



Design Code Compliance Statement Highover Farm - Phase 1

Hitchin
BDW

October 2025



DOCUMENT CONTROL

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DOCUMENT LOCATION

Ensure that this document is current. Printed documents and locally copied files may become obsolete due to changes to the master document.

The source of the master document can be found on the following:
T:\61979 - 61980 Highover Farm - Hitchin -BDW\01_WIP\A_Architect\PP_Presentations\RM PHASE 1 DCC

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Site layout including parking arrangements, [social/ affordable housing, community buildings, play areas and public open spaces] may change to reflect changes in the planning permission for the development. Please speak to your solicitor to whom full details of any planning consents including layout plans will be available.

Site layouts and landscaping are not intended to form part of any contract or warranty unless specifically incorporated in writing into the contract. Images are not intended to form part of any contract or warranty unless specifically incorporated in writing into the contract.

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Clients:



Introduction &
Assessment

01

02

03

04

01

INTRODUCTION & ASSESSMENT

1.1. PURPOSE OF THIS DOCUMENT

McBains has been instructed by Barratt and David Wilson Homes to submit a Reserved Matter Application for the construction of 236 dwellings at Highover Farm in Hitchin, which will be the first phase of this development.

Outline planning permission for mixed use development issued in November 2024 (18/01154/OP) for all matters reserved other than access, comprising residential led development of up to 700 dwellings of use class C3 (dwellings), approximately 500 Sqm of neighbourhood-level facilities, a new 2FE primary school, open space, play space, green infrastructure, and associated accesses (vehicular, pedestrian and cycle), including a new primary access off Stotfold Road with limited access off High Dane (as amended by plans and documents received 6th,13th and 29th January 2020, 4th, and 20th February 2020, 8th September 2020 and 17th, 20th and 21st December 2021 and 24th January 2023).

This document is submitted as part of a Reserved Matters Applications and explains how the design requirements indicated in the Highover Farm Design Code have been followed and addresses if any points of non-compliance.

The document is divided into 4 sections:

- 1.1.1. Introduction & Assessment
- 1.1.2. Design proposal
- 1.1.3. Appearance & Character
- 1.1.4. Design Code Compliance Checklist

This statement should be read in conjunction with the wider suite of documents and plans that collectively comprise the planning submissions for the reserved matters application.

KEY:

OWNERSHIP BOUNDARY

APPLICATION BOUNDARY PHASE 1

AREA EXCLUDED FROM APPLICATION

1. STOTFOLD ROAD

2. HIGH DANE

3. INDUSTRIAL AREA

4. HIGHOVER WAY

5. GROVELANDS AVENUE

6. HIGHOVER FARM

7. WALSWORTH

8. RAILWAY



FIGURE 1: Aerial photo of the site (Source ©Google Earth)

01

INTRODUCTION & ASSESSMENT

1.2. SITE CONTEXT

The outlined site is located at the edge of Hitchin, situated between the Hitchin- Letchworth railway line and A505. It covers an area of approximately 37 hectares and is owned by BDW Trading.

Phase 1 is located in the eastern section of the site, extending from the access point on Stotfold Road in the east to the retained hedgerow that borders the school site in the west. The residential development is bordered to the north by an existing retained hedgerow, which will be integrated into the Dane Walk open space. The large open area of Hitchin Meadows, found in the northern part of the site, is also included in this phase.

The site primarily consists of arable farmland and grassland, with some existing hedgerows. The application for phase 1 extends to 13.50 ha.

Additionally, a separate infrastructure application will be submitted under a different cover.

1.3. AIMS & OBJECTIVES FOR HITCHIN

The key objectives for the Phase 1 are:

- To create a distinct and attractive residential neighbourhood. The main Avenue will be the core of this new development.
- To provide a new network of open spaces, considering and enhancing existing landscape structure.
- To provide appropriate vehicular entrance gateway to Stotfold Road, combining highway, drainage and landscape infrastructure together with a residential area.
- To provide well-connected and easily accessible development with the potential for a new bus route on the primary road. This will help reduce car dependence, promote public transportation, and further enhance the sustainable approach of the development.
- To provide new homes with a good mix of dwelling types and tenures.

