

APPROVED ELEVATIONS VS PROPOSED

Below are examples of the approved house type elevations compared to the proposed elevations. They have been designed to match the elevational treatments by replicating; wall and roof materials, canopy styles as well as window arrangements and any specific detailing.



Approved - House type B



Approved - House type B



Approved - House type I



Approved - House type E



Proposed - House type E



Proposed - House type N



Proposed - House type M



Proposed - House type A

DETAILED MATERIAL PLAN

The material palette for the proposed layout includes a mix of red brick and black horizontal cladding as well as the use of grey and red roof tiles. The materials and architectural detailing in the proposed scheme is consistent with the approved scheme, bar the removal of render as per the officers comments. This is to ensure the architectural character of the site reflects that within Hitchin and the scheme retains its agrarian character reflective of its edge of settlement location.

It is proposed the elevations facing open spaces and the boundaries will either be horizontal clad or have brick detailing such as brick corbeling or subtle coins to elevate the street scenes. The houses with black horizontal cladding have been proposed along the main road as per pre-application comments and along boundaries to allow for way finding as well as limiting the visual impact on the neighboring properties.

We have also retained detailing as shown within the approved drawings such as; heritage style window bars, flat gauged arched window headers, stone cils and brick quoins.

- MULTI RED BRICK
- HALF BLACK HORIZONTAL CLADDING
- GREY ROOF TILES
- RED ROOF TILES



LANDSCAPE & VISUAL IMPACT

The proposed layout has been carefully designed to ensure that the development sits comfortably within the existing landscape context and maintains the key principles previously established. The design seeks to minimise visual impact on the surrounding area, with particular consideration given to building positioning, scale, and landscaping.

- The siting of dwellings ensures that no units are brought closer to the site boundaries than previously approved. Plot 10 has been repositioned further from the boundary, enhancing the landscape buffer along the site edge.
- All proposed dwellings are two storeys in height, reflecting the scale and massing principles of the approved scheme.
- Plots 9, 10 and 11 are situated adjacent to Crow Furlong, the dwellings have been designed to maintain roof heights that are equal to or lower than the previously

approved 1.5 storey designs, thereby ensuring the visual relationship with Crow Furlong remains unchanged.

- A substation is proposed near the site entrance to serve both this development and the adjacent Lucas Lane scheme. This will be screened by new planting to soften its visual presence and limit any impact on the approach to the site.
- A small section of existing hedgerow will be removed to allow for the creation of a pedestrian link to Crow Furlong, improving site permeability and pedestrian connectivity.
- Existing hedgerows and the centrally located tree within the public open space will be retained, maintaining key landscape features and helping to integrate the development into its surroundings.

LANDSCAPE DESIGN

The landscape strategy plan approved under the original consent set out key principals for the site but provided limited detail. These principals included retaining and enhancing existing boundary, protecting the TPO tree within the central open space, incorporating front garden hedges, wild flower grassland and a mown path within the north-western buffer, and additional tree planting.

The updated landscape plan maintains these principles and builds on them by providing greater detail on boundary treatments, planting locations, species mix, grass and wildflower areas, and hardstanding materials within the open spaces. Natural play features and a seating area remain within the central open space, enclosed with a knee rail for safety. The updated plan provides a more comprehensive landscape design while remaining consistent with the approved strategy.



