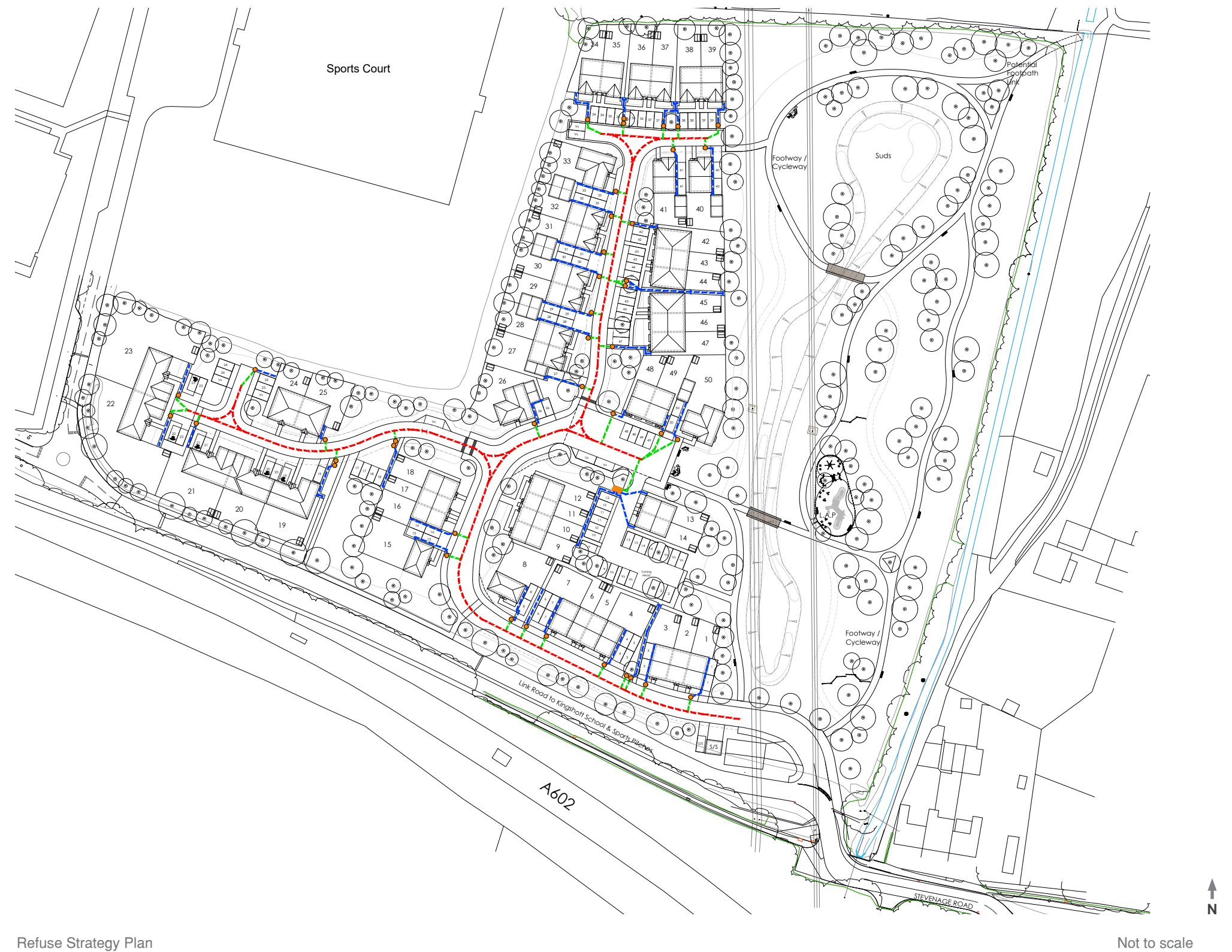


REFUSE STRATEGY

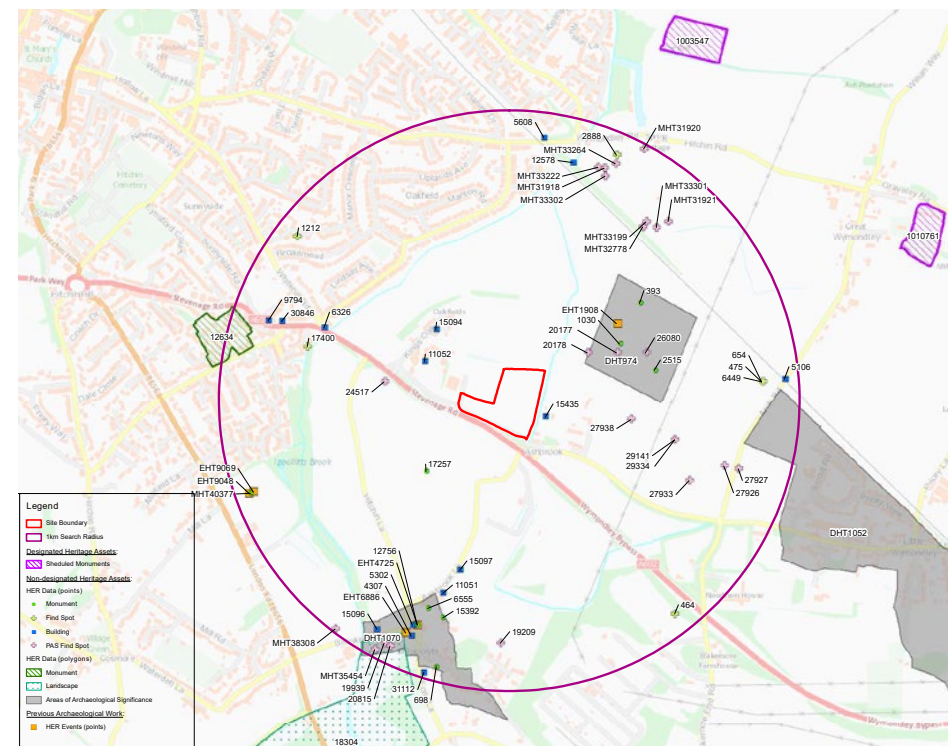
The layout has been carefully designed to integrate refuse storage and accessible routes from these locations to collection points, which are in line with local and government distance guidelines. In addition, sufficient stopping and turning space has been proposed to ensure access by refuse vehicles is possible.



LANDSCAPE AND VISUAL APPRAISAL

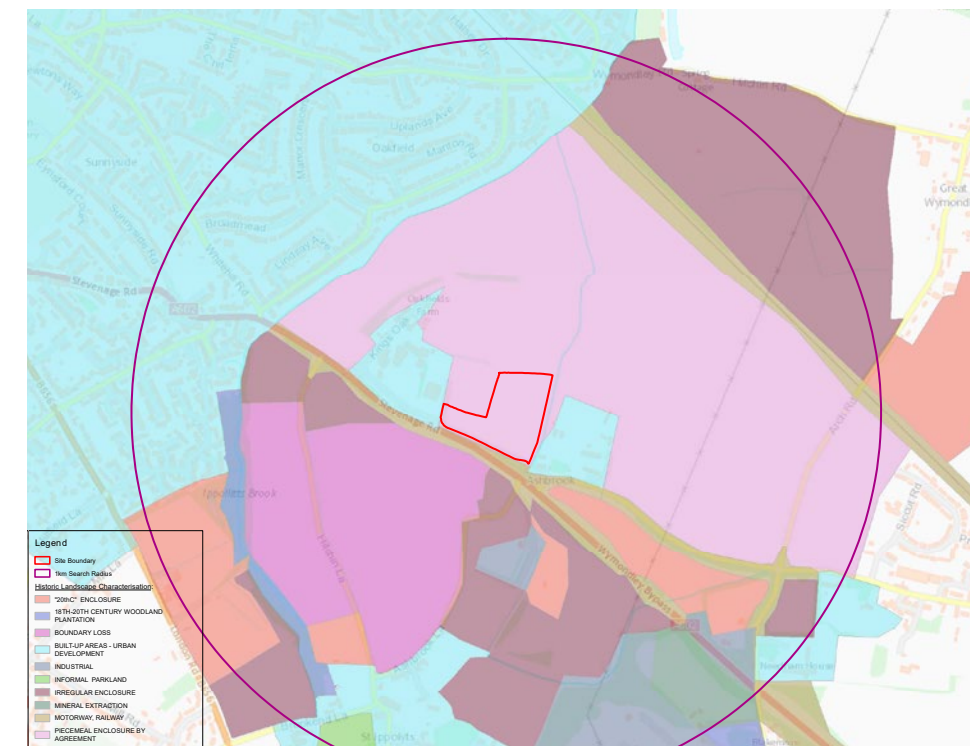
Enplan were appointed by Bugler Homes to undertake a Landscape and Visual Impact Assessment (LVIA) in respect of Land at Stevenage Road and the Proposed Development.