KEY:

OWNERSHIP BOUNDARY

APPLICATION BOUNDARY PHASE 1

AREA EXCLUDED FROM APPLICATION

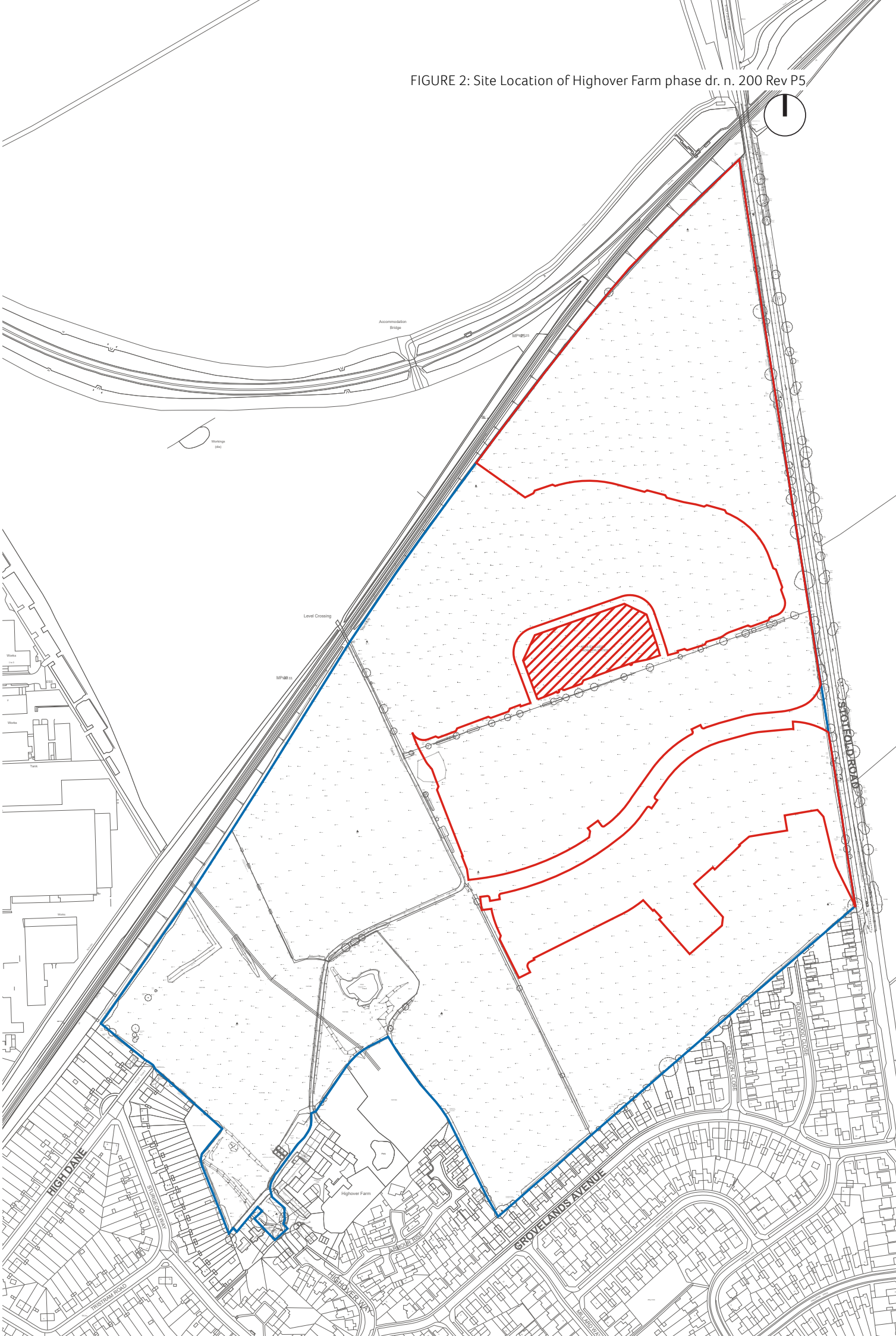


FIGURE 2: Site Location of Highover Farm phase dr. n. 200 Rev P5

Design
Proposal

02

DESIGN PROPOSAL

2.1. USES & AMOUNT

Proposed use for Highover Farm Phase 1 is in accordance with the parameters agreed at outline stage: residential development (Use Class C3).

