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TOWN AND COUNTRY PLANNING ACT 1991

DESIGN & ACCESS STATEMENT

In support of the



PROPOSED DEVELOPMENT

at

Firs Hotel
Bedford Road
Hitchin

Demolition of the former hotel and redevelopment of site to provide 9 new family homes together with means of access and associated parking and landscaping

on behalf of

Capital Developments Group Ltd

As submitted to

PLANNING DEPARTMENT

North Herts Council
Gernon Road
Letchworth Garden City
SG6 3JF

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1. Introduction

1.1 Background

Seabrook Architects are appointed by Capital Developments Group Ltd to prepare the designs for the redevelopment of the former Firs Hotel, a two-storey detached hotel located on the west side of Bedford Road in Hitchin.

The design process involved analysis of the site and the various constraints and opportunities arising, together with establishing with the client the brief and the most appropriate form of development possible at the site. A Pre-Application submission was made to Officers at North Herts District Council planning department in October 2024. Following the review of the Pre-App comments, the original scheme was developed further to include the Officers' comments.

1.2 Proposed Development

The proposed development comprises 9 x 3-bedroom new family residences in a terrace format, each with private off-street car parking for 2 cars and private rear gardens, all within an attractive landscaped courtyard setting with mature planting, EV charging points and varied shared surfaces.

The proposed two rows of dwellings run parallel to Bedford Road. The first row faces Bedford Road and comprises 4 dwellings. A further five dwellings are set back from the highway and sit seamlessly adjacent to the terrace houses at the rear of Firs Close.

Site preparation includes the demolition of the existing disused building and alteration and uprating of cross-overs and access points to the site onto Bedford Road and Firs Close.

The development also consists of new comprehensive landscaping across the site, private cycle stores, shared bin stores, double EV charging points for each residence and ASHP enclosures.



2. The Site

2.1 Existing Site and Surrounding Environment

The site is situated on Bedford Road within a residential area of Hitchin. The site benefits from very easy access to Hitchin's local amenities, shops, restaurants, places of worship, etc., and public transport system, together with various well-established schools and leisure amenities in close vicinity, eg, Hitchin Town Football Club opposite.

The site is within the settlement boundary for the town of Hitchin. The hotel is set back from the road with hardstanding to the side and rear, which forms a parking court. The neighbours to the site comprise a petrol station and garage to the north, and 3 storey residential dwellings on the west and south boundaries. There is a footpath running along the western boundary.

The surrounding architecture and building types are varied. The immediate proximity consists mostly of brick façades at the ground floor and cladding on the first and second floors.

The building heights and rooflines of those buildings in the vicinity of the site vary, with a significant amount of pitched tiled roof buildings consistent with our proposal.

The existing site and site boundary are all as outlined in red below.





In terms of constraints at the site, the orientation of any new development is important in that we respect the neighbouring residential properties and avoid overlooking and take advantage of the already present access point onto Bedford Road.

On the latter point, it would be most appropriate to orient any new development ‘frontwards’ to the road frontage on Bedford Road, given the ease of both pedestrian and vehicular access. This proposed orientation also provides an enhanced street scene, visibility from within the new properties and enhanced street presence and improvement to the urban character of the area.

The hotel is set back from Bedford Road. The remainder of the site boundary is a mix of brickwork wall and fencing.

The existing buildings on the site are vacant and are to be demolished to make way for the new build development proposed.



View of the site frontage looking west



View to the north from inside Firs Close on to the flank wall of The Firs Hotel



View to the west from inside Firs Close



View to the south from inside rear car park of The Firs Hotel on to flank of Firs Close neighbouring buildings / gables



View to the north from inside rear car park of The Firs Hotel on to flank of neighbouring garages / PFS



View to the southwest - inside rear car park of The Firs Hotel, on to rear of neighbouring buildings on Symonds Road

2.2 Heritage Assets

Heritage Assets

The Site holds no heritage designations nor is it located in a Conservation Area.

3. Design

3.1 The Scheme and Site Layout

3.1.1 October 2024 Pre-App Proposal

Please refer to Appendix A for the detailed PreApp submission, which consisted of 10 dwellings with associated parking, landscaping and ancillary works.

3.1.2 Current Submission Proposal

Following the Officers' feedback and further design development, the site layout and scheme design were developed beyond the October 2024 Pre-App scheme to now include the following updates:

- Reduction of the number of dwellings from 10 to 9 units.
- Front row of 4 no. dwellings rotated to now face Bedford Road to improve the urban character of the site and immediate vicinity. Rear row of 5 no. dwellings as PreApp proposals.
- Enhanced landscape proposals with areas of soft landscaping, lawns, and mature hedge lines and trees.
- Creation of a pedestrian entrance through to Firs Close and a new cross-over / vehicular entry point.
- Increased car park capacity. Each dwelling now benefits from private off-street car parking for 2 cars. A short stay servicing / deliveries parking bay is also provided.
- Developed architectural design with a variation of materials: lighter brickwork and a light oak cladding to the first and second floors are proposed to reinforce a positive relationship with Firs Close. The cladding also adds variation within each building elevation.
- The ASHP / bicycle store enclosures have been relocated to the rear garden areas, and further landscape opportunities to the frontages are provided.
- New flank and rear boundary treatment to be min. 1.8 metres high to ensure privacy.
- All units are compliant with Part M4(1).





Detailed Site Layout – Ground Floor

3.2 Design Cues

The proposed rows of dwellings are arranged parallel to each other and to the highway, forming a clear and coherent street frontage that complements the character of the area. At the rear, a shared access courtyard provides private parking and pedestrian-friendly circulation for the houses, while maintaining safe and direct connection to Firs Close



Street scene CGI from Firs Close looking north

The proposed 3 storeys buildings mirror the existing adjacent residential developments.



Street scene CGI from access road into development looking west and Firs Close beyond to the south.

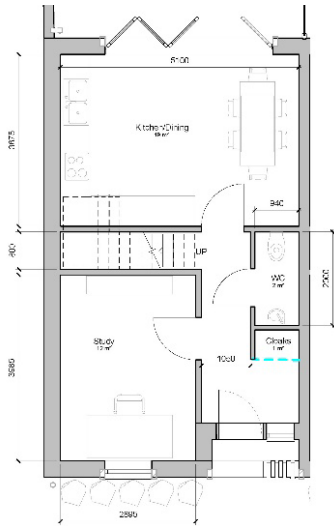


Bedford Road frontage streetscene with adjacent Firs Close buildings alongside.

