

LAND SOUTH OF TURNPIKE LANE ICKLEFORD

DESIGN & ACCESS STATEMENT

REVISED: MARCH 2026



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PROJECT TEAM



HAWRIDGE
LAND

HAWRIDGE STRATEGIC LAND
LAND PROMOTION



TWENTY5

TWENTY5
PLANNING CONSULTANT



insitu
DESIGN

INSITU DESIGN
URBAN DESIGN



edp | the environmental
dimension partnership

EDP
LANDSCAPE CONSULTANT



RGP

RGP
HIGHWAYS CONSULTANT



create

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Merewood
Arboricultural Consultancy Services

MEREWOOD
ARBORICULTURAL CONSULTANT



CLARKSON & WOODS
ECOLOGICAL CONSULTANTS

CLARKSON & WOODS
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CKRail

CK RAIL
GROUND INVESTIGATION



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ORION
ARCHAEOLOGICAL CONSULTANT



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environmental & transportation

ENTRAN
AIR QUALITY CONSULTANT



TV GEOMATICS

TV GEOMATICS
TOPOGRAPHICAL CONSULTANT



Hawkins
environmental

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ACOUSTIC CONSULTANT



DAEDALUS
ENVIRONMENTAL

DAEDALUS ENVIRONMENTAL
ENERGY & SUSTAINABILITY

INTRODUCTION

This Design & Access Statement has been prepared in support of an outline planning application submitted by Hawridge Strategic Land Limited in relation to land south of Turnpike Lane, Ickleford, Hitchin

The site extends to 6.98 Ha with the primary access via a newly constructed right turn lane off Turnpike Lane which runs parallel to the northern boundary of the site. Site topography rises from a low point in the southwest of 54m AOD to a high point along the western boundary of 60.7m AOD.

Indicative proposals suggest the site could accommodate up to 100 dwellings, providing a variety of tenures, including affordable homes.

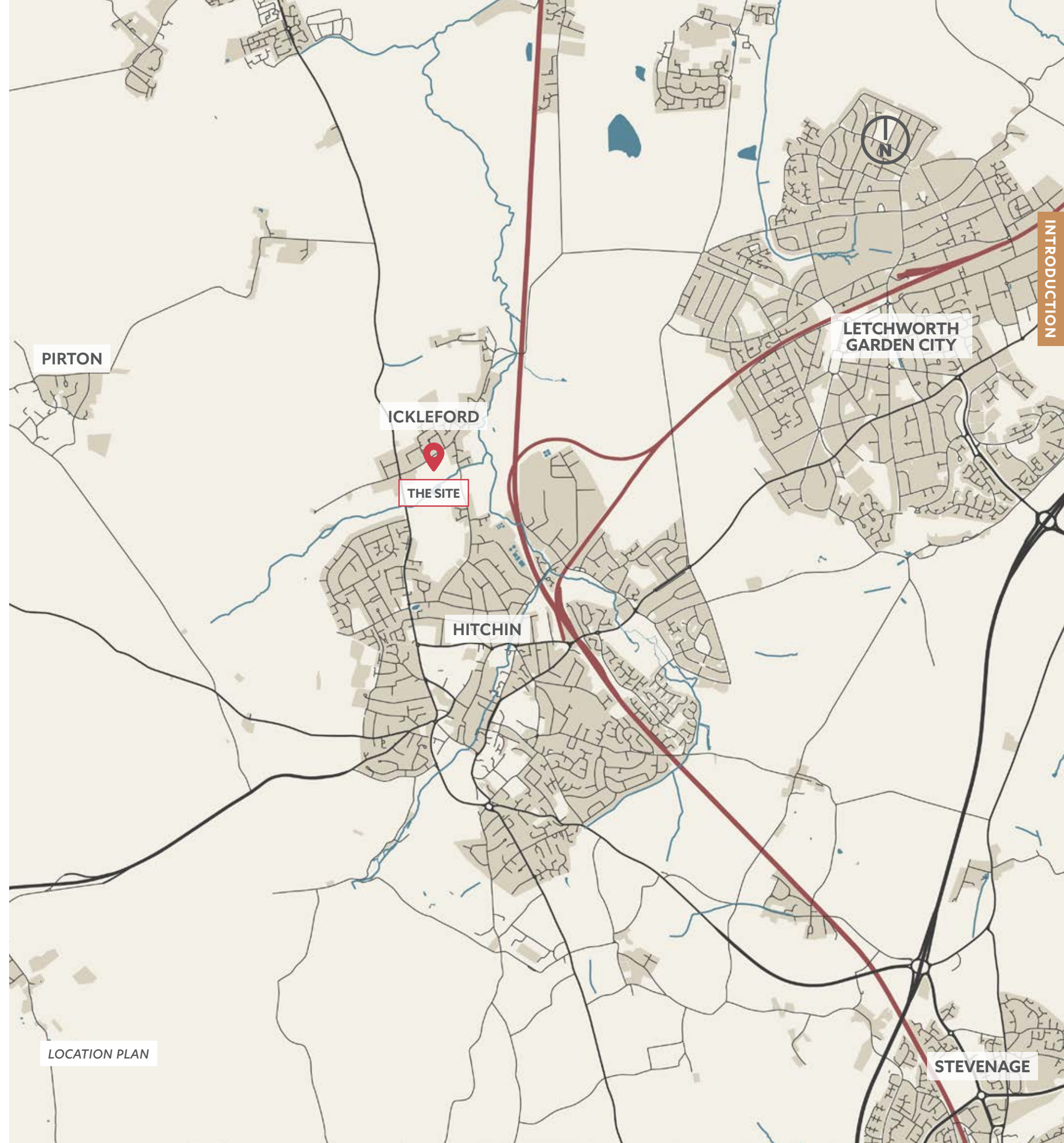
Proposals have been informed by technical assessments of the site and a detailed consideration of North Herts Council planning policy guidance.