The proposed layout aims to preserve the block pattern, road layout, and townscape hierarchy as outlined in the Design Code and demonstrates the scheme complies with the principles established within the Design Code.

The detail submitted as part of this Reserved Matters for 236 dwellings including a selection of one and two bedroom apartments and two, three, four, and five bedroom houses.

The proposed scheme includes 95 affordable units (intermediate tenure and affordable rent) distributed across the site in separate clusters.

The site also provides 50% M4/2 compliant units, as well as 10% of the affordable provision meeting M4/3 standard.

FIGURE 3: Illustrative Masterplan highlighting phase 1
(Page 10 of Highover Farm Design Code)



FIGURE 4: Affordable Tenure dr. n. 233 Rev P5



FIGURE 5: Site Layout phase 1
dr. n. 230 Rev P5



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DESIGN PROPOSAL

2.2. VEHICULAR MOVEMENT

According to the Highover Farm Design Code, the main entrance for vehicles is from Stotfold Road, which is where the Avenue is being developed. The Avenue is the subject of a separate RM application and it will accommodate a bus route through the development, along with two bus stops. One of the bus stops will be located in phase 1.

In phase 1, there will be two secondary routes that will provide clear movement options in the northern and southern parts, along with tertiary roads for more extensive distribution. Various surfacing treatments have been utilized to differentiate between the hierarchy of the roads, pedestrian/cycle links, and parking spaces.

The road layout aligns with the Design Code.