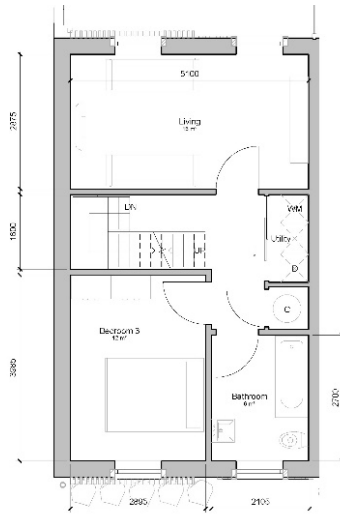


Rear streetscene with adjacent Firs Close buildings and PFS alongside.

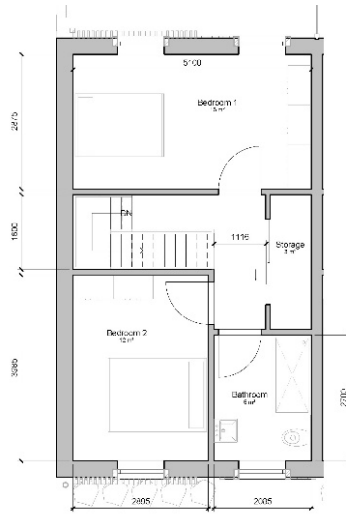
The overall internal layouts have also been slightly altered following the October 2024 Pre-App submission, ensuring the units comply with minimum National Space Standards and Part M4(1) of the Building Regulations.



GFL

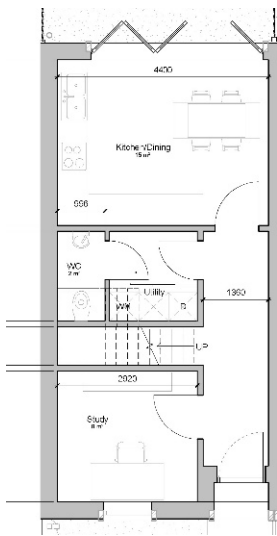


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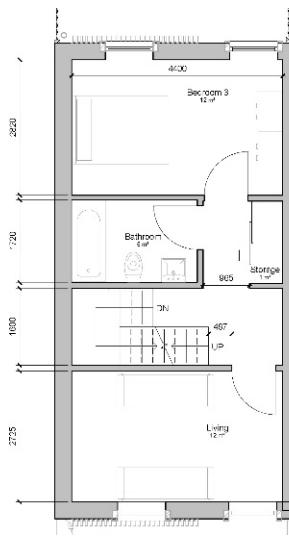


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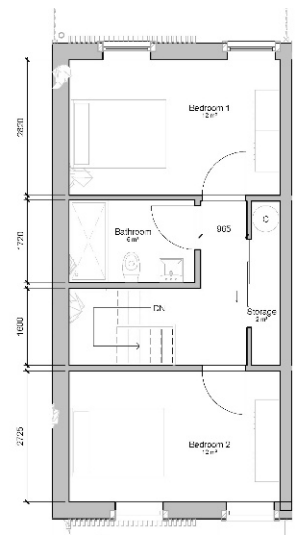
Type B Unit Floor Plans as Proposed



GFL



FFL



SFL

Type C Unit Floor Plans as Proposed

3.3 Street Scene and Scale

Again, given the general acceptability of scale and extent of development proposed in the Pre-App proposal, the overall scale has not been significantly altered to this submission stage. The scheme has generally been developed and adapted to meet the feedback items provided at Pre-App:



Bedford Road Frontage



Flank from Firs Close

The building heights are congruous with the prevailing neighbouring buildings and fit neatly within the street scene. The new architecture provides a modern take on the existing similar residential development adjacent. The plots provide for private amenity spaces to the rear of the units, all set within a landscaped shared courtyard setting.



Street scene CGI from Firs Close looking north east



Aerial CGI from Bedford Road looking south west



Street scene CGI from Firs Close looking north

3.4 Amount

The proposed development provides for a total of 9 family residences in a terrace format across the width of the site. All units include 3 double bedrooms and fully comply with – and exceed - the national space standards for room sizes and overall, GIA being 120m² and 131m² for front and rear units respectively.

3.5 Appearance & Material Selection

As it has already been mentioned, the overall appearance of the new buildings is of a contemporary architectural typology with modern brickwork detailing and contemporary wooden cladding to the first and second floors.



Building frontages CGI showing the detail of building appearance materials utilised

The palette of materials has been selected to reflect the contemporary aesthetic desired for the buildings:



Type B Unit Detailed Front Elevation



Type C Unit Detailed Front Elevation



3.6 Security

By reference to the principles of Secured by Design the following is proposed:

All windows to the ground levels and any other accessible windows will comply with BS 7950 with authenticated testing. Double glazing units will have 6.8mm laminated outer panes.

Entrance doors to meet PAS 24 specification, having enhanced security, including any glazing and will be fitted with audio-visual remote door release mechanisms.

French door / sliding doors to the rear will meet the same security standards as the main entrance doors (see above for details).

4 Access (To be read in conjunction with HAS – Highway Access Solutions, reports)

4.1 Parking and Vehicular Access

The scheme is proposed to be accessed by way of enhanced and improved vehicular and pedestrian cross-overs off Bedford Road, providing direct access to each individual unit and their respective 2 no. parking spaces and a shared pathway to the front door.

One further short-stay servicing car parking space is also provided within the development.

One cycle storage space is included within a purpose-built enclosure for each dwelling located at the rear garden of each property.

4.2 Pedestrian Access

New access for pedestrians throughout the development is provided.

5. Refuse

Private and shared bin stores are provided to serve each of the residential units, as indicated on the plans, in an accessible position for service vehicles. A private green waste store is allocated in each rear garden.

6. Conclusion

After a positive and productive Pre-App process with Officers, all as referred above, this Statement, together with the accompanying proposal drawings and other reports, form a full planning application for the redevelopment at Firs Hotel to provide a residential development for families on this site within the Hitchin urban area and provide significant improvement and benefits to the site itself. We commend this application to the Officers and look forward to their positive support and approval of the same within the prescribed timeframe for such an application.

Seabrook Architects
February 2026
6154 DAS

Appendix A – October 2024 PreApp Submission



www.north-herts.gov.uk

Seabrook Architects Partnership Ltd

Our Ref : 24/02321/PRE

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Contact : Henry Thomas
Direct Line : 01462 474138
Email : henry.thomas@north-herts.gov.uk
Date : 23rd January 2025

FAO: J G Seabrook

Dear Sir / Madam,

**Pre Application Advice : Demolition of former hotel and redevelopment of site to provide 10 new family homes
Firs Hotel, Bedford Road, Hitchin, Hertfordshire, SG5 2TY**

I refer to your request for pre-application advice regarding the aforementioned site; I am writing to you following an assessment of the supporting documents submitted and a site visit.

