

4.0 Proposals

4.14 Pedestrian and Cycle Movement

Pedestrian routes through the site are predominantly via pavements, shared surface streets and drives.

The site has good pedestrian permeability to the surrounding area via links to existing pedestrian routes along the northern boundary with Ash Drive, Larch Avenue and

Broadmeadow Ride.

The streets within the site will be designed for low speeds suitable for cycling, with access to London Road via the main proposed site access.



Vehicular movement and parking diagram

- KEY
- ▶ Pedestrian/cycle routes
 - ▶ Pedestrian only routes

4.15 Servicing and Refuse Collection

Separate swept path analysis is to be submitted which confirms that the proposals will provide access for emergency services and refuse collection vehicles. Turning areas are appropriate to enable these vehicles to access and egress the site in forward gear and to ensure compliance

with the refuse carry and collection distances.

Refuse and recycling will be collected from outside the front of each property or from a bin collection point. The apartment block will be provided with a communal bin store.



Refuse collection strategy diagram

- KEY
- ➔ Site access
 - ▬▬▬ Refuse collection vehicle route
 - Turning heads
 - Bin collection points

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4.16 Highways Plan

Access

A Transport Statement by iTransport has been provided as part of the planning application documents.

The entrance to the wider site and the roundabout that is to be incorporated there have been consented under the hybrid planning permission.

The layout for Phases 2 and 3 has been tested with swept path analysis and provides an acceptable layout with appropriate road geometry, visibility splays and manoeuvring space for refuse and emergency vehicles. The proposed layout allows for suitable collection distances to be adhered to. Swept path analysis is included within the accompanying Transport Statement.



Highways plan (I-Transport)

4.0 Proposals

4.17 Drainage

Elivia Homes Ltd has instructed Wintech to prepare a surface water drainage strategy for phases 2 and 3 on the development at Pound Fields, London Road, Hitchin.

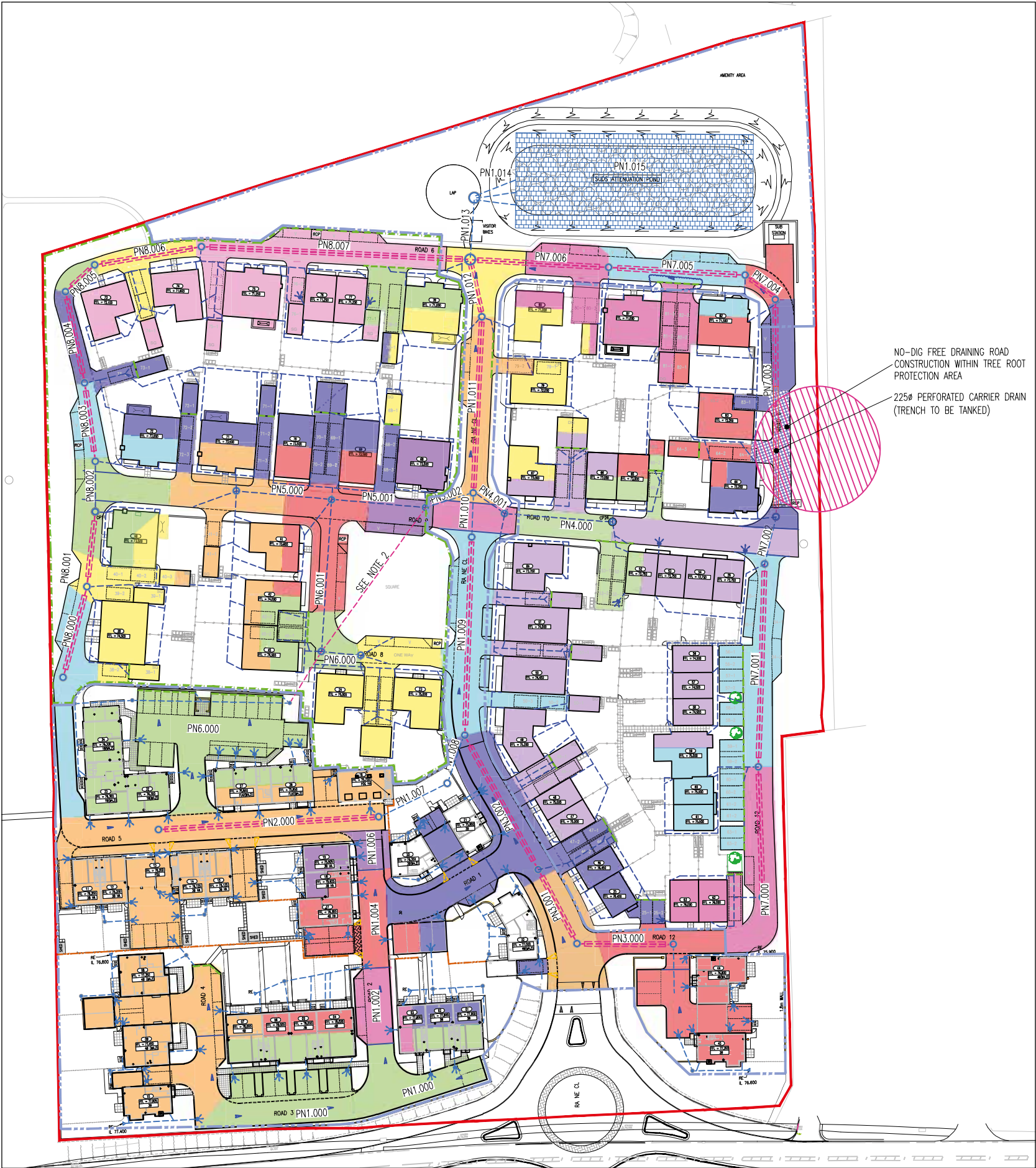
Planning condition 14 has been discharged for phase 1 of the development.