The scheme is landscape-led, with natural landscape assets retained and protected. The provision of accessible areas of considerable public open space and play space are key to the scheme, providing usable areas for relaxation and recreation.

The approach to development is based upon strong urban design principles and proposes a considerably designed, logical extension to Ickleford. A consideration of the local context ensures that existing residential amenity is protected and appropriate separation distances between existing and proposed dwellings is observed.

The natural topography of the site has been utilised to ensure surface water is appropriately managed and controlled.

Access to and from the site has been assessed to ensure that vehicles, pedestrians and cyclists can enter and leave the site safely. Proposed pedestrian and cycle routes connect into the existing footway networks to ensure access to local services and amenities.



DOCUMENT PURPOSE

This document has been prepared to provide an overview of the proposals for the site. It provides a detailed explanation of the proposals, the rationale behind them having regard to a thorough contextual analysis and how they would comply with the provisions of current design policy and guidance.

This planning application is being submitted in outline, with all matters other than access reserved for consideration at a later date.

Consequently, this document seeks to establish the principles for development, with the Parameters Plan setting the spatial parameters for the development.

DOCUMENT STRUCTURE

This document introduces the main site features and identifies the opportunities and constraints of the site. A number of specialist assessments provide a framework around which the development layout has been built. The Parameters Plan features within this application as the plan for which planning permission is sought.

Whilst the Parameters Plan is the principal plan, a Concept Masterplan is also presented, suggesting a potential viable dwelling arrangement that the proposed development could follow.

Additional explanatory plans explain the Concept Masterplan in more detail, exploring aspects such as; dwelling mix, scale, access & movement, landscape, ecology and drainage.

DEVELOPMENT SUMMARY

The planning application comprises the following description of development:

Outline planning application for residential development including 50% affordable housing, with means of access from Turnpike Lane for consideration (all other matters reserved for subsequent approval), drainage, landscaping, car parking and all other ancillary and enabling works.

The proposed development comprises the following principal elements:

- Up to 100 dwellings, including 50% affordable housing (up to 50 dwellings)
- A range of house types, sizes and tenures;
- Vehicular and pedestrian access from Turnpike Lane; and
- Open space for public amenity, recreation, attenuation, landscaping, and biodiversity.

The layout, orientation and scale of dwellings and development parcels respects the site topography, existing arboricultural

assets and the siting and amenity of existing surrounding homes.

Natural landscape assets are retained and enhanced where possible. Publicly accessible space permeates through the site providing space for relaxation and recreation.