The proposed development would be able to be integrated into the existing landscape and visual context, forming a logical extension to the residential character adjacent to Hitchin.



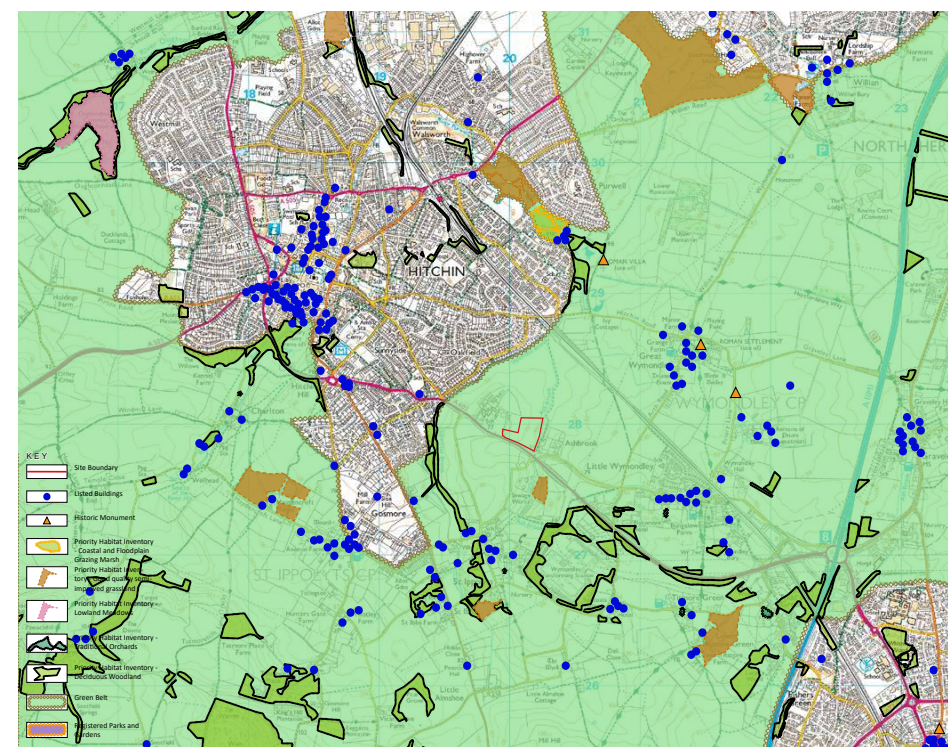
Heritage Designations and Archaeological Findspots

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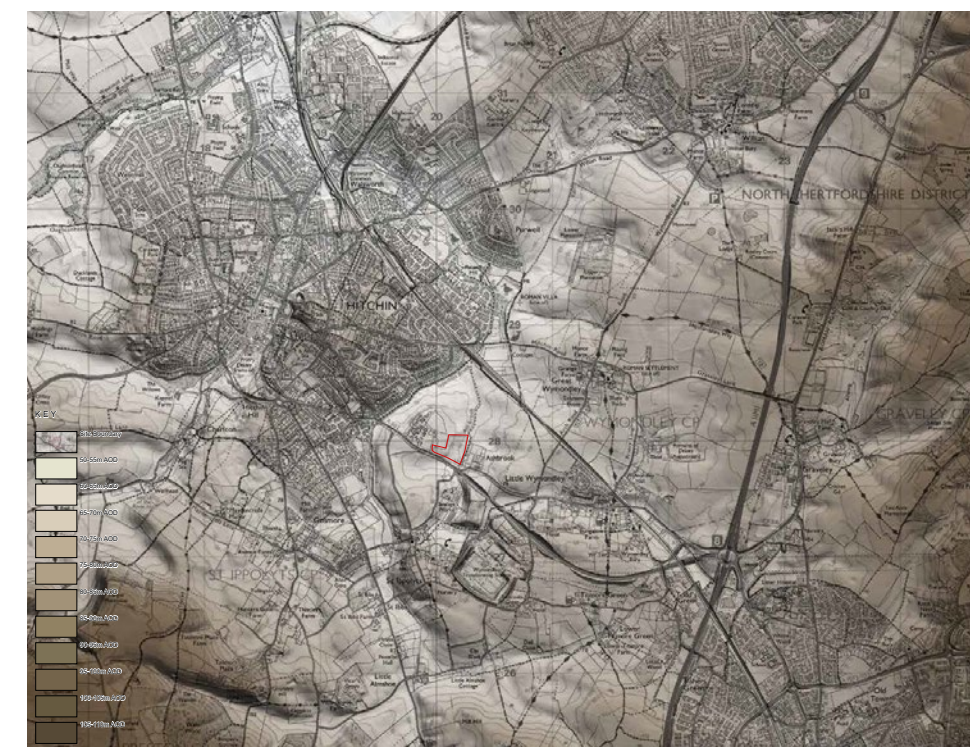
Local Landscape Character Areas

Not to scale



Designation Plan

Not to scale



Topography Plan

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LANDSCAPE AND VISUAL APPRAISAL

A Landscape and a Visual appraisal assessment has been undertaken by Enplan and is included as part of this application.

The following images illustrate views into the site for further details refer to the landscape and Visual impact assessment.



Location of Viewpoints and Site Appraisal Views

Not to scale

Key

Site Public Right of Way



View E - Viewpoint looking east across the Application Site from the north western boundary.



View A - Viewpoint looking south east across the Application Site from north west corner.



View B - Viewpoint looking south across the Application Site from north-eastern corner.



View C - Viewpoint looking north west across the Application Site from south eastern corner.



View D - Viewpoint looking east across the Application Site from the south western boundary.



View F - Viewpoint looking south across the Application Site from the middle of the north western boundary

LANDSCAPE VISUAL APPRAISAL

The extent to which the site is visible from the surrounding landscape is based on grading of degrees of visibility. It is determined from a visual inspection of the site and the context from roads, public rights of way and properties.

Seasonal change in existing evergreen and deciduous plant material will affect the available views. Typically views will be different through the seasons with a greater sense of enclosure in the summer months when deciduous trees are in leaf.

A visual inspection of the site and the context from roads, public rights of the walking route has taken place.