02

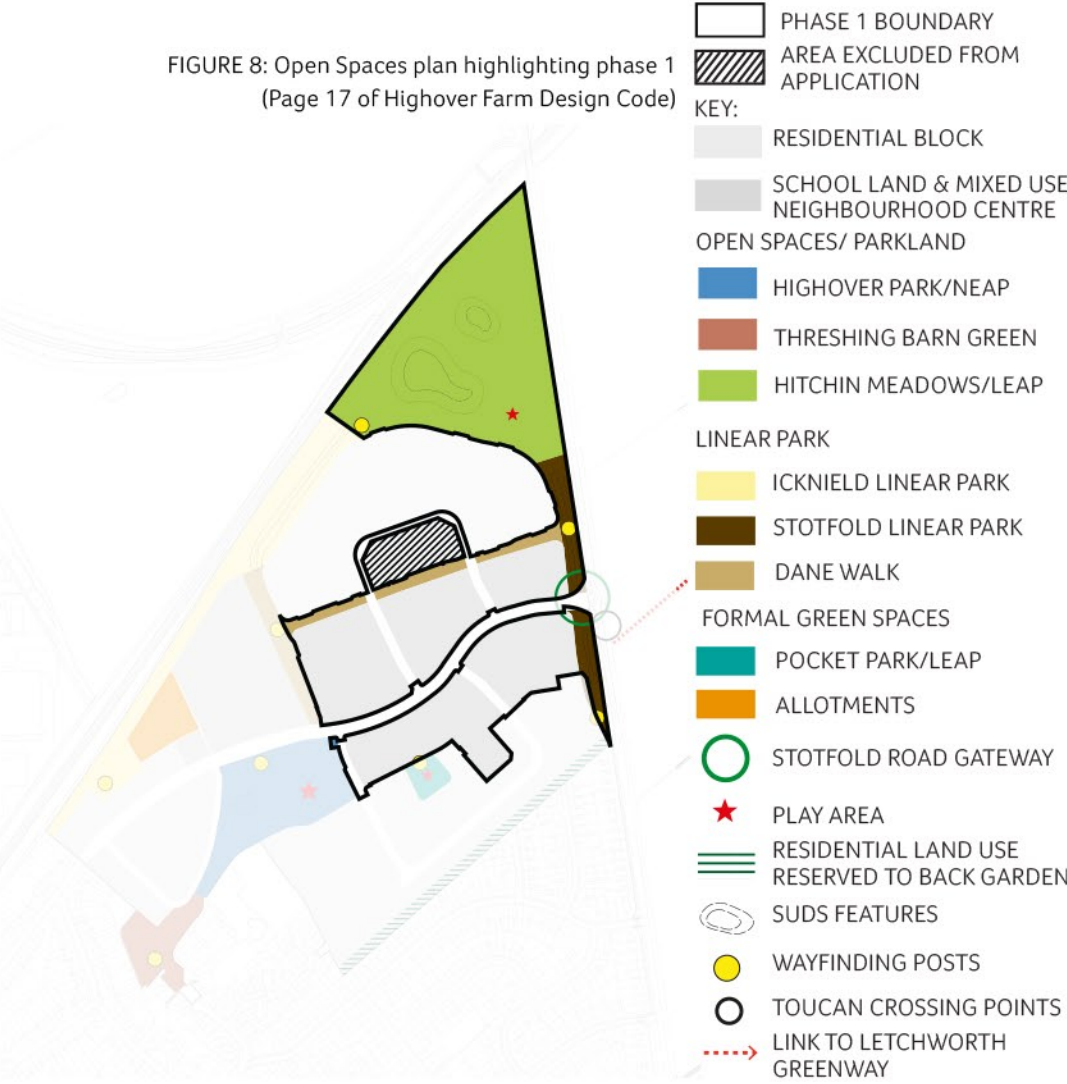
DESIGN PROPOSAL

2.3. OPEN SPACES

The scheme prioritize cycle and pedestrian routes throughout the entire site, ensuring good connectivity to surrounding areas. In Phase 1, a series of pedestrian and cycle routes are designed to run along streets and within public spaces.

The northern and western boundaries of this phase are defined by Dane Walk Linear Park, while the entrance to the site is marked by Stotfold Linear Park, which incorporates blue and green infrastructure.

FIGURE 8: Open Spaces plan highlighting phase 1
(Page 17 of Highover Farm Design Code)



02 DESIGN PROPOSAL

2.3.1. HITCH

2.3.1. HITCHIN MEADOWS WITH LEAP

Further north, included in the Phase 1 application, is the expansive open space of Hitchin Meadows, which will provide a Local Equipped Area for Play (LEAP) with a more open play environment.

A secure LEAP play area with more formal apparatus, including the required 2 set of swings and BDW inclusive policy requirements, and an area of open play utilising more trim trial/play on the way items responding more to the landscape.