I would emphasise that this document does not constitute a formal determination and is without prejudice to any subsequent planning application.

The following assessment is based upon the following submitted details:

- Application form
- Proposed CGIs
- Proposed plans, elevations and sections
- Existing plans, elevations and sections
- Existing and Proposed streetscene
- Proposed site block and location plan

For your information the relevant government guidance and policies from the development plan are as follows:

North Hertfordshire Local Plan 2011 - 2031 (Adopted)

Policy SP1 Sustainable Development in North Hertfordshire
Policy SP2 Settlement Hierarchy and Spatial Distribution
Policy SP7 Infrastructure requirements and developer contributions
Policy SP8 Housing
Policy SP9 Design and Sustainability
Policy T1 Assessment of Transport Matters
Policy T2 Parking
Policy D1 Sustainable Design
Policy D3 Protecting living conditions

North Herts Council, PO Box 10613, Nottingham, NG6 6DW



Policy NE4 Biodiversity and geological sites

National Planning Policy Framework (generally and specifically).

Section 2 – Achieving sustainable development

Section 5 – Delivering a sufficient supply of homes

Section 8 - Promoting healthy communities

Section 9 - Promoting sustainable transport

Section 11 – Making effective use of land

Section 12 – Requiring good design

Vehicle Parking at New Developments SPD - November 2011

Design SPD - July 2011

Site

The site is an existing two storey detached hotel on the east side of Bedford Road within a residential part of Hitchin. The site has green space to the frontage and hardstanding to the side and rear which forms a parking court. The hotel is set back from the road by approximately 9m. The site is within the settlement boundary for the town of Hitchin. The site is adjacent to a petrol station and garage to the north, and residential dwellings on the east and south boundaries. There is a footpath running along the eastern boundary.

Proposal

Pre-application advice is sought for a residential development of 10 dwellings with associated parking, landscaping and ancillary works.

Principle of Development

The site lies within the built-up area of Hitchin where residential development is generally supported within the settlement boundary under Policy SP2 of the Local Plan. The site is therefore considered acceptable in principle.

Design

The proposed scheme has been designed to reflect the layout of the adjacent street Firs Close. Firs Close consist of two rows of dwellings, the first of which is formed of 3 dwellings oriented perpendicular to the highway and the second of which is set back from the highway and runs parallel and consist of 6 dwellings. The dwellings are 3 storey terrace buildings with integrated garages at the ground floor level. The dwellings consist of brick at the ground floor level and sides with cladding at the first and second floor. The garages, doors and windows are predominately white.

This proposal seeks to reflect this layout with four dwellings oriented perpendicular at the front of the site and a further 6 dwellings running parallel to the highway at the rear of the site. The main difference between the proposal and the existing Firs Close would be:

- An additional dwelling to the front row.
- Increased internal head height which would result in the new dwelling sitting taller than the existing

- Fenestration detail with black framing.
- No integrated garages / Front Bay windows instead.
- No cladding at first and second floor level

In my view, the layout of the site could be readdressed to create a better street scene for Bedford Road and Firs Close. In my view, the site would benefit from access through to Firs Close to create a more open flowing street scene. I consider that the front row of dwellings at Firs Close to be a visually harmful addition to the street scene that should not be replicated. It is my suggestion therefore that the front row of dwellings could be rotated to face Firs Close and a reduction in the number of dwellings in this row to 3 would be the only way dwellings in this position and scale could be considered acceptable. Additionally, I would also suggest adding further detail to the side wall of the frontmost property to allow for the creation of an active frontage onto Bedford Road such as the inclusion of a bay window. I appreciate that this may not be possible or viable therefore I would suggest that an alternative scheme for a small 3 storey, front block of flats with interactive frontages onto the Firs and Bedford Road be considered with the row of terraces to the rear to be retained.

In terms of scale, I do not consider 3 storey dwellings to be inappropriate within this location. They would be sympathetic in height to Firs Close and therefore would not appear out of place or dominating in the street scene. However, I would suggest that the dwellings are narrow in appearance, a reduction in the number of the dwellings could provide a better greater internal and garden amenity space for the occupants, which in my view would be more preferable.

Whilst the external appearance of the dwellings are only indicative at this stage, the materials palette expressed on the perspective drawings would appear contradictory in the street scene of Bedford Road. There are no black framed windows or doors within the close vicinity of the proposal along Bedford Road. I would therefore suggest considering cladding at the first and second floor level on the front and rear elevations to enforce a positive relationship with Firs Close. In addition, a fenestration design of landscape windows would also help. Any subsequent application should be supported by a full Design and Access Statement and Planning Statement. Under the provision of Article 9 of the Development Management Procedure Order, a Design and Access Statement should accompany a major application.

Additionally, I also raise an objection to the proposed bin locations. In my view, the bin layout at Firs Close is considered visually harmful and therefore should not be replicated. I would advise for any bin stores in the frontage to be sited adjacent to the front door / under the lounge windows to reduce their dominance in the street scene.

Amenity of Future Occupiers/Neighbours

The proposed layout of the scheme would provide the dwellings with small rear gardens which would be walled and fenced off to allow for privacy. In my view, the proposed garden spaces of Unit 6 and 7 are less than ideal however given the garden sizes of Firs Close, I give less weight to this objection. The orientation of the dwellings would see them all benefit from acceptable levels of daylight/sunlight. The dwellings should be designed to meet or exceed the Nationally Described Space Standards. Although the floor plans identify 3

bedrooms, the dressing room could allow for conversion of the properties into a 4-bedroom dwelling. Whilst, the floor plans provided indicate that the dwellings would have a Gross Internal Area of approximately 130sqm, which meets the requirement for a 4 bedroom dwelling, reconsideration of the floor plan and dwelling size should be given to allow for an integrated garage.

The back row of dwellings, would have a minimal projection beyond the rear elevation of 6 Firs Close and therefore unlikely to have any significant impact upon this neighbouring property however it is considered that there may be some considerate harm to the eastern neighbours of No. 91 – 97 Symmonds Road which are set back by approximately 15m. Given the scale of the proposed dwellings and harm in terms of overbearing, overshadowing or loss of privacy is likely to be significant. In addition to this, there would also be a significant loss of privacy to the proposed front row of dwellings which would back onto Firs Close and would be heavily overlooked.

Noise

Please see the attached comments from Environmental Protection. Noise ingress from the road and commercial properties to the north should also be considered.

Access, Parking and Highways

Local Plan Policy T1 Assessment of transport matters states that planning permission will be granted provided that:

“a) Development would not lead to highway safety problems or cause unacceptable impacts upon the highway network”.

Policy T2 states that planning permission will be granted provided that:

“a) Parking for residential development is provided in accordance with the minimum standards set out in Appendix 4 of this Plan”.