Location of Viewpoints and Site Appraisal Views

Not to scale

Key



Site



Public Right of Way



Viewpoint taken from the access road into Kingshott School looking north towards the Application Site. (Movement Corridor)



Viewpoint 1 - taken from footpath adjacent to A602 looking east towards the application Site. (Recreational & Movement Corridor)



Viewpoint 2 - taken from the carpark located adjacent to Kingshott School looking southeast towards the Application Site. (Movement Corridor)



Viewpoint 4 - taken from the Public Right of Way ref no 15 looking south west towards the Application Site. (Recreational Corridor)



Viewpoint 5 - taken from the Public Right of Way ref no 15 looking west towards the Application Site. (Recreational Corridor)

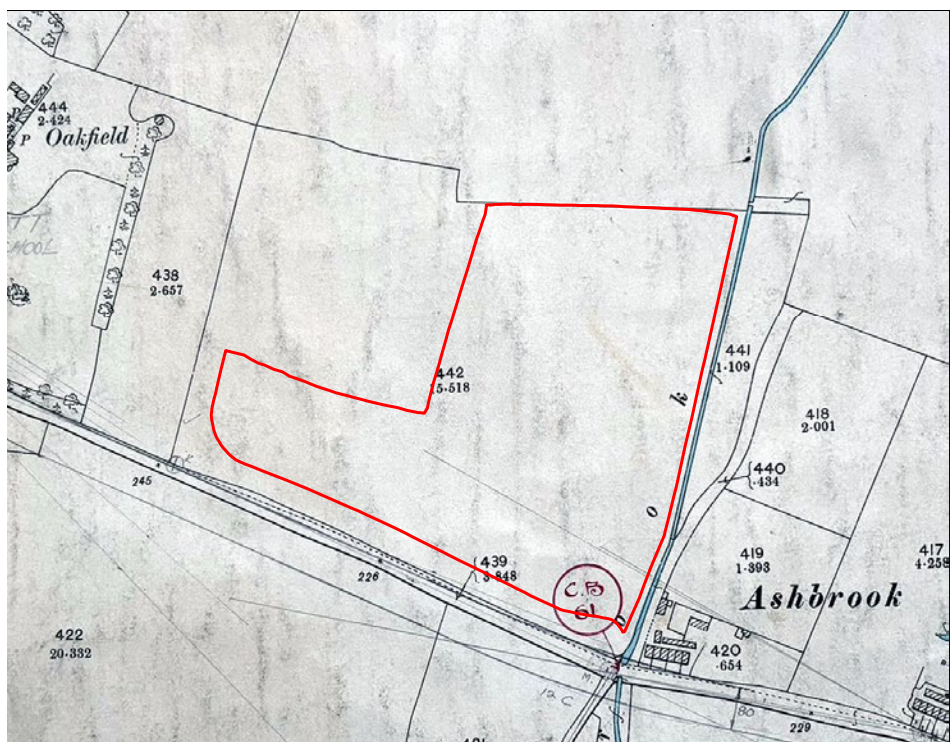
33 LAND AT STEVENAGE ROAD: DESIGN AND ACCESS STATEMENT

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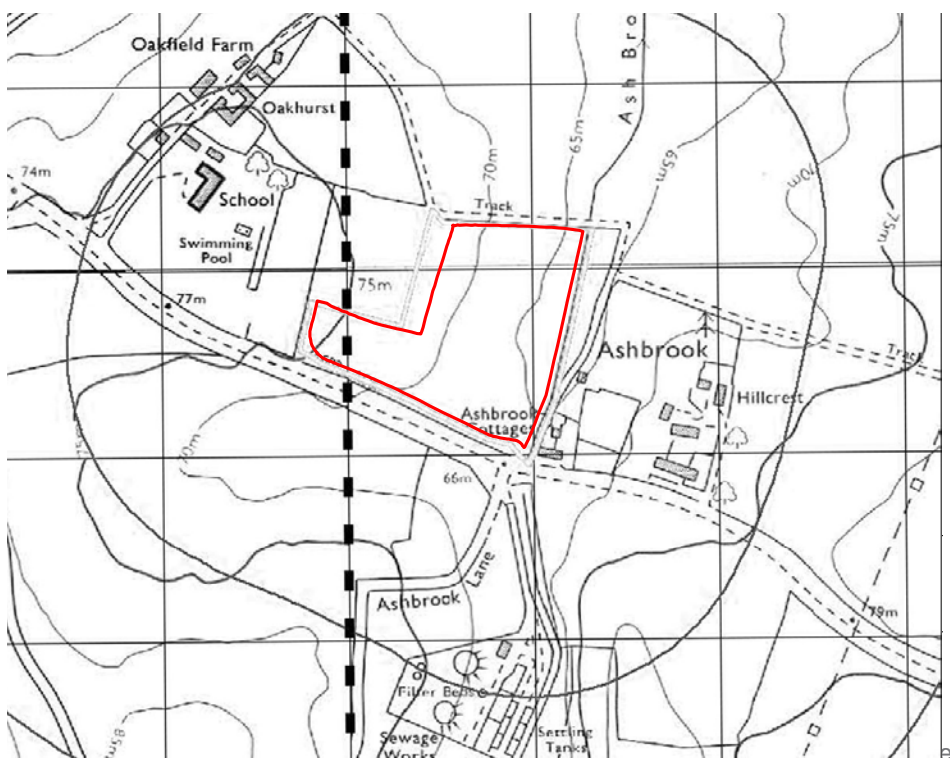
33 LAND AT STEVENAGE ROAD: DESIGN AND ACCESS STATEMENT

33 LAND AT STEVENAGE ROAD: DESIGN AND ACCESS STATEMENT



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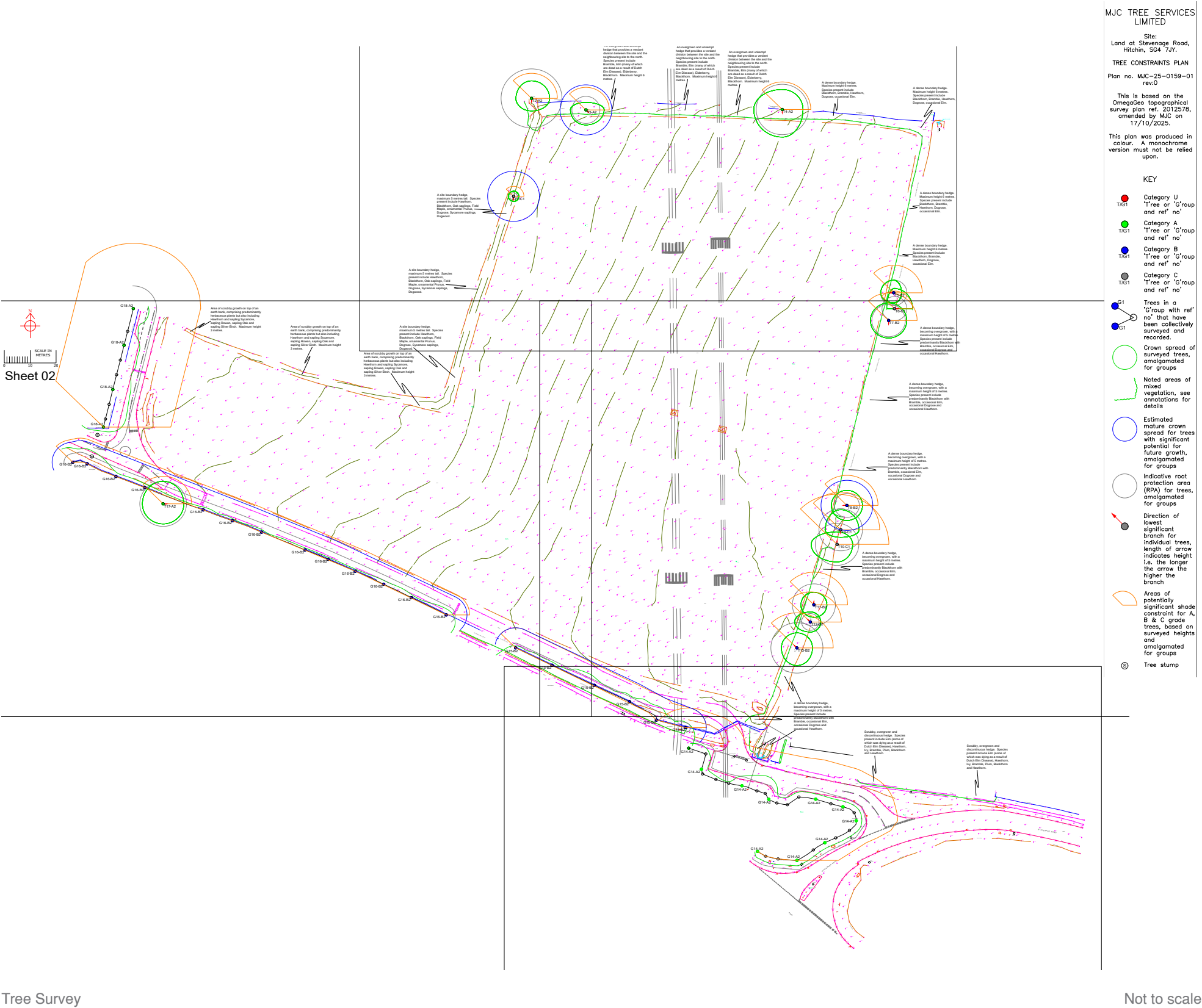
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ARBORICULTURE & TREE SURVEY