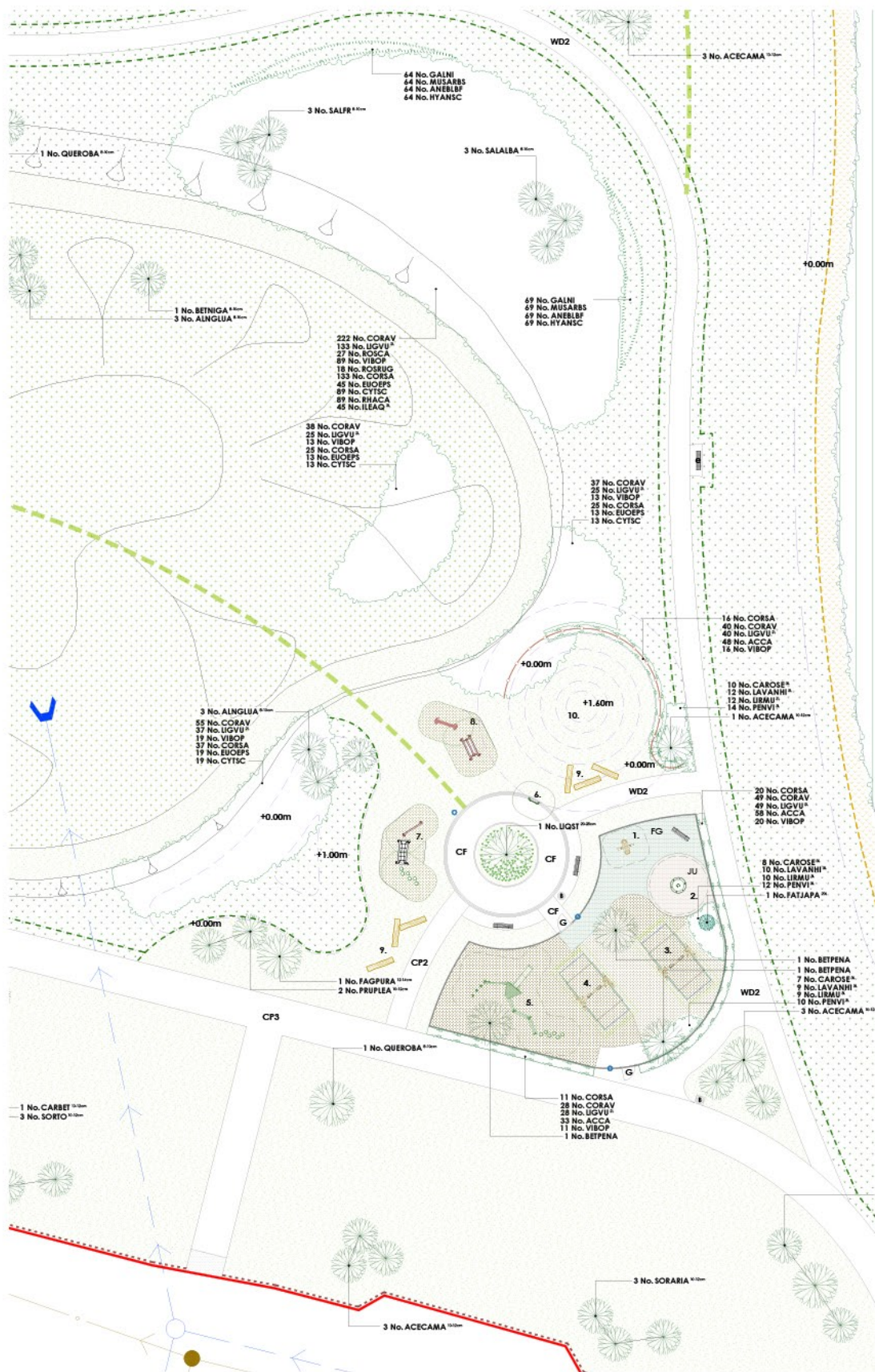
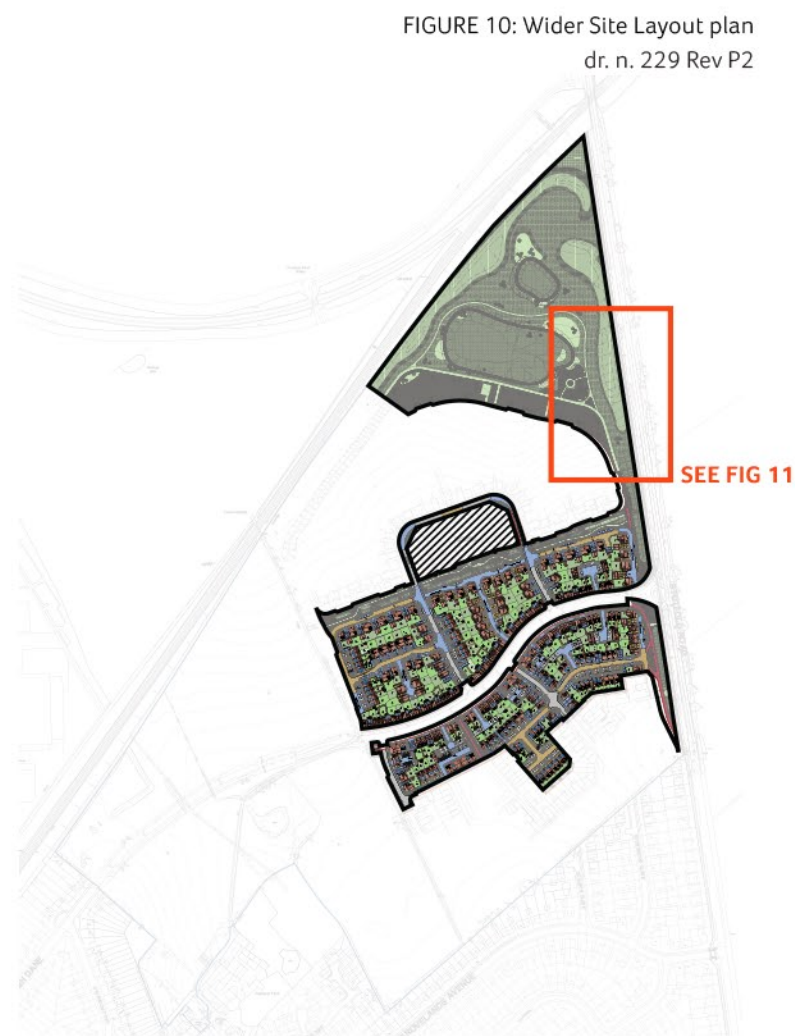