Hertfordshire County Council Highways Authority have not been consulted on this application however, they would be consulted on any formal planning application as a statutory consultee. They would assess the impact of the proposals on the local road network and assess the acceptability of the new access. The Highway Authority do offer pre-application services which may be of benefit. However, given that the proposal seeks to reuse the existing access from Bedford Road the access is considered acceptable in principle subject to achieving the required visibility splays set out by the Highways Authority.

Policy T2 of the Local Plan requires a minimum of 2 vehicle parking spaces per dwelling for dwellings which consist of 2 or more bedrooms. The submitted floor plans indicate that the proposal will likely be for 3-bedroom dwellings. Therefore, the site is expected to provide 20 vehicle parking spaces. In addition to this, Policy T2 also requires for between 3 and 8 additional visitor parking spaces based on the 0.25 and 0.75 per dwelling metric.

Whilst policy T2 does give some leniency for reductions:

“(The above standards will also require visitor/unallocated parking as set out below to be added. Garages will be counted towards meeting the standards only if they are at least 7m x

3m measured internally. Reductions will be considered only in exceptional circumstances e.g. very small scale conversion of buildings for small number of residential units in town centre)”

In my view, 10 parking spaces with no visitor spaces would be a significant under delivery that would fail to comply with Policy T2. Whilst I acknowledge that the development would be within walking distance of the Hitchin Town Centre with access to several bus stops within the vicinity, Bedford Road is a significantly busy road within Hitchin and therefore would not provide any on-street parking without causing harm to the highway. It is considered therefore that visitors and residents of this development could have a detrimental impact on the adjacent street to the East of Symmonds Road by parking and using the footpath to the rear of the development.

I would therefore suggest that the number of dwellings is reduced to allow for the provision of visitor parking spaces. Additionally, the dwellings would require integrated garages to meet this under provision of residential spaces. Elsewise sufficient information would need to be submitted as to why this development would be an exceptional circumstance where a reduction should be considered. I also considered that the dwellings would benefit from a garage or shed to allow for the storage of garden tools and other household items such as bikes. Policy T2 also requires for 1 secure covered bicycle space per dwelling unless the dwelling has a garage.

Landscaping

The existing site features little ecological space and is predominantly hardstanding with some trees / shrubs to the northern boundary. As such, biodiversity net gain would not be required on the basis that the site does not exceed the threshold of 25 sqm of on-site habitat, or and/ less than 5 meters of linear habitats. This application is therefore exempt from BNG legislation defined under article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Given the relatively low ecological value of the existing site, the proposed landscaping to the front of the site would be a welcome addition and would respond positively to the street scene. On the whole, I would suggest that the scheme is overly heavy on the hardstanding and would constitute overdevelopment of the site. Therefore, I would suggest that further consideration is given to implement additional green spaces into the proposal such as the grass verges within the site at Firs Close. A comprehensive landscaping scheme would be welcomed in any subsequent application, or these details could be reserved via condition.

Climate Change Emergency

On 21 May 2019, the Council passed a Climate Emergency motion which pledged to do everything within the Council's power achieve zero carbon emissions in North Hertfordshire by 2030. As one of the first councils to pass this motion, NHDC is leading the way on climate action. This declaration asserted the Council's commitment toward Climate Action beyond current government targets and international agreements. Climate action has been a long-term corporate priority area for the Council, and has been pursued through our objective to Prosper and Protect North Hertfordshire:

This objective informs our commitments to:

- ☐ Green space provision.
- ☐ Representing the Climate Change interests of North Hertfordshire residents on county and regional plans, policies and aspirations.
- ☐ Supporting initiatives that increase the energy efficiency of residents' homes, reduce resource waste, and increase our sustainability for the longer term.
- ☐ Protecting our physical heritage.
- ☐ Finding environmentally sustainable solutions to the challenges

Along with the inclusion of EV charging points which are now a requirement on all new dwellings, other mitigation should be considered in order to make a positive contribution to the mitigation of the climate emergency. This might be achieved through layout and design of the proposed dwellings, maximising solar gain where possible. This would be seen as a positive attribute of any scheme alongside the inclusion of renewable energy technology. A detailed Energy Assessment will be required in any subsequent planning application, identifying which sustainable measures will be incorporated into the scheme.

Planning Obligations

Although the site would not exceed 1.0 HA it would be for 10 dwellings it is major development, and therefore Section 106 contributions will be required. Whereas the threshold for affordable housing is 11 dwellings as set out at Local Plan Policy HS2. You should refer to the Council's recently adopted Developer Contributions SPD January 2023.

Hertfordshire County Council has adopted new planning obligations guide, and this would be relevant. In addition to any requirements set out by HCC's Growth and Infrastructure Unit, Technical Appendix 1 (Transport) of the 'Guide to developer contributions' (2021) seeks an average contribution per dwelling of £6,826 to meet an Active Travel funding gap.

The Section 106 agreement will need to address the future management and maintenance of the designated opens space.

[Developer Contributions SPD.pdf \(north-herts.gov.uk\)](#)

[Planning obligations - GOV.UK \(www.gov.uk\)](#)

[Planning obligations and developer infrastructure contributions | Hertfordshire County Council](#)

Conclusion

Overall, it is my view that the site is considered suitable in principle for residential dwellings. However, it is my view, that further consideration be given to the design and layout of the scheme. Further consideration for parking should be given to ensure compliance with Policy T2 along with additional landscaping. Any subsequent planning application should be supported by a robust and comprehensive Design and Access Statement, Planning Statement, sunlight assessment, Landscaping Plan/Details, and an Energy Statement.

Consultation with the Highway Authority is encouraged to ensure the proposed access is acceptable in highways terms.

Any advice given by Council Officers for pre-application enquiries does not constitute formal response or decision of the Council with regards to future planning permission or consents.

Kind regards

Henry Thomas

Planning Officer

The Council's Privacy Notice is available on our website: <https://www.north-herts.gov.uk/home/council-data-and-performance/data-protection/information-management-gdpr>

Appendix – Environmental Health Comments

Noise:

We would expect to see a noise assessment for such a proposal. The site is adjacent to a busy road (Bedford Road) and the impact of noise from this on any future occupiers needs to be quantified. Likewise, it is also adjacent to a service station and any noise from this commercial premises would also need to be quantified and mitigated against should this be found to be necessary. Any mitigation that is considered necessary as a result of the noise impact assessment should then be incorporated into any development. Additionally, other impacts likely to result from this development, including any plant, machinery or equipment installed, should be assessed for impact on neighbouring dwellings. The noise impact assessment may result in changes to lay out design and orientation as necessary and so we would expect to see this 'up front'.

