitchin Town centre and other services where the use of a car is not required.

Opportunities for Pedestrian Based Journeys

The location of the proposed development would encourage pedestrian based journeys considering its sustainable location close to shops, parks, schools and pubs.

Opportunities for Cycle Based Journeys

There are reasonable cycle facilities near to the site and most of the roads surrounding the site are either wide or have cycle provision and provide good forward visibility.

Opportunities for Public Transport Based Journeys

The existing services would be readily accessible nearby. Bus stop provisions are located close by along Periwinkle Lane toward Hitchin Town Centre and Hitchin Railway Station. Pavements are available for pedestrians to easily walk along.

TRANSPORT MODES

Pedestrian Travel

NPPF indicates that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2 Kilometres.

The distances in the IHT 'Guidance for Providing for Journeys on Foot' document describe acceptable walking distances for pedestrians without mobility impairment. They suggest that, for commuting, up to 500 metres the desirable walking distance, up to 1000 metres is an acceptable walking distance and up to 2000 metres is the preferred maximum walking distance.

Cycle-based Travel

Cycling has a potential to substitute for short car trips, particularly those under 5Km, and to form a longer journey by public transport.

The roads surrounding the site are of significant width and alignment demonstrating good forward visibility and thus would be suitable for cyclists.

Bus Based Public Transport

Several bus services pass near to the site and the town being on a well-established bus route the service is very regular to all surrounding conurbations. These services are a high frequency service to from a variety of origins and destinations.

The nearest bus stop is within 0.3 miles of the site. Overall, it is felt that the site is well located to encourage journeys by Public Transport. The site is highly accessible for cycle-based travel, with good opportunities for pedestrian and cycle journeys in place of journeys by private car.

Public transport provision is excellent, with a high frequency bus service running near to the site and trains available into London and to the north.

Private Motor Vehicle

There is an adequate level of off-street parking included with this proposal to serve both the existing and proposed dwellings. Cars would have the ability to turn when exiting beyond the site boundaries prior to entering the road. Bicycle storage can easily be accommodated within the property grounds. The proposal drawings clearly indicated that off street parking is easily achieved for at least four vehicles for the existing and proposed property which is considered sufficient.

6.0 OTHER

Refuse and Waste Management

The Local Authority has a refuse collection system that provides residents with recycling facilities. The property will have the necessary bins which will be retained within the property's curtilage.

Flooding

The Environmental Agency's indicative flood planning map for the area in and around the site clearly indicates that the site does not lie within the flood plain.

Continuity and Enclosure

A clear public/private divide can be seen throughout the design with the rear garden utilising perimeter boundaries, and timber fencing separating the existing house. Existing hedgerows and trees as currently exist will be retained, and additional trees indicated on the proposal drawings.

The sites relationship to the existing houses creates a contained development with sufficient access to public areas but also provides natural surveillance to all public areas.

Parking for at least 2 cars for this proposed 3/4 bedroomed dwelling has been provided as parking provision and clearly on-plot, to meet the requirements of the Supplementary Planning Guidance and Highway Authority requirements. Provision has also been made for secure bicycle storage.

Waste storage and composting areas have been provided within the garden; these will be of sufficient size to allow sustainable features within the scheme. Provision will be made to incorporate a recycling area within the grounds and an opportunity for an area for composting both domestic and garden waste.

The private garden area is of adequate size to allow for the provision of rotary or liner clothes drying facility.

Legibility

The proposed layout is such to make the best use of the available space on the site and to provide an adequate area of private amenity space to the northwest side of the property.

This development that has been designed to the natural topography of the site.

The development will maintain the existing soft landscaping of the current maintained open space.

Energy Statement, Resilience and Environmental Sustainability

It is proposed to use materials and services from sustainable sources. The suppliers of materials, having their sustainability and environmental credentials available for inspection via company websites and their own documentation.

Management practices and company policy manages, and aims to minimise, waste production during the construction process with on-site re-cycling taking place where appropriate, and with suitable materials.

All insulation material used in the construction of this dwelling will have a Global Warming Potential (GWP) of 5 or less.

Wherever possible, locally sourced materials will be used within the construction of the dwelling, with at least 3 of the elements listed below achieving a 'Green Guide' rating 'A+' to 'D'.

- Roof
- External walls
- Internal walls
- Upper & ground floors
- Windows

The dwelling will achieve high levels of thermal efficiency and airtightness as is required by the Building Regulations as will be shown by the anticipated high-end EPC rating (based upon experience on similar sized and specified previous projects).

The dwelling will also achieve, at the least, Building Regulation minimum standards for natural ventilation and daylighting. Energy-efficient light fittings are used internally and externally, with external lighting being fitted with movement and daylight sensors as standard.

A room within the dwelling will have a facility to connect to the internet enabling a 'home office' to be created in accordance with accepted sustainable design thinking.

The dwelling will have flexibility to allow future advances in alternative energy to be incorporated, as well as the accommodation of water-use minimisation technologies such as water butts and full harvesting system located in the rear garden and the installation of low water-use fittings and appliances.

The dwelling will be designed to use no more than 110 litres of water per person per day with the possible aim to achieve no more than 105 litres of water per person per day. This will be achieved by incorporating:

- 6 to 9 litre per minute showers.
- Dual flush wc systems (6/4 litres).
- Water efficient aerated type taps in kitchen and bathrooms.
- 18 litre max dishwasher.
- 60 litre max washing machine.

