

5.9 Landscape strategy

1. Informal grass footpath route created through higher mowing management regime. 2m wide.
2. Proposed Play Area - Details to be agreed.
3. Proposed footpath link between new development and Codicote Road
4. Ornamental planting to plots fronting access road to soften view of development from Codicote Road.
5. Existing woodland and vegetation to be retained and managed to enhance existing areas with areas to be used as informal public open space
6. Proposed native shrub planting reinforced with tree planting to be implemented alongside edge of rear gardens to reinforce formal edge of built development.
7. Existing vegetation to be reduced to enable rear gardens. Additional tree and native planting to reinforce existing edge and mitigate potential views from publicly accessible areas to the south-west and west.
8. Feature tree planting to main access road to be Extra Heavy Standards of 18-20cm girth, height in excess of 5m with 2m clear access stem. All trees to be below ground anchored with watering point and drainage connection (tba - based on permeability of existing ground conditions).
9. New native tree and shrub planting along boundary with no. 44 Codicote Road to replace existing removed to facilitate internal access road.
10. Feature trees to be planted at the end of main roadways to provide a visual focal point.
11. Street trees to be Extra Heavy Standard (EHS) sized trees planted in accordance with recommendations to BS5837 and NHBC Guidelines. To be planted minimum 2m from nearest hard standing and 5m from buildings, and incorporating suitable root barrier system to control root ingress. Trees to be planted with short turf amenity grassland or low level ornamental shrubs below.
12. Maintenance access to southern boundary behind plots 88-106

5.0 Proposals



Illustrative landscape masterplan (Arthian Ltd.)

5.10 Proposed site access

The proposals seek to retain access via Codicote Road. The proposed access arrangements include the formation of a new access approximately 17 metres south of the current access location to reduce the impact on established trees. The existing two points of access would be closed, with full-height kerbs and level footway construction reinstated.

The proposed Site access has been designed as a formal bellmouth junction, with 6m radii on either side and a 5.5m carriageway width. There are 2m footways on either side of the carriageway, which continue into the Site. The proposed access would provide an uncontrolled pedestrian crossing for pedestrians along Codicote Road.

The existing alignment of Codicote Road is generally straight with little vertical deflection, generally offering good visibility splays for vehicles emerging from access points across its frontage.

Traffic impact

The forecast traffic associated with the development would not result in a material impact on the operation, capacity or safety of the local highway network. Furthermore, the proposed development would generate fewer daily vehicle movements than the lawful use of the site and would reduce the proportion of commercial and heavy vehicle traffic associated with existing operations.

Sustainable access arrangements

The proposals will be expected to contribute to improvements to local sustainable travel connections, which may include enhancements to existing infrastructure, such as improvements to walking and cycling routes and pedestrian crossing points.