Contaminated Land:

We would also expect to see information on land contamination. This would be in a phased investigation in accordance with BS10175+A2:2017. For land contamination, pre-commencement conditions could be used to secure this information and any subsequent action.

Local Air Quality:

North Herts Council have specific air quality planning guidance that can be found at <http://www.north-herts.gov.uk/home/environmental-health/pollution/air-quality/air-quality-and-planning>

Application of the guidance to a development of this scale and location defines the site as being a MINOR scale development and so a condition could be recommended to ensure that appropriate local air quality mitigation is provided.

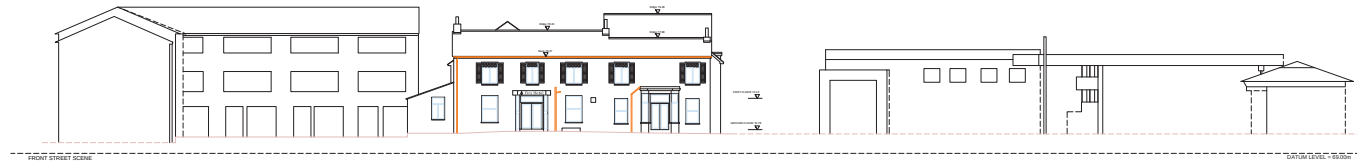
For such a development, this would comprise 1 charging point per unit (dwelling with dedicated parking) or 1 charging point per 10 spaces (unallocated parking).



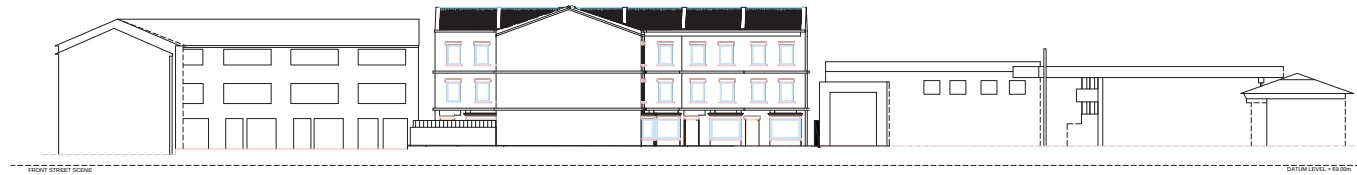
The Firs Hotel - site aerial view



Amendments/Notes			
Rev	Detail	By	Date
GIA= 130M ² /UNIT			
NORTH			
All dimensions and levels to be checked on site by contractor prior to preparation of shop drawings and commencement of work on site. This drawing and the copyrights and patents therein are the property of the Architect and may not be used or reproduced without consent. This drawing is to be read in conjunction with all relevant consultants and/or specialist's drawings/documents and any discrepancies or variations are to be notified to the Architect before the affected work commences. All works on site are to be carried out fully in accordance with current CDM regulations and recommendations, current Building Regulations, British Standards and Codes of Practice as appropriate.			
Project		FIR TREE HOTEL HITCHIN	
Drawing			
PROPOSED GROUND FLOOR SITE PLAN			
SEABROOK ARCHITECTS CHARTERED ARCHITECTS Unit17, Chiltern Court, Ashridge Road, Chesham, Bucks, HP5 2PX Tel: 01494 778918 e-mail: info@seabrookarchitects.co.uk			
Drawn By	AW	Date	23/09/24
Checked By	Checked by	Date	Checked date
Approved By	Approved	Scale	1:100 @A1
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6154-PL010		Rev	