An arboricultural report was produced by MJC services Consultant. The report provides an analysis, and an evaluation of the proposed residential development comprising 50 properties dwellings and new access drive will have on the existing tree stock.

The survey found no ancient or veteran trees on, or immediately adjacent to, the site. Several of the surveyed trees, however, were assessed as having significant potential for future growth.



LANDSCAPE EVOLUTION

Match Landscape Architects have produced the landscape strategy for the proposed development at Stevenage Road.

This page includes some landscape development diagrams which demonstrates some of the initial design ideas.

Please see the Landscape Sketchbook provided by Match for further details.

Green Infrastructure

Connecting green infrastructure for the benefit of faunal migration is a goal of the landscape character assessment, this is the starting point for establishing a place structure. Green infrastructure is extended through the site to create a landscape lattice enhancing local ecology. Flood plane to the east is embraced and development is contained to the west.



Parcels and Permeability

Open space is expressed to the east and allowed to permeate into a development area. This creates three linked parcels, connected with each other and the landscape.



Lane and Links

The sites context includes pockets of development formed of often haphazardly arranged buildings around central lanes and courtyards typical of farmstead and light industrial estates. The development will reflect this with the central lane weaving through new homes. Connections to open space and links will breakthrough landscape infrastructure.



Landscape Development Diagrams

Not to scale



Landscape Precedent Images

LANDSCAPE EVOLUTION

The Illustrative Landscape Masterplan produced by Match can be seen adjacent.

Key:

1. Access off Stevenage Road
2. Wetland edge at Ash Brooke
3. Naturalistic wetland park
4. Playground area
5. Parking squares providing connections into the park
6. Reinforced boundary planting



Illustrative Landscape Masterplan

Not to scale

LANDSCAPE STRATEGY

A final landscape strategy has been prepared by Match Landscape Architects.

The strategy plan includes the location of proposed trees, hedges and shrubs along with the detailed landscape scheme for the proposed wetland park on the eastern side of the site.

Please see the drawings provided by Match for further details.

Planting Palette		
Ref	Description	Description
H1	Hedgerow 2 x feathered stock	<i>Typical species:</i> <i>Predominant Species:</i> Carpinus betulus, Fagus sylvatica <i>Supplementary species:</i> Cornus sanguinea, Crataegus monogyna, Euonymus europaeus, Ilex crenata, Prunus spinosa, Rhamnus cathartica, Rosa canina, Viburnum opulus.
M1	Ground Cover Containerised 2-7.5L	<i>Typical species:</i> Cornus sanguinea 'midwinter fire', Rosa canina, Salvia 'off' Purpurea Vinca major, Carex flagellifera, Luzula sylvatica, Urtica rubra, Achillea 'Moonshine', Bergeria 'Wintermischchen', Digitalis grandiflora, Euphorbia amygdaloides var. robbiae, Salvia officinalis 'Berggarten', Heuchera 'Yellowstone Falls' <i>Supplementary edible species:</i> Rosmarinus officinalis, Thymus vulgaris, Salvia officinalis, Mentha spicata, Allium <i>Climber species:</i> Clematis radicans, Hydrangea anomala subsp. petiolaris, Hedera helix, Clematis 'Polish Spirit', Lonicera periclymenum
M2	Meadows	Emorsgate Mix: EM3 Special General Purpose Meadow Mixture. Composition: 20% Wildflowers 80% Grasses
M3	Scrub Mix of containerised and bare root stock	Carpinus betulus, Cornus sanguinea, Corylus avellana, Crataegus monogyna, Fagus sylvatica, Ilex crenata, Euonymus europaeus, Ligustrum vulgare, Prunus spinosa, Rhamnus cathartica, Rosa canina, Salix purpurea, Viburnum opulus <i>Supplementary edible species:</i> Rubus idaeus, Rubus fruticosus, Ribes uva-crispa, Sambucus nigra, Vaccinium corymbosum
	Turf lawn	Species rich turf 80% Grass 20% Flora: Agrostis capillaris, Bellis perennis, Festuca rubra, Galium verum, Lotus corniculatus, Plantago lanceolata, Primula veris
	Wetland Edges	<i>Mix of reeds and marginalia:</i> Carex acutiformis, Carex pendula, Cyperus longus, Phragmites australis, Reedmace (Bulrush), Typha latifolia, Iris pseudacorus, Phragmites australis, Typha latifolia, Juncus effusus, Filipendula ulmaria
	Aquatic	Phragmites australis <i>Floating:</i> Hydrocharis morsus-ranae, Nymphaea pygmaea, Ranunculus longirostris <i>Oxygenators:</i> Ceratophyllum demersum, Fontinalis antipyretica, Hippuris vulgaris, Hottonia palustris
	Wetland Meadow	Emorsgate Mix: EM8 Meadow Mixture for Wetlands. Composition: 20% Wildflowers 80% Grasses
	Woodland	Broad leaf, new woodland and wet woodland planting with varying understory. <i>Woodland Species:</i> Acer campestre, Betula (various), Carpinus betulus, Crataegus monogyna, Cornus sanguinea 'Midwinter Fire', Corylus avellana, Malus sylvestris, Sorbus domestica, Sorbus terminalis, Quercus robur, Euonymus europaea, Ilex aquifolium, Ribes uva-crispa, Rubus idaeus, Sambucus nigra, Vaccinium corymbosum, Viburnum opulus



Landscape Strategy Plan

Not to scale

DRAINAGE

A flood risk assessment for the site at Stevenage Road, Hitchin (SG4 7JY) shows that parts of the land lie in Flood Zones 1, 2, and 3 (i.e., from low to high risk of river flooding). However, all new buildings in the proposed development will be located fully within Flood Zone 1, meaning the residual risk of flooding is low. Because of this, the site passes the Sequential Test, which requires prioritising lower-risk land for development.

The surface-water drainage strategy uses a Sustainable Drainage System (SuDS) to manage runoff responsibly. Roof water will drain into nearby private hardstanding made of unlined porous pavement, which then feeds a network of surface water sewers leading to an above-ground attenuation basin. This basin will control discharge to the Ash Brook to the east, limiting it to 6.8 l/s.



ECOLOGY

A Preliminary Ecological Appraisal Report has been prepared by Urban Edge Environmental Consulting Ltd. The report accompanies this planning application (Report ref: UE0681_StevenageRd_PEA_1_251119).

Please see the full report by Urban Edge for more information.