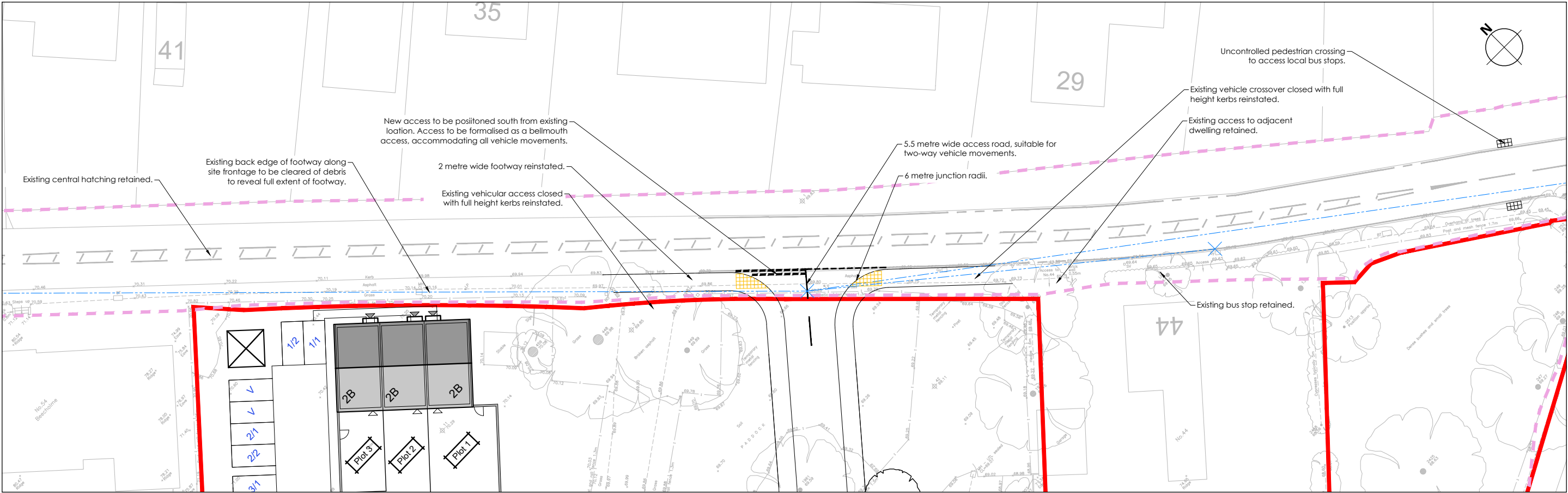
The Site benefits from direct access to Codicote Road. The proposal would include a 2 metre wide footway on both sides of the main access road to link with existing infrastructure on Codicote Road. The proposed access would also provide an uncontrolled crossing over the proposed bellmouth, retaining connectivity for pedestrians along Codicote Road.

The proposed Site layout would also include the formation of a pedestrian-only route onto Codicote Road at its western end to provide a direct connection to the local highway. It is also suggested that a connection is provided to Fullings Mill Lane, if possible, to provide an alternative attractive connection through the scheme.

The proposals would also include improvements to crossing facilities on Codicote Road. This would include the formation of an uncontrolled crossing to the south to access the footways and bus stops on both sides of the road. Road to reveal the full constructed width.



Visibility from proposed access location (2.4 metre setback)



Proposed access from Codicote Road (RGP)

5.11 Vehicular movement

5.0 Proposals

Access to the Site is to be provided via a new junction off Codicote Lane and the existing entrance will be closed.

The proposed internal street network has been designed to create a low-speed environment, with a design speed of 15mph adopted throughout the development. Raised tables will be incorporated at key junctions and at intervals along residential streets to provide traffic-calming measures and improve pedestrian accessibility. The low-speed design approach will also create a safe and attractive environment for cyclists travelling through the Site on the carriageway.

The proposals also include enhancements to sustainable travel infrastructure, including new pedestrian facilities within the Site, improved crossing opportunities on Codicote Road, reinstatement and enhancement of footway connections, and measures to improve accessibility to local bus services. A separate Travel Plan has also been prepared to encourage travel by sustainable modes and reduce reliance on the private car.

The forecast traffic associated with the development would not result in a material impact on the operation, capacity or safety of the local highway network. Furthermore, the proposed development would generate fewer daily vehicle movements than the lawful use of the Site and would reduce the proportion of commercial and heavy vehicle traffic associated with existing operations.



Vehicular movement diagram

5.12 Pedestrian and cyclist movement

A network of footpaths along the streets and lanes and within the open space areas will provide a variety of safe routes within a pedestrian and cyclist friendly residential environment.

Footpaths along the primary and secondary streets ensure good accessibility to all homes for people with mobility issues.

Pedestrian routes through the extensive areas of open space offer recreational opportunities for residents and the local community.

Cycling on streets and lanes within the development will be on carriageway where traffic speeds will be restricted by design to a maximum of 20mph.



Vehicular movement diagram

The proposed development would provide two allocated parking spaces for each dwelling and one allocated parking space for each apartment, resulting in a total of 208 allocated parking spaces including 10 x M4(3) parking spaces. In addition, 25 unallocated visitor parking spaces will be distributed throughout the development. Overall, the scheme would provide 233 car parking spaces, which accords with the maximum parking standards set out by North Hertfordshire District Council.

Cycle parking

A total of 208 cycle parking spaces will be provided consisting of 2 spaces per house and 1 per apartment. Cycle storage will be provided and a shed for the houses and in a communal cycle store for the apartments.