EXISTING STREET ELEVATION



PROPOSED STREET ELEVATION

Amendments/Notes

Rev.	Detail	By	Date
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Project

FIRS HOTEL
HITCHIN

Drawing

EXISTING AND PROPOSED
STREET ELEVATION

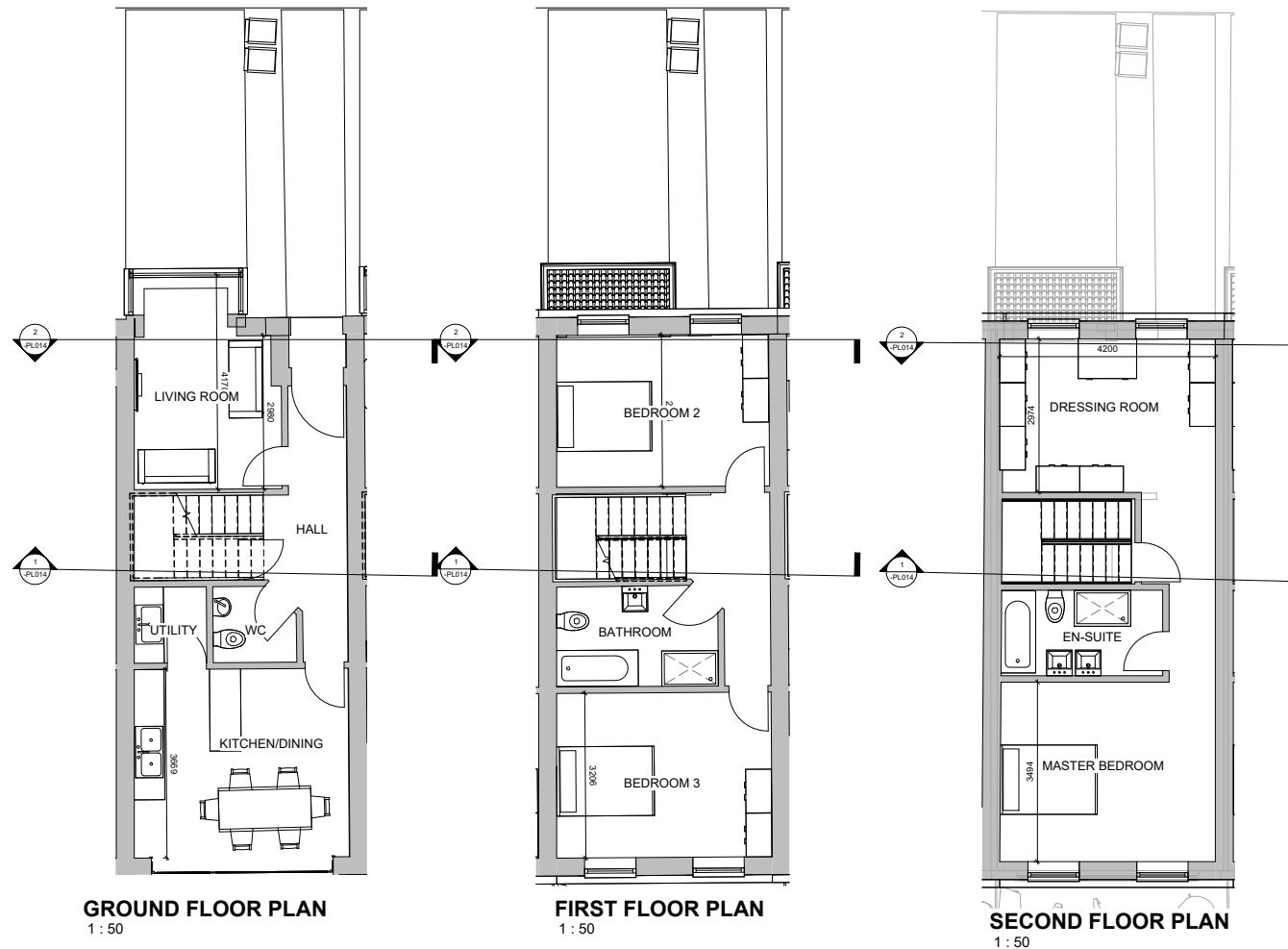
**SEABROOK
ARCHITECTS**
CHARTERED ARCHITECTS

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Drawn By	AW	Date	15/10/2024
Checked By	Checked by	Date	Checked date
Approved By	Approved	Scale	1:200@A1
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6154- PL018			

Amendments/Notes

Rev.	Description	Date	Issued by
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Project
**FIRS HOTEL,
HITCHIN**

Drawing
**SINGLE UNIT FLOOR
PLANS**

**SEABROOK
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CHARTERED ARCHITECTS

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Drawn By	Author	Date	09/24/24
Checked By	Checker	Date	02/10/2024 12:07:48
Approved By	Approver	Date	02/10/2024 12:07:48

Drawing No.
6154 -PL011

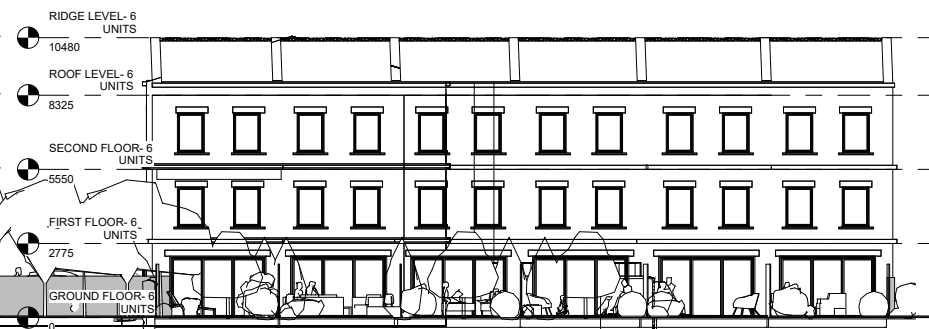
Rev.

Amendments/Notes

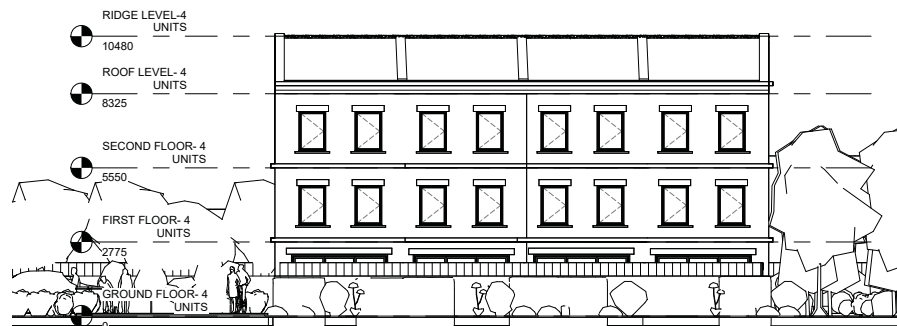
Rev.	Description	Date	Issued by
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4 UNITS FRONT ELEVATION
1 : 100



6 UNITS REAR ELEVATION
1 : 100



4 UNITS REAR ELEVATION
1 : 100



6 UNITS FRONT ELEVATION
1 : 100

All dimensions and levels to be checked on site by contractor prior to preparation of shop drawings and commencement of work on site.
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Project
**FIRS HOTEL,
HITCHIN**

Drawing
PROPOSED ELEVATIONS

**SEABROOK
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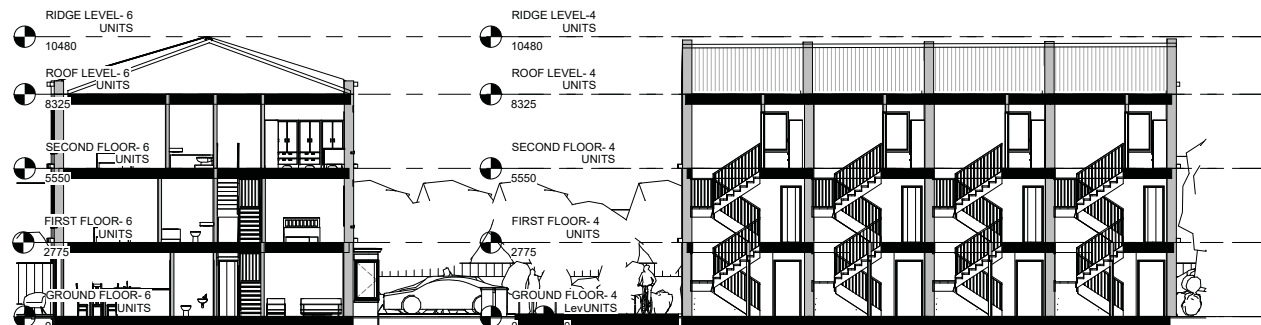
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Approved By	Approver	Date	02/10/2024 12:09:14

Drawing No.
6154 -PL012

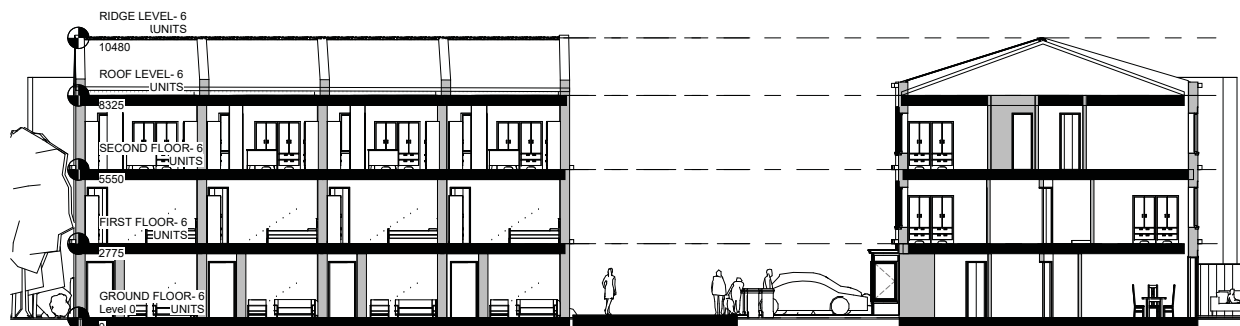
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Amendments/Notes