FIGURE 11: Extract of POS landscape proposal by G&L showing LEAP
dr. n.GL2024 LP 16A

PLAY AREA SCHEDULE

Secure play (LEAP)

1. 'J883' Springer. (INC)
2. 'J2406' Wok. (INC)
3. 'J498' Double cradle seat.
4. 'J490' Double flat seat.
5. 'J4938' Mult-play unit.

Exploratory play items outside the secure play area

6. 'J3426" Pixel panel (INC)
7. 3 trim trial units: J4904 (Japanese steps), J4902 (net walkway), J4903 (balance beam)
8. 2 trim trail units: J4901 (log walkway), J4906 (Gateway)

- 9.** Tree trunks, designed and hand-built, bark removed and sanded to provide a splinter and snag-free play surface. Supplied by Copper Beech Play or similar approved.
- 10.** Play/look out grass mound. Construction as per earth mounding specification. Maximum height of 1.6m. Gradient no steeper than 1:3.

- INC - Inclusive play equipment is designed to be accessible and enjoyable for all children, regardless of their abilities, including those with physical, sensory, or cognitive needs.

All play equipment supplied by ProLudic Ltd (www.proludic.co.uk/) or similar product from an approved manufacturer. All wooden/timber post in contact with the ground to be fitted with metal feet to extend life expectancy of apparatus.

All play equipment and layout proposals to be specified in accordance with the requirements set out under BS EN 1176 and Equality Act 2010. Following the agreement of play equipment and the general arrangement the selected manufacturer's details will be submitted to the local council for approval along with the finalised proposals and accompanying certificates and details.



Appearance & Character

03

03

APPEARANCE & CHARACTER

3.1. MASTERPLAN & LEGIBILITY

The diagram to the side demonstrates several key principles that contribute to a legible and well-connected design approach:

- A clearly defined linear development along the Avenue.
- A hierarchy of street types and a well-connected space for cyclists and pedestrians.
- Focal and paired buildings that enhance way-finding and serve as visual focal points.
- Important frontages along Pocket Park in Grovelands, featuring a prominent apartment building and active frontages of large detached units facing the open space of Dane Walk Linear Park. A key gateway area from Stotfold Road, designed with a symmetrical arrangement and consolidated frontages.

FIGURE 12: Illustrative Urban Design plan highlighting phase 1
(Page 50 of Highover Farm Design Code)