Approved Landscape Strategy Plan



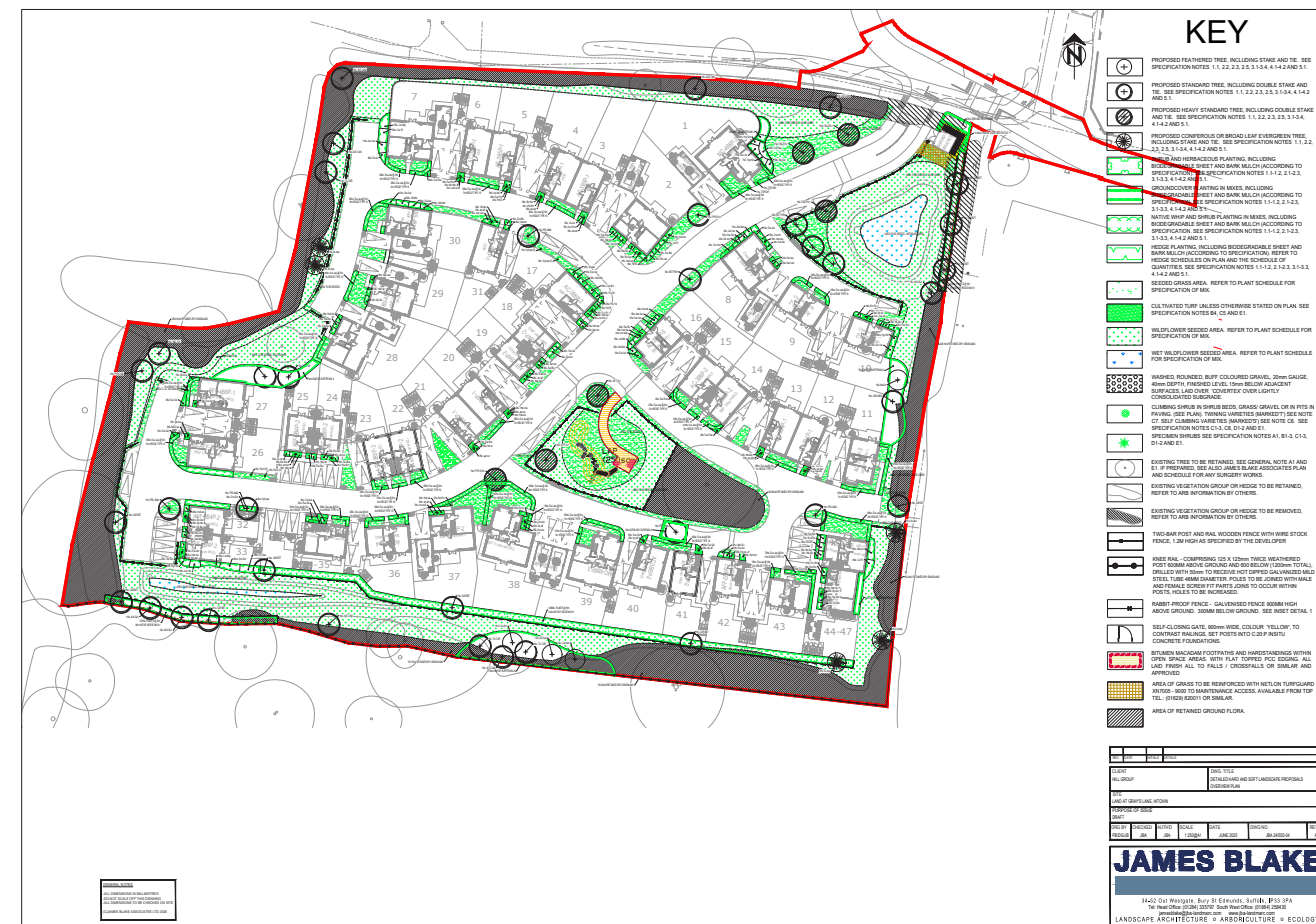
Wildflower and Wet Wildflower Planting



Mixed, native hedge to supplement woodland edge



Natural Play Features within the open space



Proposed Landscape Plan - James Blake Associates

BOUNDARY CONSIDERATIONS

LUCAS LANE DEVELOPMENT

At the same time as the approved application was being determined, the land to the north of the site, known as Lucas Lane, had a planning application submitted (by Hill Residential) for the development of 9no. units for this site which was subsequently approved (ref:22/00516/FP). The sites were linked by the new access arrangement on Grays Lane. Both sites retained the hedgerows that separated the site and allowed for a buffer zone from their boundaries. These features are retained as part of the proposed layout to reduce overlooking and overshadowing.