- Survey area
- Application site
- Grassland - Modified grassland
- Stream - Ash Brook
- 10m buffer
- Hedgerow - Native hedgerow
- Hedgerow - Native hedgerow with trees
- Hedgerow - Species-rich native hedgerow with trees



Ecology Plan

HIGHWAYS & ACCESS

DHA have provided transport planning advice in relation to the proposed residential development at Stevenage Road, Hitchin.

The Transport Statement (TS) has been produced in accordance with the Planning Practice Guidance (March 2014).

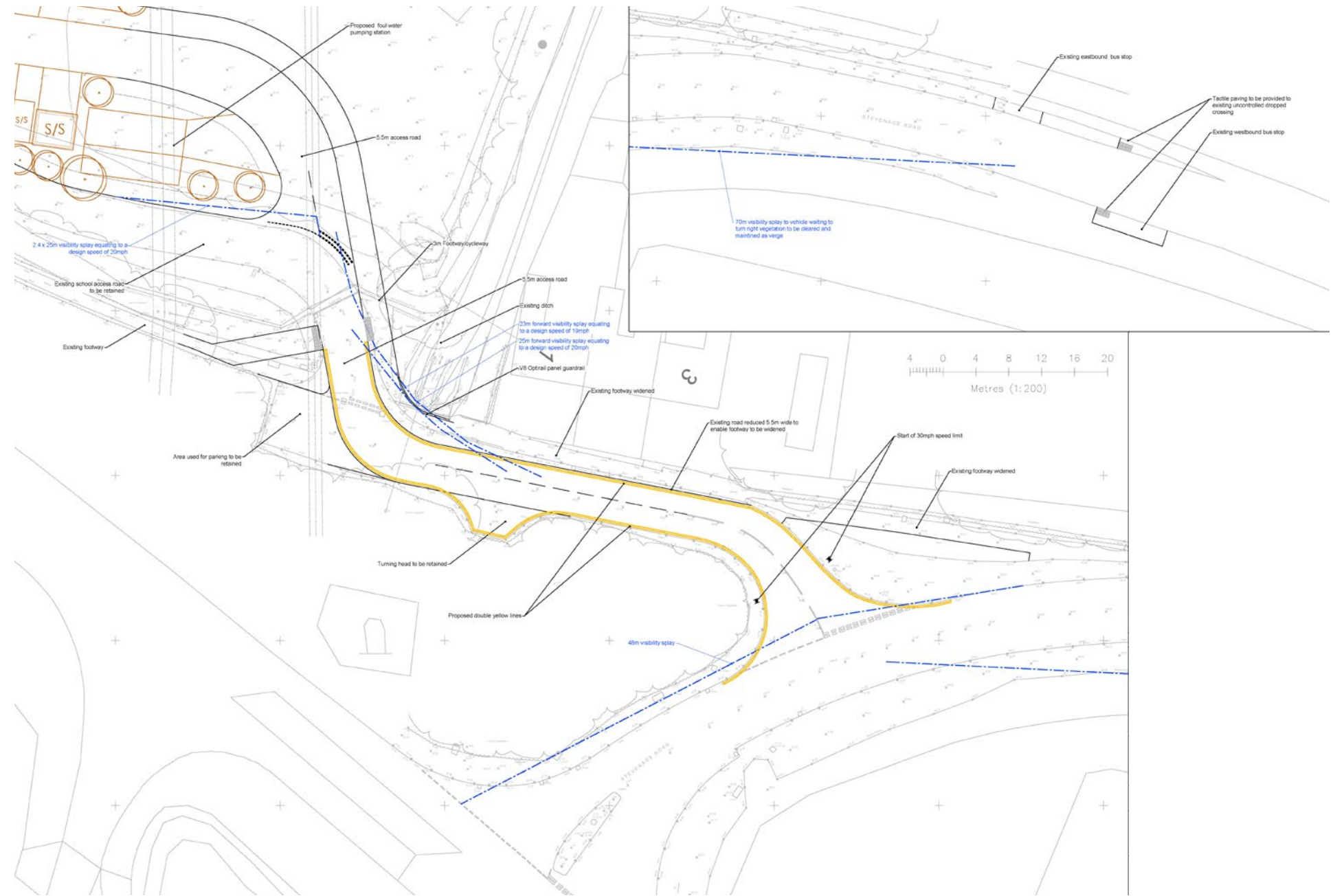
The development will be served by the existing vehicular access from the A602 Stevenage Road, which will be upgraded to accommodate the needs of the proposed development. The vehicle access will be designed with a carriageway width of 5.5m and kerb radii of 6.0m.

The proposed development has been shown to accord with all levels of transport planning policy. It is located within a sustainable setting, close to Hitchin and Stevenage where a range of everyday services and public transport nodes can be accessed.



Proposed Access

Not to scale



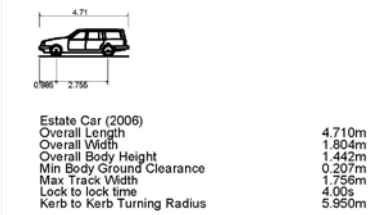
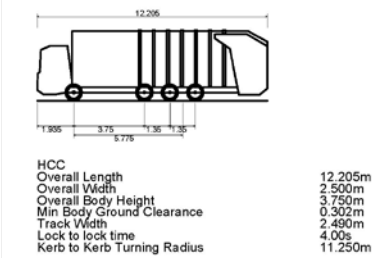
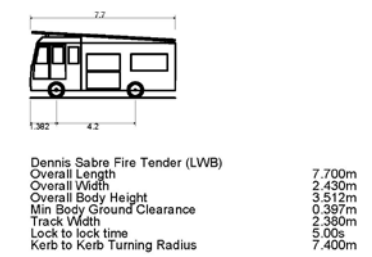
Proposed Access

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VEHICLE TRACKING

To ensure that the proposed site layout is safe and suitable for service vehicles, swept path analysis has been undertaken by DHA. A refuse vehicle, fire tender and estate car have been assessed. The associated drawings are shown here.

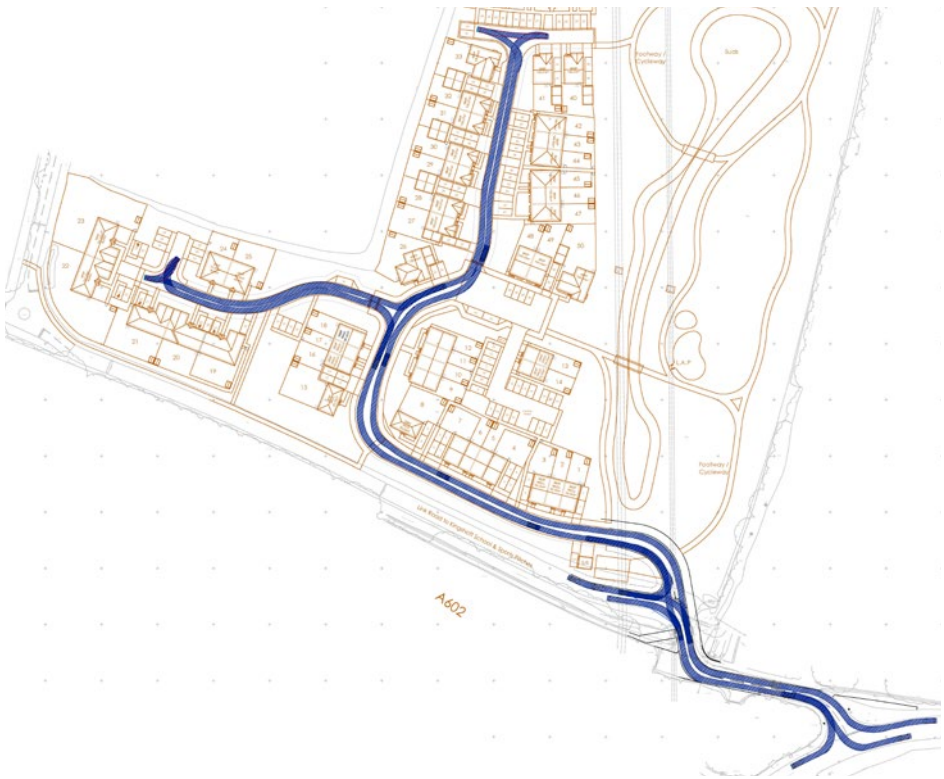
The drawings confirm that the site layout can comfortably accommodate these larger vehicle movements, ensuring that accessibility to all properties is maintained.