EV Charging

Electric Vehicle Charging Points (EVCPs) would be provided at each dwelling in accordance with Building Regulations Guidance. Further details would be secured by a planning condition.

Disabled parking

Dedicated accessible parking spaces are not proposed for the individual houses. Each dwelling would benefit from allocated off-street parking provision, whilst the layout incorporates a flexible parking arrangement that enables vehicles to stop or park within close proximity to residential properties where required.

An exception is made for the proposed M4(3) wheelchair-user dwellings within the apartment building. In accordance with accessibility requirements, each M4(3) unit is provided with a dedicated accessible parking space located in close proximity to the building entrance, thereby ensuring convenient and inclusive access for future occupants.

KEY

On-plot parking

On-street parking

Visitor parking

Disabled parking

Cycle parking in stores

Cycle parking in a communal store



Vehicular movement diagram

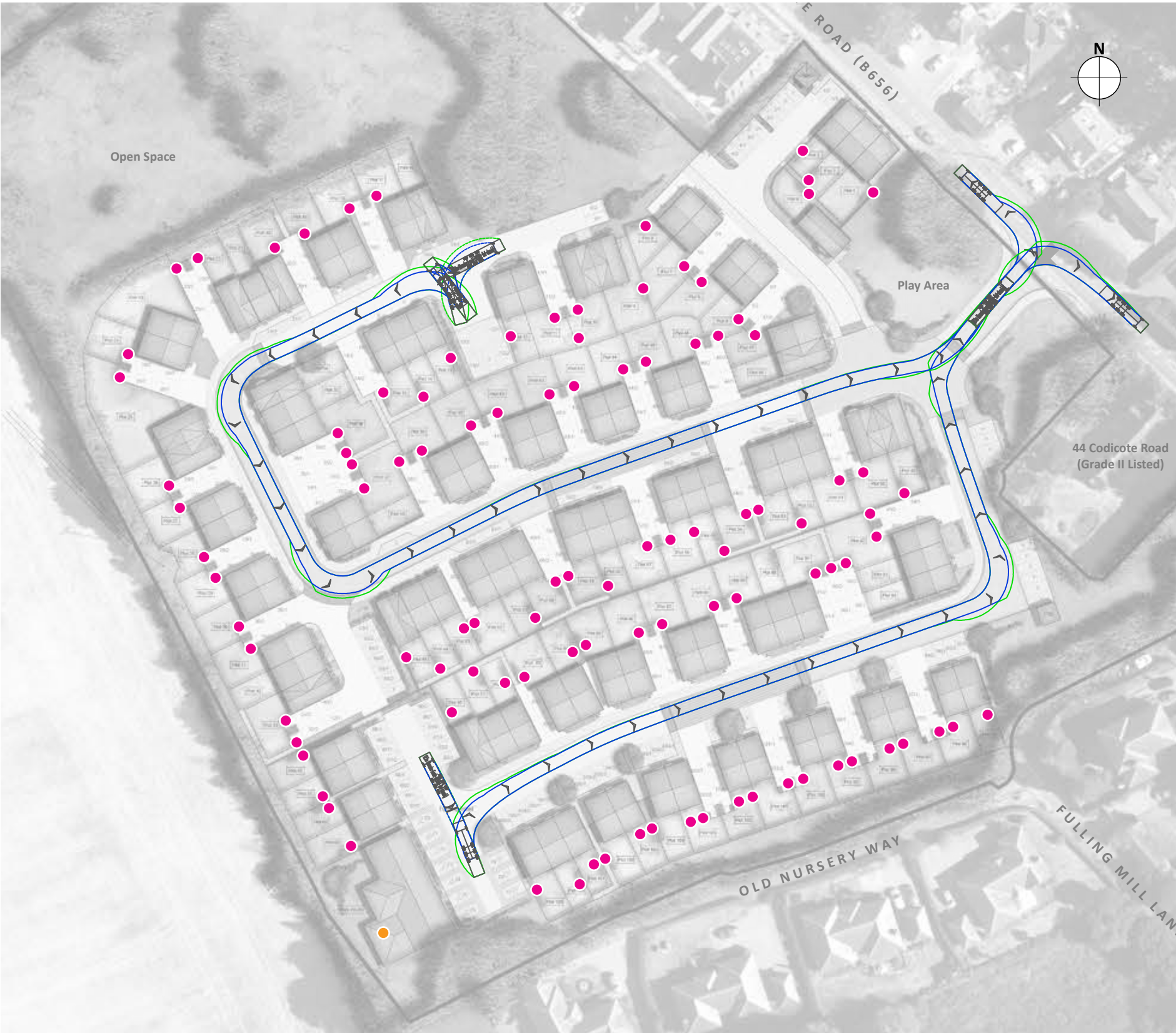
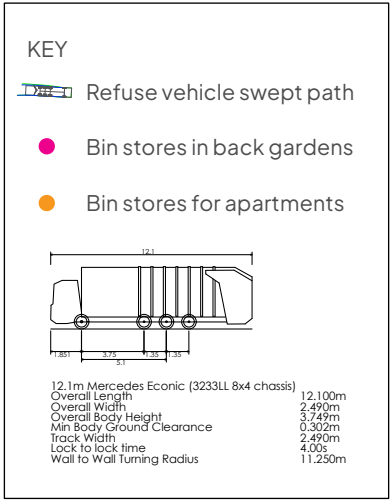
The proposed development would be integrated into the Council's existing waste collection service and incorporated within an established collection route serving the surrounding area. Waste management requirements are set out within the East and North Herts Shared Waste Services Waste Storage and Collection Guidance for Developers (2024). The standard collection regime comprises a three-weekly residual waste collection service, alongside separate three-weekly collections for mixed dry recyclables and fibre. Food waste is collected weekly, whilst residents may also subscribe to a fortnightly garden waste collection service.