The drainage strategy for phase 1 is detailed on drawing E22-032-177. As the strategy for phase 1 involved the surface water drainage passing through phases 2 and 3, the principle for the drainage strategy used has been agreed by the L.L.F.A. However, the drained areas etc. are based on a notional architects layout for phases 2 and 3.

Drawing E22-032-506 is based on the phase 1 drainage strategy but updated to suit the architects planning layout 24113-P101B.

The result of the new plan layout, the impermeable has nominally increased by 255 sqm. However, by increasing the diameter of some of the manholes, the 1 in 100 year plus climate change water level in the infiltration basin remains the same at 70.653 m A.O.D.

PN	ROOF + 10% (m2)	ROAD (m2)	TOTAL (m2)
1.000	235.400	564.000	799.400
1.001	0.000	0.000	0.000
1.002	34.100	120.400	154.500
1.003	0.000	0.000	0.000
1.004	214.300	233.500	447.800
1.005	0.000	0.000	0.000
2.000	745.100	1123.000	1868.100
1.006	172.900	62.200	235.100
1.007	0.000	0.000	0.000
3.000	171.400	354.800	526.200
3.001	0.000	259.900	259.900
3.002	334.517	788.980	1123.497
1.008	0.000	0.000	0.000
1.009	0.000	440.545	440.545
1.010	0.000	104.013	104.013
1.011	0.000	254.471	254.471
1.012	270.385	205.377	475.763
4.000	112.687	231.426	344.113
4.001	617.931	303.931	921.862
5.000	219.651	232.248	451.899
5.001	150.740	282.164	432.904
5.002	117.497	106.752	224.249
6.000	200.968	225.074	426.042
6.001	487.553	722.186	1209.739
7.000	110.600	298.703	409.303
7.001	170.534	486.352	656.886
7.002	406.520	218.362	624.882
7.003	97.336	250.771	348.107
7.004	247.156	200.904	448.060
7.005	41.292	177.531	218.823
7.006	167.043	306.442	473.485
8.000	0.000	245.858	245.858
8.001	246.781	156.068	402.849
8.002	78.914	211.475	290.389
8.003	70.773	89.550	160.323
8.004	253.707	397.377	651.084
8.005	0.000	35.552	35.552
8.006	0.000	134.198	134.198
8.007	490.530	422.819	913.349
1.013	78.288	93.917	172.205
1.014	0.000	0.000	0.000
1.015	0.000	0.000	0.000
			16 887.449



Drainage Plan (Wintech)

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4.18 Ecological Enhancements

The eastern open space area with amenity grassland and SuDS provides not only open grassland habitat but will act as a buffer to the woodland and brook immediately adjacent. There is a similar strip on the northern side eastern end which will merge with the existing landscape corridor along that boundary.

The provision of new bird nesting opportunities should be included as an integral part of the wider landscaping proposals for the Site. These should include boxes for a variety of species such as House Sparrow, Pied Wagtail, Robin, Starling and tits. Boxes within the woodland might also provide a suitable location with the owner's permission.

Bat boxes could also be integrated in to dwellings where suitable locations (aspect, not above windows, doors or parking areas, not on bedroom walls) prevail. However, there is plenty of bat roosting habitat already in the local area and this is not strictly necessary if suitable locations for boxes are not available.