Fire Tender Tracking



Refuse Tracking



Estate Car Tracking



Estate Car and Refuse Tracking

Not to scale



NOISE ASSESSMENT

A Noise Assessment has been prepared by KP Acoustics and is to determine the extent and impact of external noise sources that have the potential to affect the site and its proposals, as well as guidance on a scheme of sound insulation to mitigate those impacts. The assessment has been carried out in accordance with British Standard guidance, namely BS8233:2014: Guidance on sound insulation and noise reduction for buildings.

The location was chosen in order to collect data representative of the worst-case levels expected on the site due to all nearby sources.

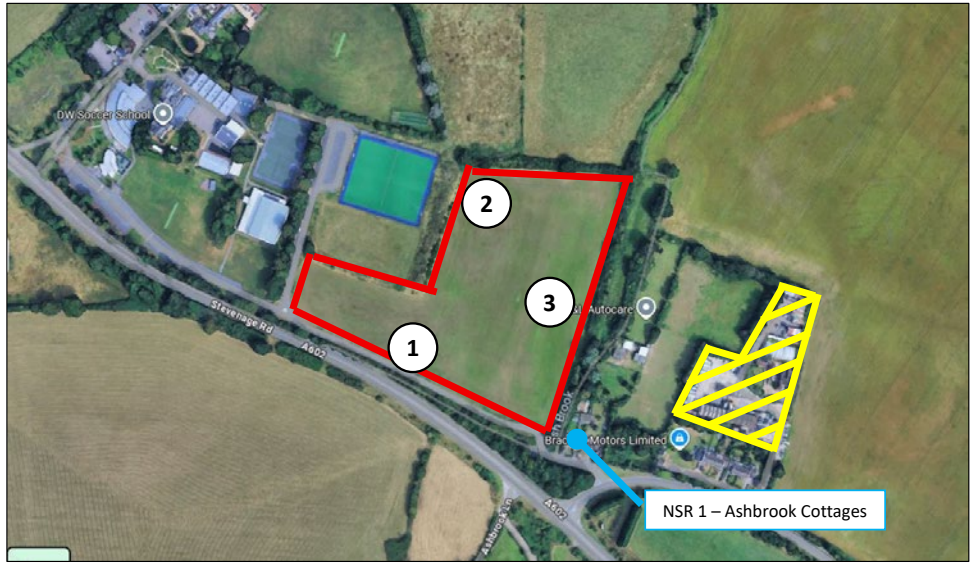
A ventilation assessment (in line with Approved Document O) shows that openable windows are not suitable for the dwellings closest to Stevenage Road, due to higher external noise. However, for plots further from the road, natural ventilation via windows is acceptable.

The MOT garage to the east was evaluated using BS 4142, and the assessment found that its impact would be non-adverse.

An acoustic barrier is proposed on the southern boundary to ensure that noise levels in gardens comply with the limits in BS 8233.

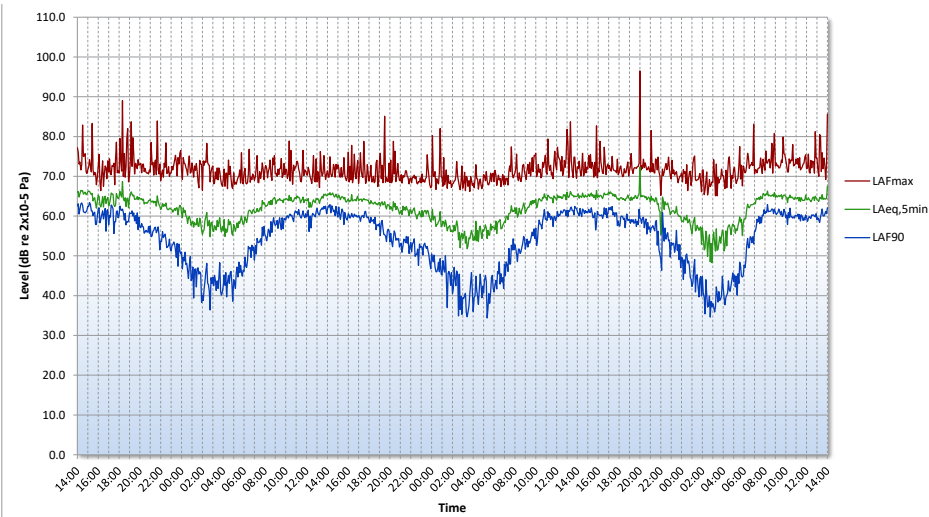
Icon	Descriptor	Description
	Site Boundary	-
	Commercial Noise Source	M&L Autocare MOT Garage
	Noise Measurement Position 1	The microphone was installed on Heras fencing 2m above ground at the South of site, as shown in Figure 2.1. The microphone was considered to be in free-field conditions.
	Noise Measurement Position 2	The microphone was installed on Heras fencing 2m above ground at the North of site, as shown in Figure 2.1. The microphone was considered to be in free-field conditions.
	Noise Measurement Position 3	The microphone was installed on Heras fencing 2m above ground at the East of site, as shown in Figure 2.1. The microphone was considered to be in free-field conditions.
	Noise-Sensitive Receiver (NSR) 1	Ashbrook Cottages to the east.