The refuse collection strategy has been developed in accordance with Hertfordshire County Council's design and access requirements. All dwellings and apartment buildings would be provided with dedicated refuse and recycling storage facilities, located to ensure convenient access for both residents and collection operatives. Individual houses would be provided with dedicated storage areas for refuse and recycling containers.

On collection days, bins would be presented by residents at the edge of the carriageway within the internal street network for collection. The proposed strategy extends the existing waste collection arrangements serving the locality and has been designed to comply with the following operational requirements:

- Refuse stores within 30m of each dwelling
- Refuse collections within 10m of where a refuse vehicle can reach
- Refuse vehicles should not have to reverse more than 12m

A refuse collection vehicle represents the largest vehicle that would routinely require access to the development. The proposed Site access junction is capable of accommodating a refuse vehicle in both inbound and outbound movements. The internal layout has been designed to enable the vehicle to enter, manoeuvre within the Site and exit in a forward gear, thereby promoting safe and efficient operation of the waste collection service.



Refuse collection strategy diagram

5.15 Noise assessment

An assessment to determine the impact of noise on the proposed residential development has been undertaken by Arthian.

Baseline sound measurements were carried out at the Site over a period of 5 days to quantify the representative ambient and background sound levels across the Site.

A sound propagation model has been constructed, based on measured noise levels from road traffic on Codicote Road, to determine noise levels across the Site to therefore the suitability of the Site for residential development.