Precise details of the detailed ecological mitigation scheme are controlled and approved by condition 24 of the hybrid consent.



4.19 Electric Vehicle Charging

Provision for electric charging points will be made throughout the site.



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4.20 Sustainability

Energy

The new dwellings will provide the following in their specification

- Air tightness standards will be enhanced demonstrating an improvement above the Building Regulations.
- Improved thermal detailing.
- Insulation will meet Part L of the Building Regulations.
- All windows will be double-glazed.
- A Home Owners' Pack will be provided.



Open Space

The provision of good quality recreational and amenity space is an important part of sustainable residential development. The proposed scheme is integrated within the wider landscape framework within the masterplan with easy access via the pedestrian and cyclist movement network.

Adaptability



The new homes will be designed to provide the opportunity for residents to work at home, having sufficient space and facilities and being equipped with suitable outlets that will enable the occupants to have data access and necessary power supplies as was previously required by the Code for Sustainable Homes.

Crime

The design of the scheme has addressed the principles set out within Secured by Design. This will ensure an environment that puts occupants safety at the forefront and which in turn will create a high quality environment for the long term.

Public Transport

Section 2.11 shows the site's relationship with the existing bus and railway network.

Cycling

Cycle storage provision has been provided within garages, or in stores in the rear gardens of those dwellings which are not served by a garage.

Materials

Consideration will be given to the use of local materials and suppliers where viable to reduce the transport distances and to support the local economy. Consideration will be given to the following measures:

- Use of 'A' rated materials as assessed using the BRE Green Guide to Specification for Buildings wherever possible
- Use of timber, the source of which is certified by FSC / PEFC or an equivalent approved certification body where practical
- Use of insulation materials with zero ozone depletion potential

Domestic Waste and Recycling

Storage and collection of refuse and recyclable waste has been considered as an integral part of the design process.



5.21 Crime Prevention and Community Safety

The layout has been designed to prevent crime and the fear of crime in accordance with government guidance set out in "Safer places – the Planning System and Crime Prevention" (Office of the Deputy Prime Minister, April 2004).



5.21 Inclusiveness - Access for All

In accordance with the guidance and requirements for access, the dwellings have been designed to comply with Approved Document Part M of the Building Regulations (2004) and the requirements of the Equality Act (2010):

- The proposed development will place an emphasis on pedestrian, mobility impaired and cycle use over car travel.
- The development has been designed to allow movement choice. Means of travel other than the car will be encouraged.
- Parking will not dominate the development.
- The internal layout of the dwellings will allow for wheelchair or mobility impaired access in accordance with Approved Document Part M of the Building Regulations (2004).
- 10% of the affordable dwellings will be designed to M4(3) standards
- 50% of all homes across the site will be designed to M4(2) standards internally.

5.0

Conclusions



ELIVIA
— HOMES —

5.0 Conclusions

5.1 Conclusions

The design has arisen from a firm understanding of the local character and full grasp of the constraints and opportunities, resulting in an appropriate proposal that meets all the development criteria and makes efficient use of the available land.

This Supporting Design and Access Statement has been prepared to accompany an application for reserved matters for Phases 2 and 3 of the proposed development for the provision of 48 dwellings, following the grant of outline planning permission in March 2024, as part of a hybrid application, for a residential development comprising up to 84 new dwellings. (Ref. 21/00434/HYA).

The principle of the development has been established under the hybrid planning application. This Statement supports the application for Phases 2 and 3 of this sustainable and deliverable site for development and will make a valuable contribution to the Council's five year housing land supply.

The scheme conforms with the details submitted under the hybrid application including the parameters plan which was approved under that application. The proposals also allow the requirements of the Section 106 agreement which was completed under the hybrid application, including the affordable housing, to be delivered.

The proposed Phase 2 and 3 development maintains the design principles proposed under the hybrid application and presents a suitable transition between the built-up area of Hitchin to the north of the site and the open countryside to the south.

The proposed development of Phases 2 and 3 are considered as a continuity of the design rationale and principles as set out for Phase 1 of the development, and that the whole of the site is seen as harmonious within the setting.

The overall development is governed by a set of guiding design principles that provide a distinctive character that is sympathetic to the established vernacular of the surrounding villages.

The proposal will result in the creation of 48 high quality, attractive new houses within a landscaped setting, offering a range of housing types and tenures including 12 affordable houses.

The scheme has adequate on-site parking provision for both residents and visitors, well designed amenity space, recreation, and open space, and will present a strong sense of identity appropriate to the setting and locality.





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