CROW FURLONG

The approved application took into considering the proximity of the proposal to the properties on Crow Furlong. A buffer zone was proposed to maintain the rural edge and plot 11 and 44-47 were designed to address the existing hedgerow. The proposal also sets plot 10 back from the buffer and adds a window to the side elevation increasing the activate frontages along the boundary. Due to some of the properties along Crow Furlong being single storey and the existing topography of the site, the approved layout reduced the roof heights of Plot 10 and 11 to reduce the visual impact to these properties. Although these units have been changed to be 2 storeys in height, the roof height is under than within the approved drawings for these units.

A footpath link has also been incorporated into the site to create a connection between Crow Furlong and the play area within the site.



PARKING

As per the approved scheme, most units have on plot-parking located to the side of the house and/ or in garages. There are a few locations in which front of unit parking has been utilised. The site has been designed so that all parking will be overlooked to increase security. Each unit will also be provided with an electric vehicle charging point in line with Part S of Building Regulations and Hertfordshire Local Transport Plan (adopted 2018).

Garages have been designed to meet with the parking standards as set out within Appendix 4 of the North Hertfordshire Local Plan 2011-2031. The internal size of the garage will be at least 7m x 3m.

The approved layout allowed for 1no. parking space for 1bedroom units and 2no. spaces for all other units. The garages within the approved application were only 2.6m x 6.6m and therefore could not be counted as a parking space. The overall number of parking spaces on the site was 88. The proposed scheme has also allowed for 1no. parking space for 1bedroom units and 2no. spaces for all other units, some of which are within garages. 3no. units have 3 parking spaces. The total number of parking spaces across the proposed scheme is 91 spaces.

The number of visitor spaces (12no.) have been retained and the locations have generally stayed the same as the approved layout, however spaces to the north of the play area has been moved to next to the northern attenuation as per pre-application comments. An additional parking space has been provided next to the substation as required for maintaining the substation.

Consistent with the approved scheme, two cycle spaces will be provided for each unit. These will be provided within the garage (if applicable) or within a secured shed within the garden.

- ALLOCATED PRIVATE PARKING
- ALLOCATED PRIVATE PARKING M4(3) COMPLIANT
- IN GARAGE PARKING
- UNALLOCATED VISITOR PARKING
- CYCLE STORAGE IN SHED - 2 SPACES
- CYCLE STORAGE IN GARAGE
- HOME CHARGING POINT
- 2 x HOME CHARGING POINT



REFUSE COLLECTION

As per the approved layout, the proposal has been designed to accommodate refuse collection in line with local requirements. The majority of the site will be collected kerbside and collection points have been included where refuse trucks cannot navigate. The collection points have been designed to be within 25m of the main spine road or secondary road and the storage point for dwellings will be within 30m of the collection point.

The spine road and secondary roads have been designed to allow for a refuse truck to navigate and turning spaces have been incorporated into the layout for refuse trucks and emergency vehicles. These roads have been tracked to ensure that refuse trucks can turn around within the proposed layout. The road in front of plot 11 was extended to ensure the refuse truck could turn around. The road has also been decreased in length in front of plot 27 as it was not needed for the refuse truck to turn and therefore has reduced the amount of road within the landscape buffer. Further details of the tracking can be seen in drawing 1318-TA24-Rev E done by MAC.

- REFUSE TRUCK NAVIGABLE ROAD
 - COMMUNAL COLLECTION POINT
 - CARRY DISTANCE (Max 30m)
 - COLLECTION DISTANCE (Max 25m)
 - BIN STORAGE POINT
 - KERBSIDE COLLECTION POINT
- NOTE:
All plots directly off the refuse truck navigable feature roadside side waste collection points