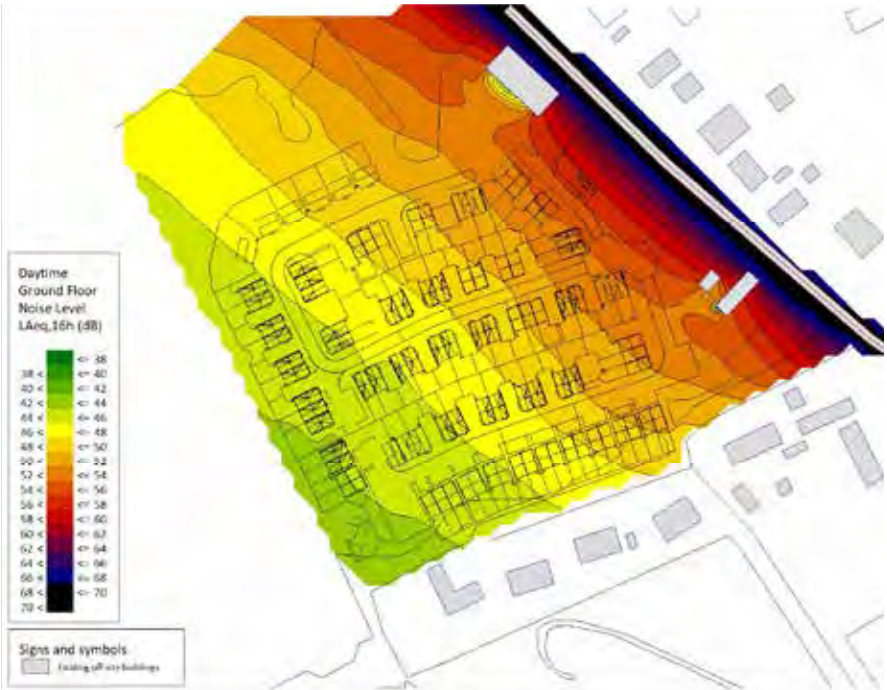
Internal ambient and LMax noise levels have been predicted and assessed against the requirements of BS 8233 for living rooms during the daytime and within bedrooms at night. With a partially open window, internal noise levels are predicted to exceed the recommended maximum internal levels during both daytime and night-time periods within the plots located closest to and facing Codicote Road. With a standard closed double-glazed window, daytime and night-time ambient levels can be achieved at most of the plots. However, at night internal LMax levels are predicted to exceed the recommended maximum levels at all plots adjacent to Codicote Road. Mitigation measures have been presented in this report, the most practical of which may be the installation of higher specification glazing and acoustic ventilators/whole house ventilation systems in selected dwellings.

An assessment of noise levels within external amenity spaces indicates that the of 55 dB LAeq,16 upper guideline level can be achieved in all garden spaces.

It is recommended that a detailed assessment of mitigation requirements for individual plots should be required at the detailed design stage and once the final layout for the Site is confirmed.



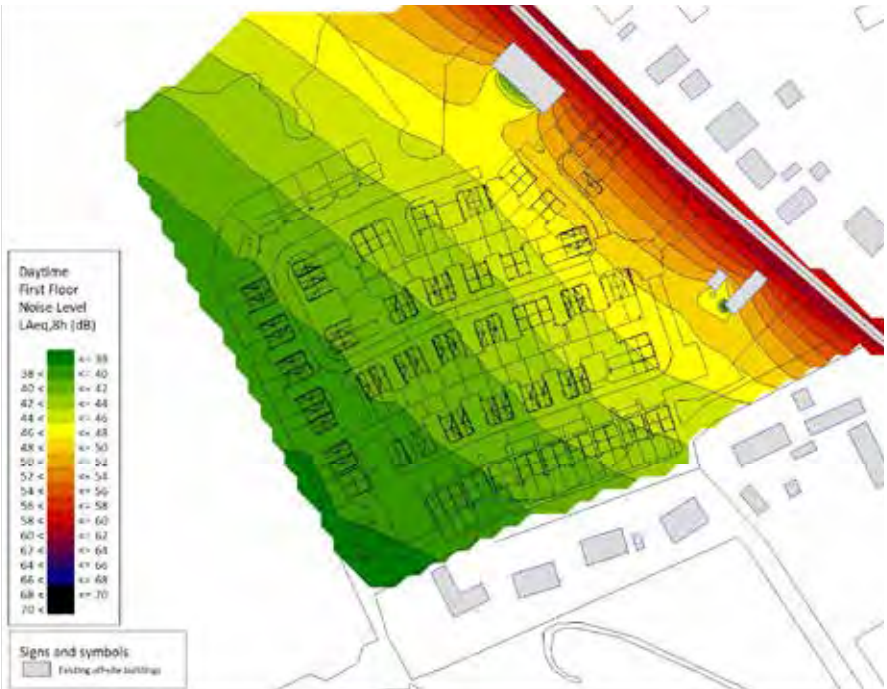
Plots Where Noise Mitigation Measures Are Required