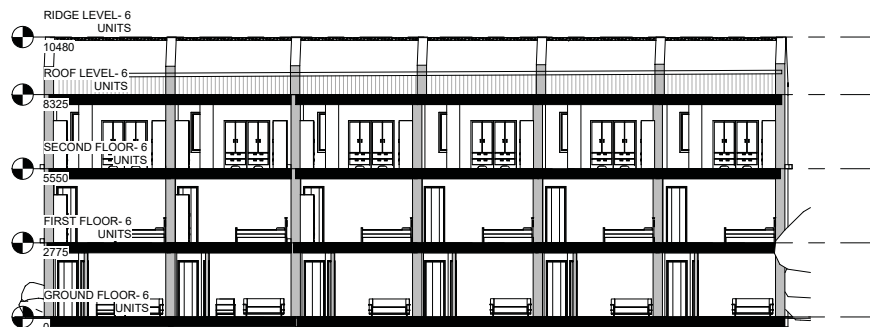
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SECTION AA
1 : 100



SECTION BB
1 : 100



SECTION CC
1 : 100



SECTION DD
1 : 100

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Project

**FIRS HOTEL,
HITCHIN**

Drawing

PROPOSED SECTIONS

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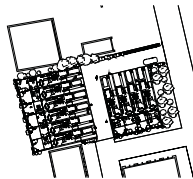
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Checked By	Checker	Date	02/10/2024 12:12:28
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6154 -PL014

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Amendments/Notes

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Project
**FIR TREE HOTEL,
HITCHEN**

Drawing
PROPOSED RENDERERS

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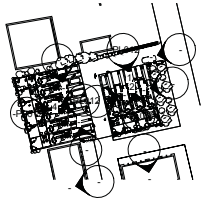
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Checked By	Checker	Date	15/10/2024 15:11:21
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Drawing No.
6154 -PL015

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Amendments/Notes

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Project
**FIR TREE HOTEL,
HITCHEN**