Table 2.1 Measurement positions and descriptions

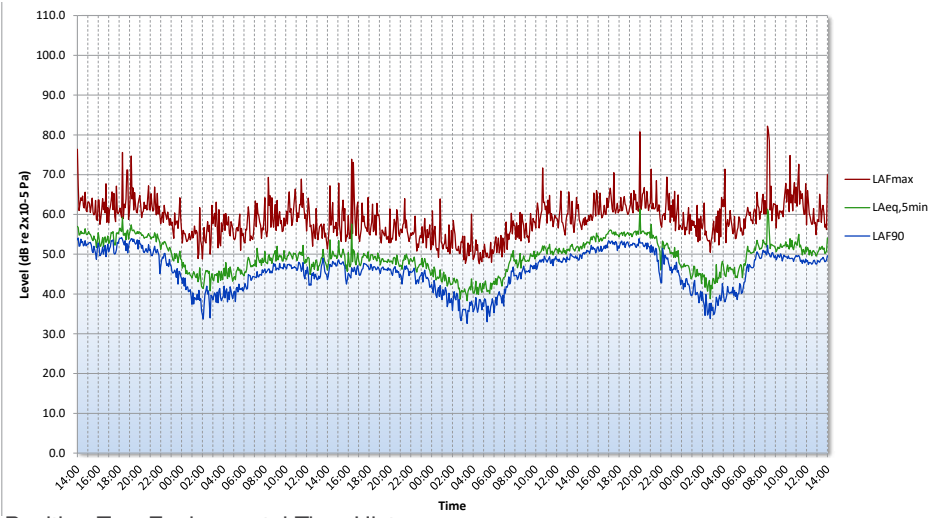


Site measurement positions Image Source : KP Acoustics group

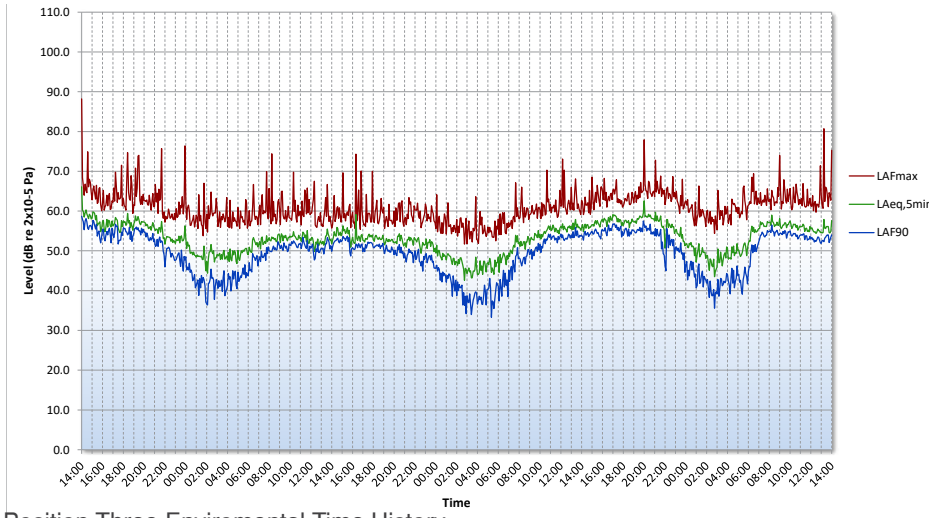
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Position One Enviromental Time History



Position Two Enviromental Time History



Position Three Enviromental Time History

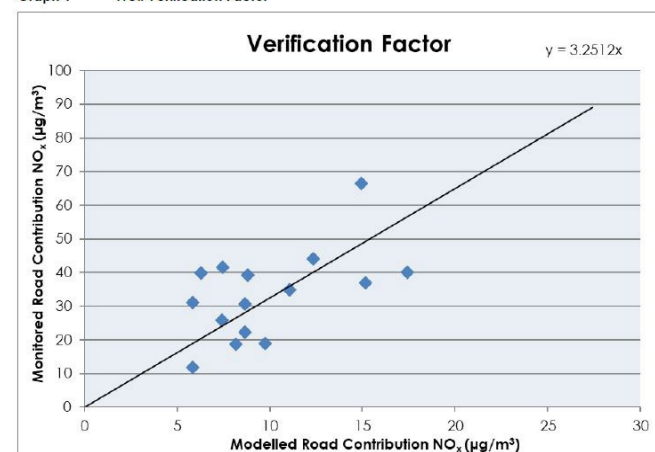
AIR QUALITY ASSESSMENT

An air quality assessment prepared by Redmore Environmental has assessed the likely impact of the proposed development in the existing Air Quality in the area.

The impact on local air quality from demolition and construction activities at the site, including discussion of relevant mitigation measures to help reduce the impact of dust and particulates during the construction phase.

Moreover, an emissions mitigation assessment will also be undertaken to determine the appropriate level of mitigation required to help avoid, minimise and/or offset the impact on local air quality. The objective of this report is therefore to determine the impact on local air quality during the construction and operation of the proposed development.

Graph 1 NO_x Verification Factor



These graphs show the linear regression of modelled and monitored NO_x (nitrogen oxide) road contributions around the site.

Table 7 Construction Dust - Sensitivity of the Area to Ecological Impacts

Receptor Sensitivity	Distance from the Source (m)	
	Less than 20	Less than 50
High	High	Medium
Medium	Medium	Low
Low	Low	Low

Table 7 outlines the criteria for determining the sensitivity of the area to ecological impacts

Table 15 Background Pollutant Concentration Predictions

NGR (m)	Pollutant	Predicted Background Pollutant Concentration (µg/m³)		
		2023	2025	2028
519500, 227500	NO ₂	8.23	7.76	6.99
	PM ₁₀	13.14	12.94	12.65
	PM _{2.5}	7.31	7.12	6.87
520500, 227500	NO ₂	8.45	7.93	7.11
	PM ₁₀	13.35	13.16	12.89
	PM _{2.5}	7.18	7.00	6.76
520500, 228500	NO ₂	8.40	8.02	7.32
	PM ₁₀	13.44	13.23	12.95
	PM _{2.5}	7.33	7.14	6.90

Table 19 Summary of Potential Unmitigated Dust Risks

Potential Impact	Activity	Step 2A - Dust Emission Magnitude	Step 2B - Sensitivity of the Area	Step 2C - Risk
Dust Soiling	Earthworks	Medium	Medium	Medium
	Construction	Medium	Medium	Medium
	Trackout	Large	Medium	Medium
Human Health	Earthworks	Medium	Low	Low
	Construction	Medium	Low	Low
	Trackout	Large	Low	Low

Table 20 Fugitive Dust Emission Mitigation Measures

Issue	Control Measure
Communications	- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site - Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager - Display the head or regional office contact information - Develop and implement a Dust Management Plan, which may include measures to control other emissions, approved by the LA
Site management	- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken - Make the complaints log available to the LA upon request - Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the log book
Monitoring	- Carry out regular site inspections, record inspection results, and make an inspection log available to the LA upon request - Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions
Site preparation	- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible - Erect solid screens or barriers around dusty activities or the site - Fully enclose site or specific operations where there is a high potential for dust production and they are active for an extensive period - Avoid site runoff of water or mud - Keep site fencing, barriers and scaffolding clean using wet methods - Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used - Cover, seed or fence stockpiles to prevent wind whipping
Operating vehicle/machinery and sustainable travel	- Ensure all vehicles switch off engines when stationary - no idling vehicles - Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable
Operations	- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques - Ensure an adequate water supply on the site for effective dust suppression, using non-potable water where possible and appropriate - Use enclosed chutes and conveyors and covered skips - Minimise drop heights and use fine water sprays wherever appropriate - Ensure equipment is available to clean any dry spillages, and clean up spillages as soon as reasonably practicable using wet cleaning methods
Waste management	Avoid bonfires or burning of waste materials
Construction	- Avoid scabbling (roughening of concrete surfaces) if possible - Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out - Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stores in silos
Trackout	- Use water-assisted dust sweeper on access and local roads, if required - Avoid dry sweeping of large areas - Ensure vehicles entering and leaving site are covered to prevent escape of materials - Implement a wheel washing system, if required - Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit

MATERIALS

A palette of contemporary materials are proposed, including:



Grey Roof Tile



Clay Roof Tile



Black Weatherboarding



White Weatherboarding



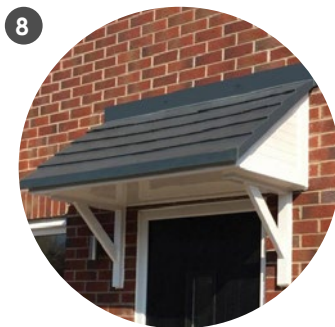
Red Multi Brick



UPVC Windows



Black Rainwater Goods



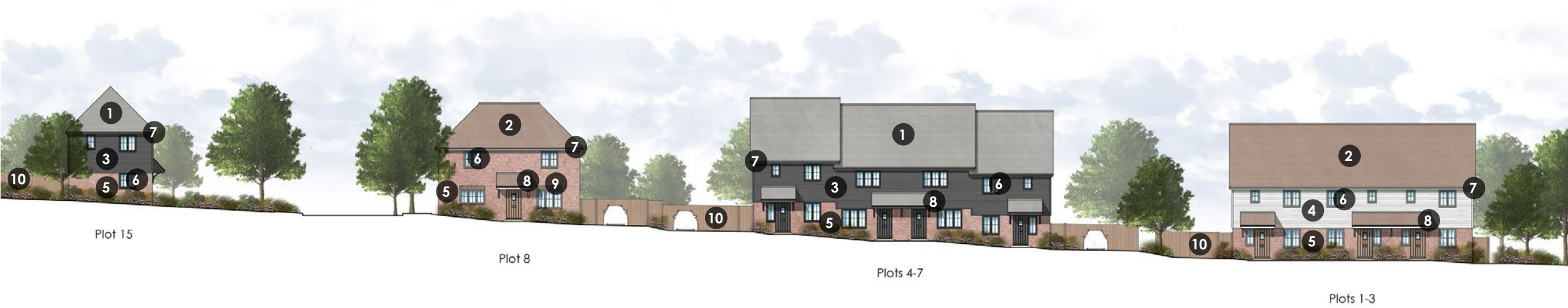
Porch



Soldier Course Brick Window Detail



Closeboard Fencing



Proposed Street Scene

Not to scale

SUSTAINABLE DESIGN

As an integral part of creating a well designed and attractive development, care must be taken to ensure a sustainable construction and community. This is one of the central aims of the scheme, with heavy focus on the use of sustainably sourced and where possible local materials. In addition, focus on issues such as water and energy conservation are integral in the design. The location of the development and its connections to local amenities and transport links contributes further to the sustainability of the proposal.

Materials and Construction

Sustainability must be considered in both building materials and construction process. In order to minimise waste and disruption, steps will be taken to reduce waste and mitigate negative impact on the site and its surroundings. A palette of materials will be derived from the surroundings not only in order to blend the development into the heritage of the area, but also to maximise the use of local materials.

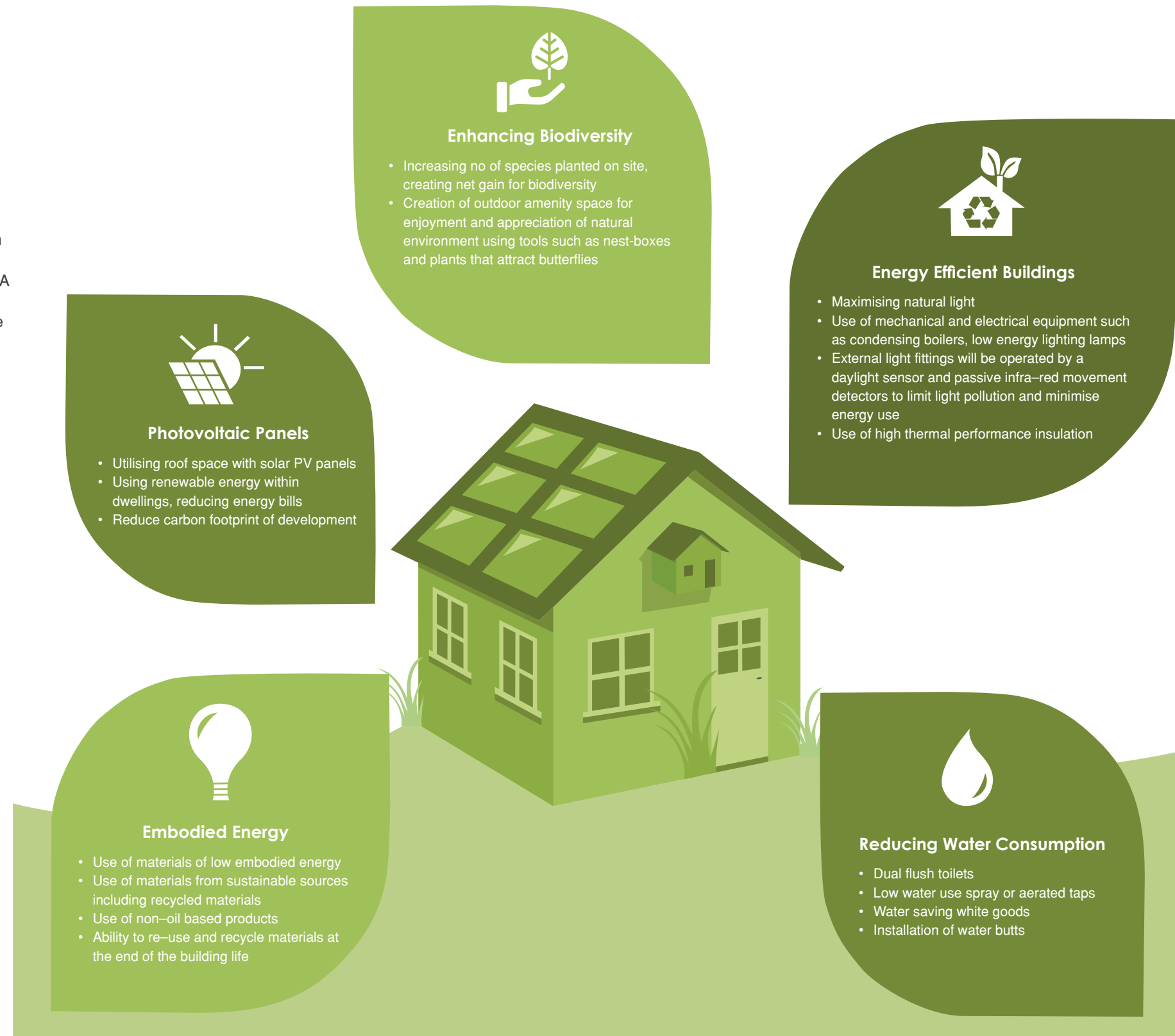
Location and Connection

The site has been assessed to ensure development can promote social incorporation and mobility, strengthening the character of the area. Having public transport links, amenities and services, such as local shops, schools and restaurants a short distance away, ensures that the development will be well equipped to maintain a thriving community.

Water and energy

Minimising energy and water waste will be ensured by the inclusion of preservation features into the design. These will include light and movement sensors for external lights as well as low energy internal lights, good thermal insulation and low water use taps and appliances. Natural light entering the properties will be maximised to reduce reliance on internal lights - reducing energy consumption. As an addition to these proposed methods and built features, infrastructure can be considered to facilitate water butts to collect rainwater for uses such as irrigation of gardens.

Through the good design of the site, it is considered that opportunities will arise to link to green infrastructure and enhance biodiversity. In addition to this, the employment of large green spaces will allow the scheme to endeavour to mitigate against the effects of climate change.



COMPUTER GENERATED IMAGE



View 1

COMPUTER GENERATED IMAGE



View 2

COMPUTER GENERATED IMAGE



View 3

05

Land at Stevenage Road, Hitchin

Conclusion

CONCLUSION

This Design and Access Statement accompanies a detailed planning application for a residential development comprising of 50no. dwellings, access, parking facilities and suitable landscaping on land at, Stevenage Road, Hitchin, North Hertfordshire, SG4 7JY.

The provision of 50no. units split between 2 to 4 bedrooms in size is in accordance with national policy and will aim to deliver a diverse addition to the local community at Hitchin.

The detailed scheme has been informed by 2 pre-application meetings, thorough assessment of the existing site context, planning opportunities and constraints and is supported by a series of technical reports.

The intention of the development is to create an integrated and well-designed community which contributes positively to the housing and land supply mix in the local area whilst contributing a suitable and above all sympathetic addition to Hitchin.

The principle of good design underpins the proposal, as does the aim to enhance the visual character of the site. Particular care and attention have been given from the outset to the setting of the nearby buildings, and constraints presented on the site.

The proposals are suitable for the site in terms of land use, amount of development, access, layout and appearance. They represent an exciting opportunity to deliver a new and well-designed addition to Hitchin, benefit the wider neighbourhood, and sustain a key local amenity asset, continuing to serve the local and wider community.

It is therefore concluded that the proposals are fully supported and acceptable in design and access terms.





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