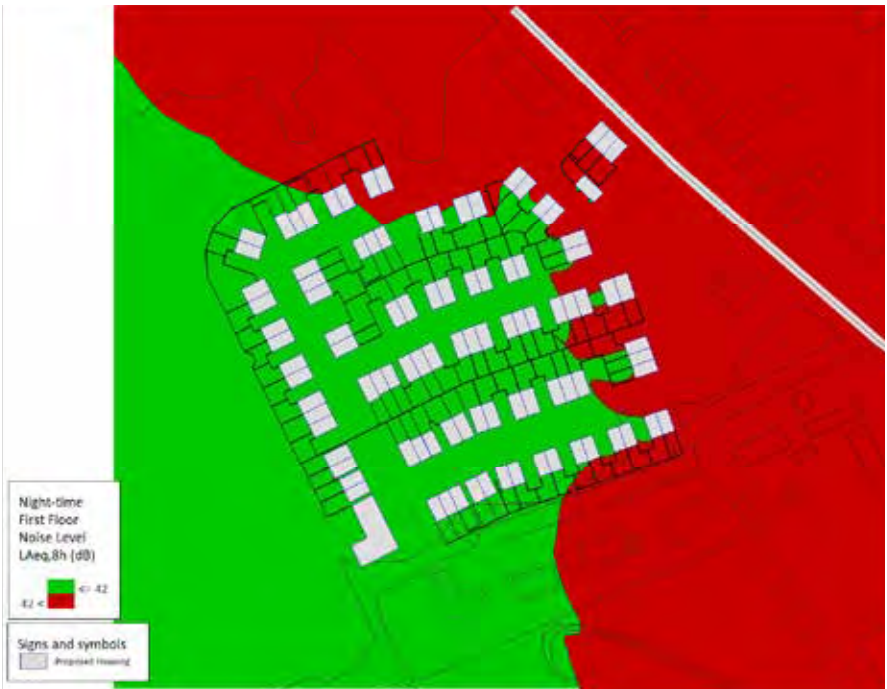
Stage 1 Risk Assessment Predicted Levels – Daytime (1.5m)



Predicted Levels – Daytime (1.5m)



Stage 1 Risk Assessment Predicted Levels – Night-time (4m)



Predicted Levels – Night-time (4m)

5.16 Ecological enhancements

Where feasible, it is recommended that the following ecological enhancements could and should be incorporated within the Site design going forward (list is not exhaustive):

Habitats

- **Native species-rich planting:** New planting should prioritise native species to enhance biodiversity, including species-rich hedgerows and mixed shrub planting reflective of local character.
- **Species rich grassland:** Creation of species rich grassland habitat, managed with a longer, varied sward, providing suitable habitat for amphibians and reptiles within the area. This habitat should provide a minimum of 8 species per m2 and contain a mixture of native species including forbs and grasses (and sedges and rushes where suitable).
- **Hedgerow creation:** New hedgerows should comprise native species such as hawthorn, blackthorn, hazel *Corylus avellana* and field maple *Acer campestre* to provide connectivity, foraging and nesting opportunities.
- **Wildflower grassland:** Areas of amenity grassland should be replaced, where feasible, with species-rich wildflower grassland to enhance floral diversity and support invertebrates.
- **Tree planting:** Native tree planting (e.g. oak *Quercus robur*, hornbeam *Carpinus betulus*, field maple) should be incorporated to strengthen habitat connectivity and provide long-term ecological value.
- **Log piles / deadwood habitat:** Retention or creation of deadwood features (e.g. log piles) within landscaped areas to provide habitat for invertebrates and small mammals.

Species

- Installation of bat boxes, exact number to be determined following bat surveys, during the construction stage. Boxes should ideally comprise woodcrete for long lasting durability. Suggested box models include Schwegler 1FR, 5 lbstock bat boxes or similar integrated bat bricks/tubes
- Installation of approximately 1 no. integral bird box per dwelling (where feasible) during the construction stage. Boxes should ideally comprise woodcrete for long lasting durability. Suggested box models include integrated swift bricks, sparrow terraces, and general-purpose nest boxes.



Wildflower meadow planting



Schwegler 1FR bat tube



Bird nest boxes



Log pile