Drawing
PROPOSED RENDERERS

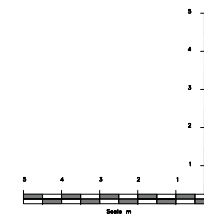
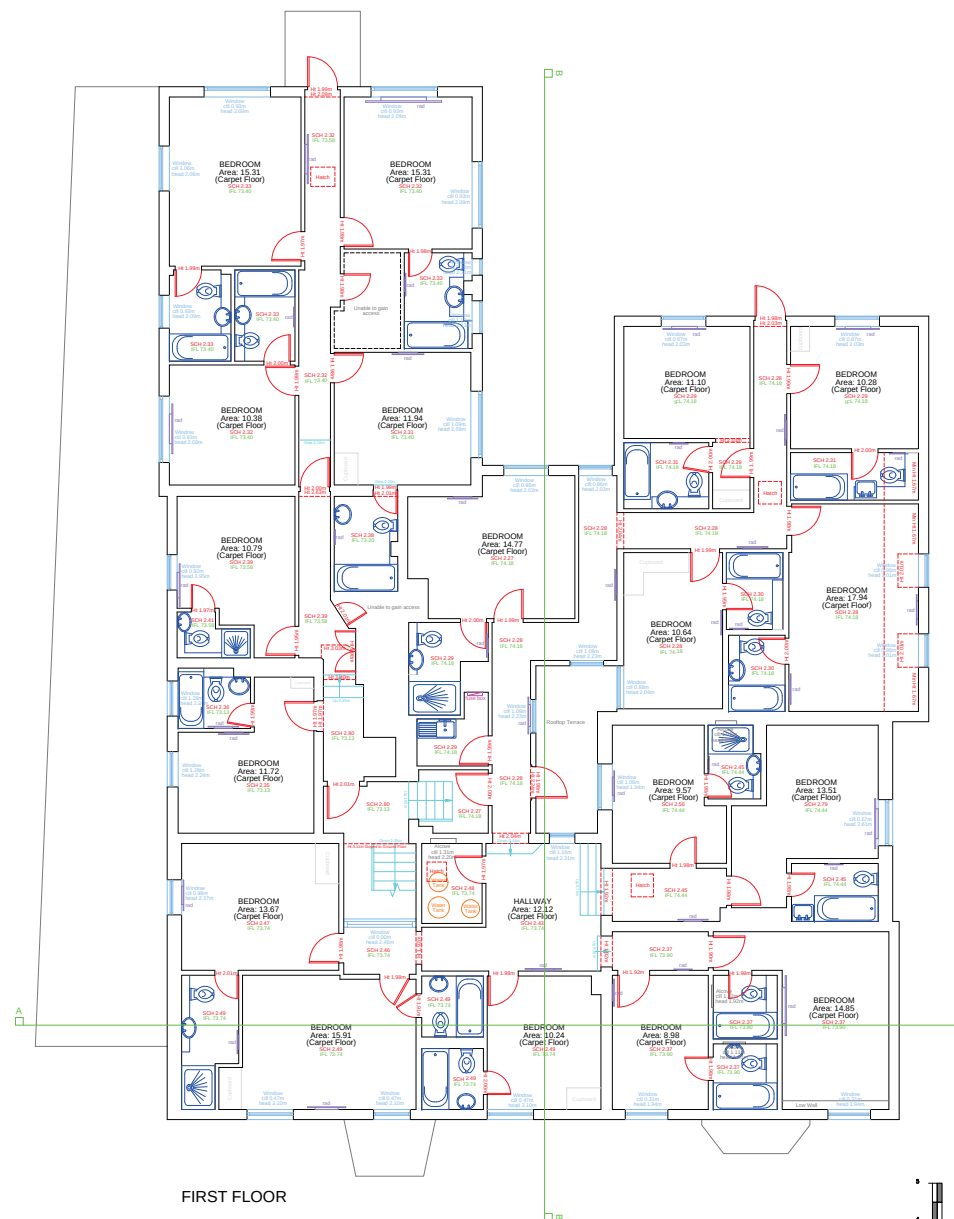
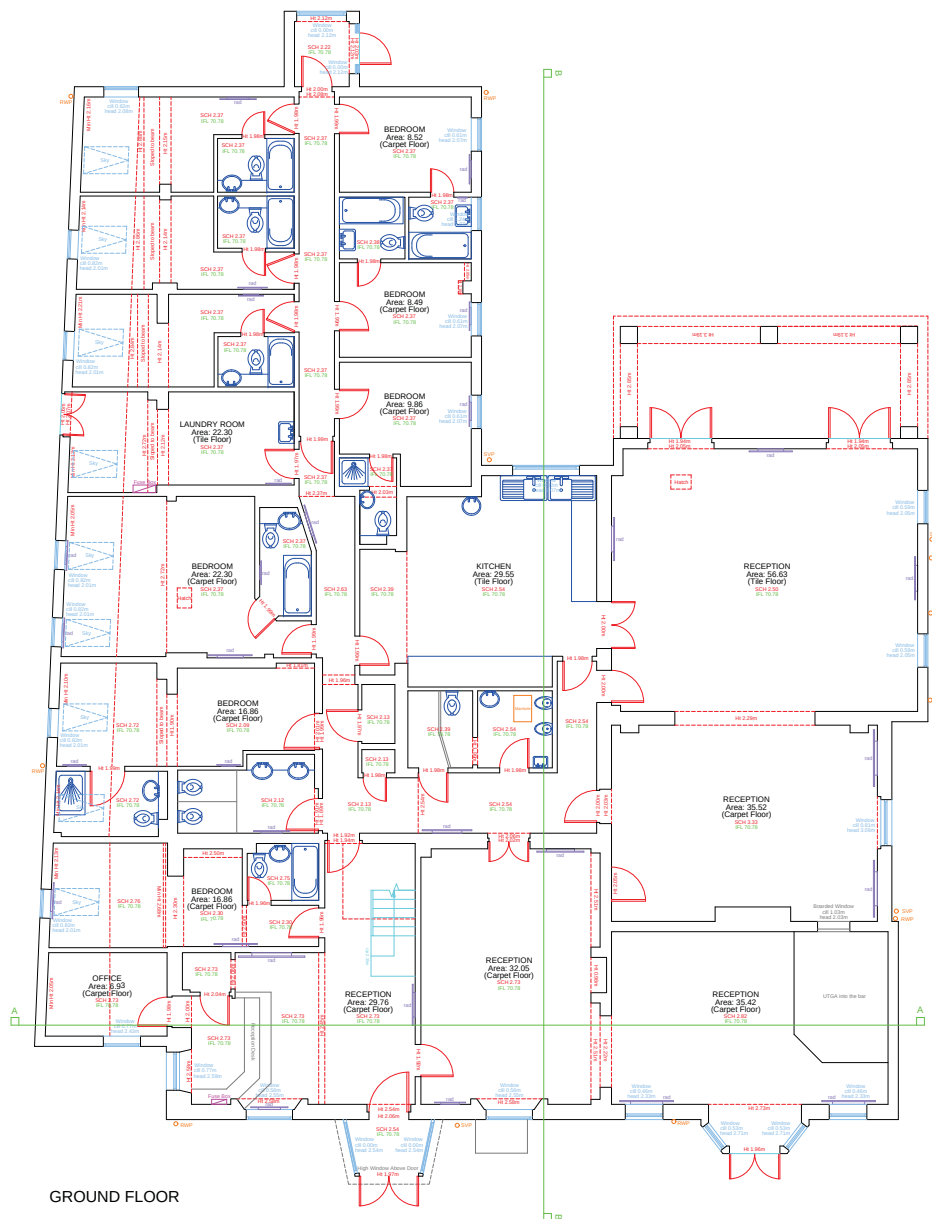
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ARCHITECTS**
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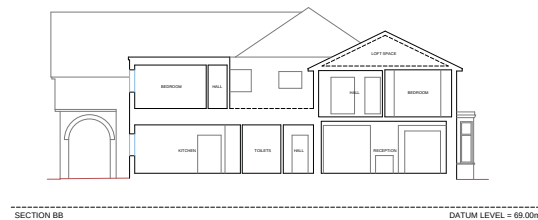
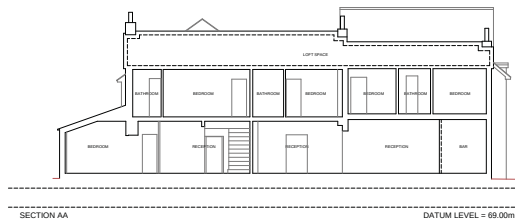
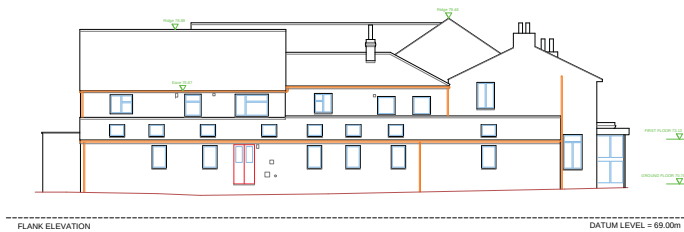
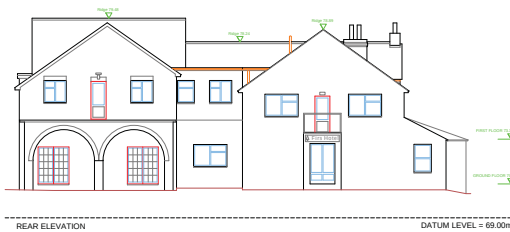
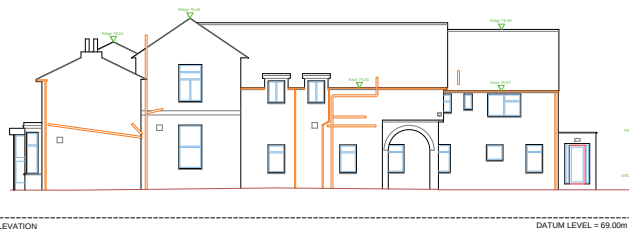
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Checked By	Checker	Date	15/10/2024 15:10:57
Approved By	Approver	Date	15/10/2024 15:10:57

Drawing No.
6154 -PL016

Rev.





Notes:

This plan should only be used for its original purpose. SV Surveying Ltd accepts no responsibility for this plan if supplied to any other party other than the original client.

All dimensions / levels should be checked on site prior to design and construction.

The position of electrical points cannot be guaranteed due to access or other restrictions.

Drainage information (where applicable) has been visually inspected from the surface and should be treated as approximate only.

Tree information (where applicable) has been surveyed from ground level and therefore should be treated as approximate only.

Doors and windows positions have been measured to the structural opening whenever possible.

The survey has been fixed to an arbitrary grid.



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Project
**SEABROOK ARCHITECTS
FIRS HOTEL**

Drawing
**MEASURED
SITE SURVEY**

Scales
1:100

Drawn/Paper Size
RF/A0

Survey Date
03/09/2024

Drawing No
24259-24-03

DO NOT SCALE

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