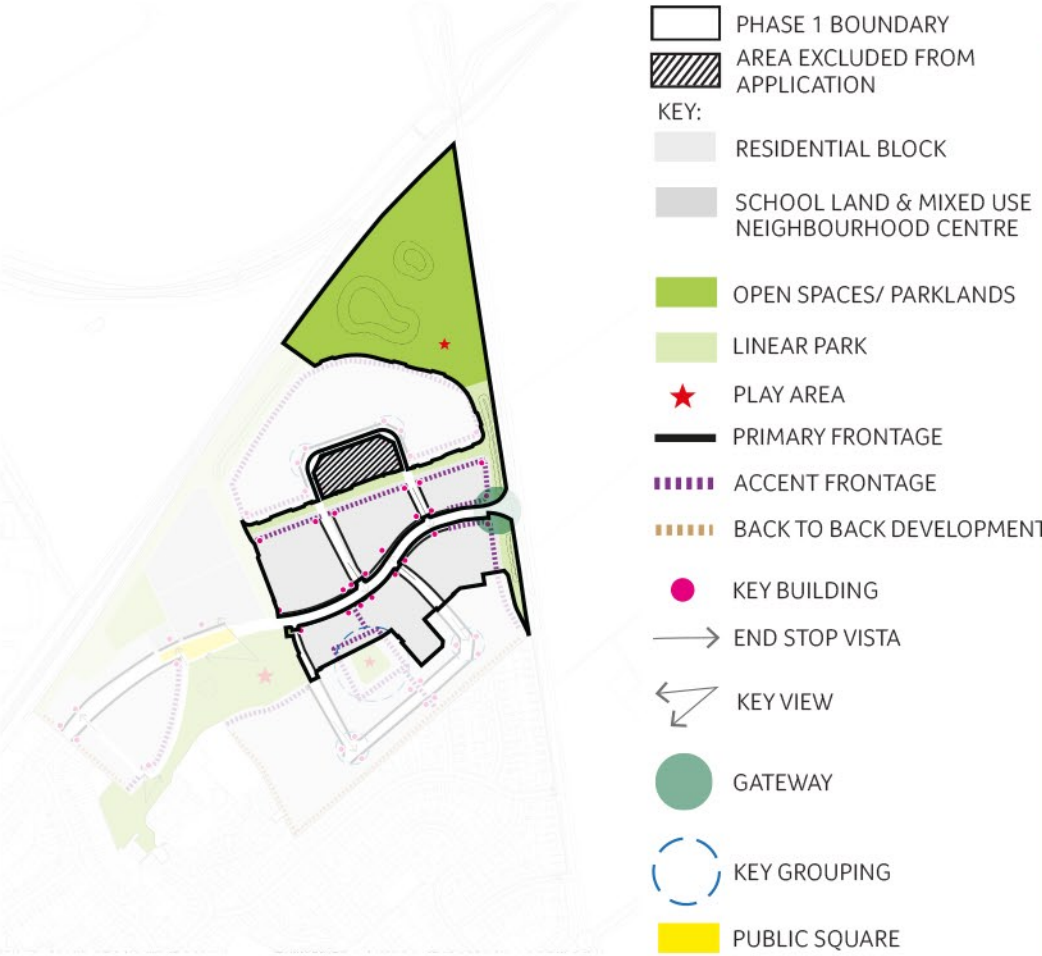


FIGURE 13: 3D massing of Highover Farm phase 1.
Landscape is indicative only refer to landscape drawings for further details.



- KEY:
- 1. ACTIVE FRONTAGES** – Dwellings are designed to provide active frontages to provide adequate natural surveillance to streets and public realm. Distinct in presentation they will assist in wayfinding along the development.
 - 2. FOCAL BUILDINGS** – Act as visual focus point, varied roof scene to animate the built form and underpin key areas.
 - 3. POCKET PARK** – Frontage along this area will have consistent approach and enclose the public space.
 - 4. DANE WALK LINEAR PARK** – Big detached units actively facing the new amenity park.
 - 5. THE AVENUE** – Consistent rhythm of gable units with predominantly 3/2.5 storey height. Apartments are framing corners on the southern part of the primary road.
 - 6. GATEWAY FRONTAGE** – Landscaping enhance this welcoming entrance, predominant detached units with active frontage towards the linear park with a more compact arrangement along the Avenue.
 - 7. STOTFOLD LINEAR PARK**
 - 8. STOTFOLD ROAD**
 - 9. CONNECTIVITY** – pedestrian/cycle path will link the development north/south

03

APPEARANCE & CHARACTER

3.2. BUILDING HEIGHTS

The proposed development is compliant with the building heights described on the Design Code.

The Avenue consists mainly of 3 or 2.5 storey units, with the rest of the site typically having 2 storey units. Additionally, 2.5 storey units are proposed along key corner plots and at end vistas.