An external water butt of 200 litres may be fitted to enable rainwater to be collected and used to water garden or wash cars.

Energy and carbon dioxide emissions, although it is too early to establish the exact DER of the proposed units, these will, however, better the current Building Regulation requirement, this will be achieved by the following methods.

- Increased Insulation in roof voids.
- Increased thermal efficiency of insulation to cavity walls and floor insulation.
- Argon filled aluminium windows.
- Air source heat pump
- Provision of, SEDBUK band A rated domestic appliances.
- Natural cross ventilation.
-

Suitable hard standing will be provided for recycling bins in line with Local Authority collection policy. This will be in a position that is convenient for both the resident and collection personnel. The private garden area will have sufficient space for the installation of equipment for the drying of clothes.

Parking and hard landscaped areas are to be free draining or to soakaway into natural watercourses.

The proposal is not within a flood plain or within an area identified by the Environment Agency as liable to flooding. The surface water may be accommodated and disposed of by means of entering the positive drainage system.

The proposal will incorporate waste facilities to minimise waste as part of the development proposals both during construction and once occupied.

The proposal shall provide appropriate storage capacity for domestic refuse and recyclable waste in which is convenient for both residents and collection.

Diversity

The development provides sufficient play area in relation to the size of the unit but also is surrounded by adequate public open space area creating a more attractive and visually stimulating place to live.

Public transport is accessible close to the site as indicated in section 5 of this document. The site is located close to a lower school, public houses, church, convenience stores and post office.

The surrounding established urban community of Hitchin provides a range of dwellings; this development for a 1 No. 3/4 bed roomed attached dwelling will fit nicely into the diversity of properties available in the area helping to create a well-balanced community.

Quality of the Public Realm

The scheme provides at least four car parking spaces on-plot for both the existing proposed properties. The spaces are in close proximity to the dwelling with safe accessible arrangements.

The design achieves the required areas in terms of open space.

Biodiversity Net Gain Exemption

It is considered that a Biodiversity Net gain Assessment and Metric Calculations are not required for this proposal as the loss of habitat on the site would be less than 25m². Therefore, the proposal is shown to be exempt from requiring a 10% BNG.

However, biodiversity enhancements have been indicated on the submitted block plan.

Species specific mitigation measures

Bats:

All mature trees and hedges are to be retained on site (except for the hedge removal in the location of the new vehicular access) and continually managed, and therefore no mature and aged examples trees with potential for bat habitat will be detrimentally affected by this proposal.

If bats are discovered at any time during the works, all works must cease, and a licensed bat ecologist contacted. Works cannot then resume without the appropriate survey effort and European Protected Species Mitigation Licence.

The proposed dwelling will include minimum artificial lighting (likely to be adjacent to door openings) and therefore directed where necessary for health and safety reasons and to avoid light spillage. The lighting will therefore not illuminate any trees, hedgerows, or suspected bat roosting sites.

The lighting would have a sensor and timer so that they only work 1.5 hours after sunset and 1.5 hours before sunrise so that they do not affect peak bat activity periods. The lamps would be no greater than 2000 lumens (150 Watts) with LED technology preferred.

A minimum of one bat box will be located within the garden of the existing dwelling.

No further mitigation measures are proposed.

Breeding birds:

The nature of the immediate area with fruit trees, grassland, and hedgerows on site are considered to have potential to support breeding birds.

Construction and installation works should therefore be isolated to outside of the breeding bird season [February – October inclusive] or after a nesting bird check has been undertaken, primarily to avoid ground nesting birds.

As described previously, no mature trees or hedges are to be removed and cutting works maintained to the seasonal works already undertaken on site.

If an active nest is found, it should be left protected by a 5m radius buffer of habitat until the chicks have fledged (approximately 1 month).

A minimum of two multi-species bird boxes should be provided within the gardens of both the existing and proposed dwellings.

No further mitigation measures are proposed.

Generally:

Bonfires should not be lit during hibernation season of October to March.

Construction waste, building materials and machinery should be stored on existing areas of hardstanding during the construction process. Construction waste should be stored in skips, with all new building materials kept on pallets until immediate use to avoid the possibility of protected species utilising piles as habitat.

It is proposed to provide hedgehog passing points via 13cmx13cm panels removed at ground level, preferably where vegetation will function as cover for the passing point a minimum of 2 points to be provided. In addition, the Applicant will include log and habitat piles on site.

7.0 Planning Obligations

This proposal is for an attached dwelling of 3/4 bedrooms, if there is a trigger for a planning obligation to be made it is agreed in principle by the applicant that one will be entered into with the Local Authority, A Community Infrastructure Levy (CIL) Charging Schedule has not currently been adopted.

Planning obligations must be:

- necessary to make the development acceptable in planning terms.
- directly related to the development; and
- Fairly reasonably related in scale and kind to the development.

Therefore, this planning application is submitted without an undertaking to provide contributions to local infrastructure.

8.0 CONCLUSION

A full technical evaluation has been undertaken on the proposal, and we conclude there are no technical reasons for a refusal. The designs have been prepared with consideration to the surrounding development, recent planning history and design and the current site settings, to accord with local and national planning policy, guidance and statements.