INCLUSIVITY

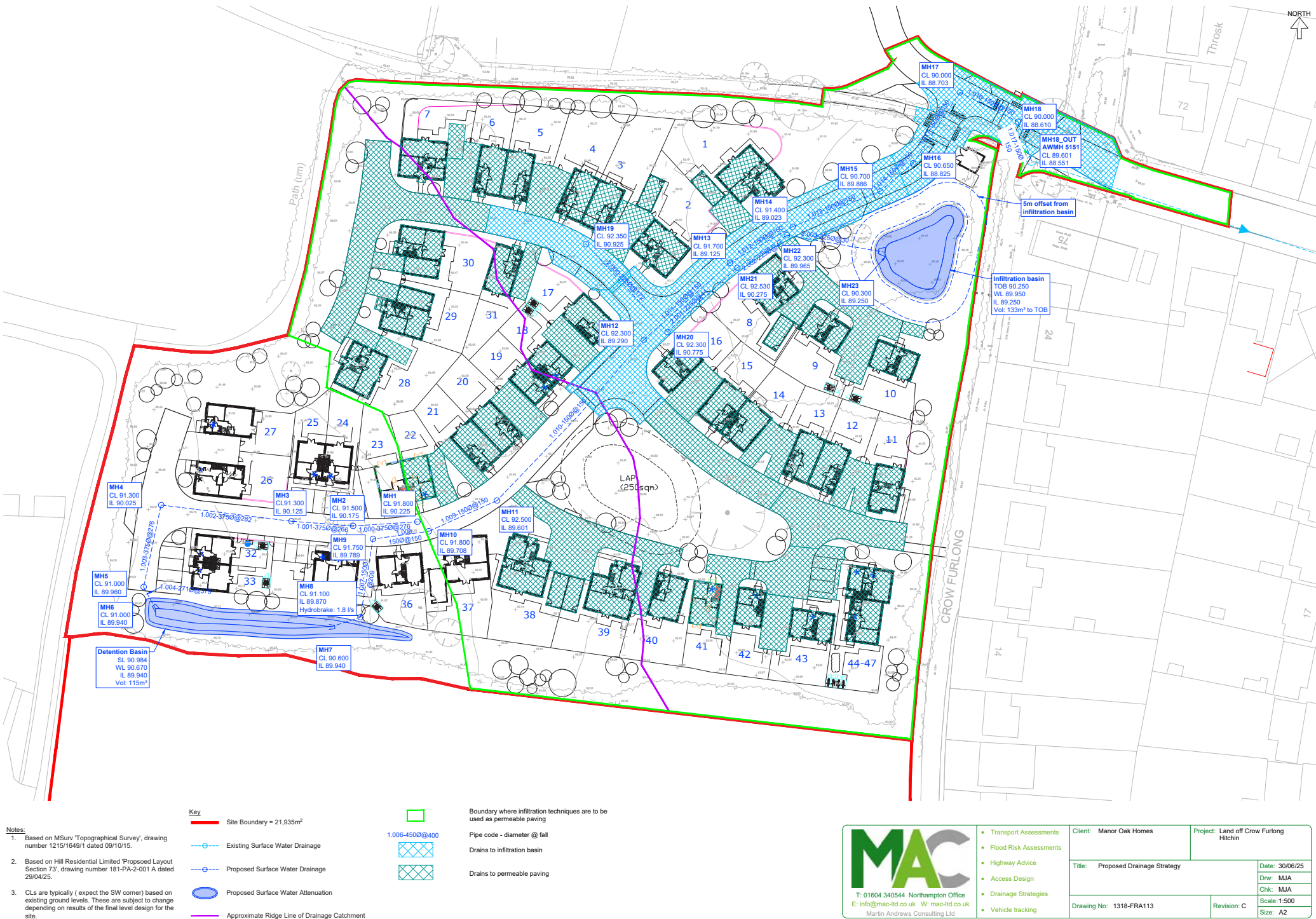
The proposed layout includes 33no. homes that will be designed to meet building regulations M4(2) 'Accessible and Adaptable Dwellings' standards and 1no. home will be designed to meet the higher M4(3) (Wheelchair accessible) standard.

The proposed scheme also includes a range of open public spaces that will be connected by footpaths to ensure the enjoyment of all residents and visitors.



DRAINAGE STRATEGY

The drainage strategy as set out in the approved scheme is to be retained and used within the proposed scheme. This includes the retention of two attenuation basins, one near the site entrance in the north-eastern corner of the site and another basin which runs along the southern boundary. It is also proposed to use permeable paving throughout the roads and driveways in the same locations as shown within the strategy.





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