On the northern side of the Avenue, there are primarily terraced plots and semi-detached units, with detached plots mainly located on corner plots to improve clarity.

On the southern side of the Avenue, a 3 and 2.5 storeys apartment buildings frame key corners with terraced plots towards the gateway area on Stotfold road.

The rest of the site is predominately 2 storeys with 2.5 storeys located on corners and end stop vistas to help legibility.

FIGURE 14: Illustrative Building Heights plan highlighting phase 1
(Page 51 of Highover Farm Design Code)

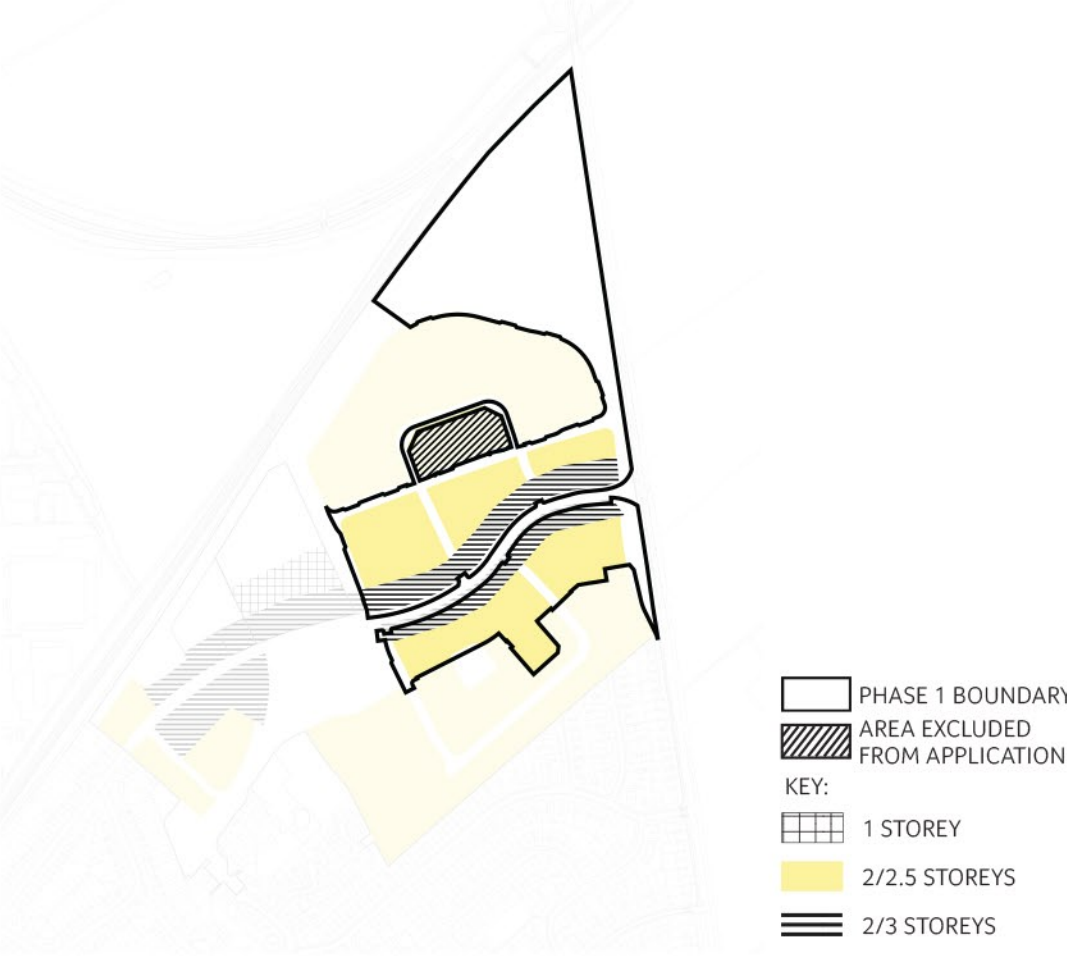


FIGURE 15: Building Heights plan dr. n. 237 Rev P5