The approach to drainage has been carefully considered with engineered solutions utilised to appropriately manage surface and foul water.

Carefully designed perimeter development blocks promote wayfinding, enhance permeability and create an organic edge.

This Design & Access Statement presents the findings of a thorough assessment of the site and its surroundings. The proposals present a considered, high quality, sustainable scheme that accommodates natural assets and protects residential amenity.

MAIN SCHEME BENEFITS



PROVISION
OF NEW
PUBLIC
OPEN SPACE



UP TO
100
DWELLINGS



ON SITE
50%
AFFORDABLE
HOUSING



IMPROVED
CONNECTIONS
TO LOCAL
FACILITIES

PLANNING BACKGROUND

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act (2004), the Development Plan is the starting point for the determination of planning applications. Determination is required to be in accordance with the Plan unless material considerations indicate otherwise.

For this application the Development Plan comprises the North Hertfordshire Local Plan (2022); Hertfordshire Waste Core Strategy and Development Management Policies Document (2012), the Hertfordshire Minerals Local Plan (2007) and the Ickleford Neighbourhood Plan (2024)

This Section of the Design & Access Statement will assess the proposals against the relevant policies and will demonstrate that there are no clear reasons for refusing the proposals and that the benefits of the development outweigh any adverse impacts, and the application should therefore be approved without delay.

PRINCIPLE OF DEVELOPMENT

The Site borders residential development and is well contained by existing vegetation. It is located within the Green Belt but is not subject to any further formal allocations, as per the adopted Development Plan.

As set out within the May 2024 housing land supply report, the Council has a housing land supply of 3.9 years at best. Given the Borough is mostly comprised of Green Belt land; that the Council are unable to demonstrate a five year

housing land supply and that the new Local Plan is some 2.5 years away, it is evident that land situated within the Green Belt, or in this Site's case grey belt, will have to be released if the Council is to meet its identified needs. Not only is this in accordance with Policy SP5 of the Local Plan, paragraph 124 of the NPPF advises that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses.

The Site is accessible by a range of transport modes and seeks to improve sustainable connections within the Site and into the surrounding area. There are no over-riding technical environmental issues to prevent the development of the Site, given it is considered to be sustainable in planning terms and acceptable for housing.

The development proposals have been met through an extensive and careful iterative masterplanning process and through the creation of a comprehensive masterplan in line with strategic policies in the adopted Local Plan which affirm the need to use land efficiently, whilst also needing to achieve high quality design that respects local character and circumstances.

Taking the above into consideration and considering the sustainable location of the Site, its status as grey belt, its location in Ickleford, and it being adjacent to built form, it is considered that the principle of the suitability of the site development has been established.

Notwithstanding that we conclude that the application is in accordance with the up to date policies in the Development Plan, the housing policies are out of date and therefore the presumption in favour of sustainable development is also engaged through Paragraph 11(d) of the NPPF.

The policies referred to do not provide strong reason for refusing the proposed development. The tilted balance therefore remains to be considered for the application.

It can be concluded that the benefits clearly outweigh the adverse harms of allowing development of this grey belt site. Significantly boosting the provision of homes in North Hertfordshire, this will secure economic, social and environmental gains and so achieving sustainable development. It is therefore our conclusion that should the Council consider that the Site does not constitute grey belt, very special circumstances exist that outweigh the harm to the Green Belt and as such, this warrants a grant out outline planning permission.

Applying the tilted balance, it is considered that there are no adverse actual impacts of the development, and the benefits are extensive. The benefits of the proposals significantly and demonstrably outweigh the limited impacts. Planning permission should therefore be granted.

LOCAL CONTEXT

The site is located in a sustainable location, in the centre of Ickleford, approximately 350m from the village centre.

Ickleford is a village located north of Hitchin. It contains a number of smaller independent shops, pubs, a convenience store as well as community facilities and a primary school. All are accessible via existing footways from the site.

Larger shops and amenities are available within Hitchin, a 5 minute drive or 30 minute walk south. Bus services run from stops on Bedford Road, to the west of the site and provide access to the amenities of other service centres including Hitchin, Bedford, Pirton, Henlow Camp and Stevenage.

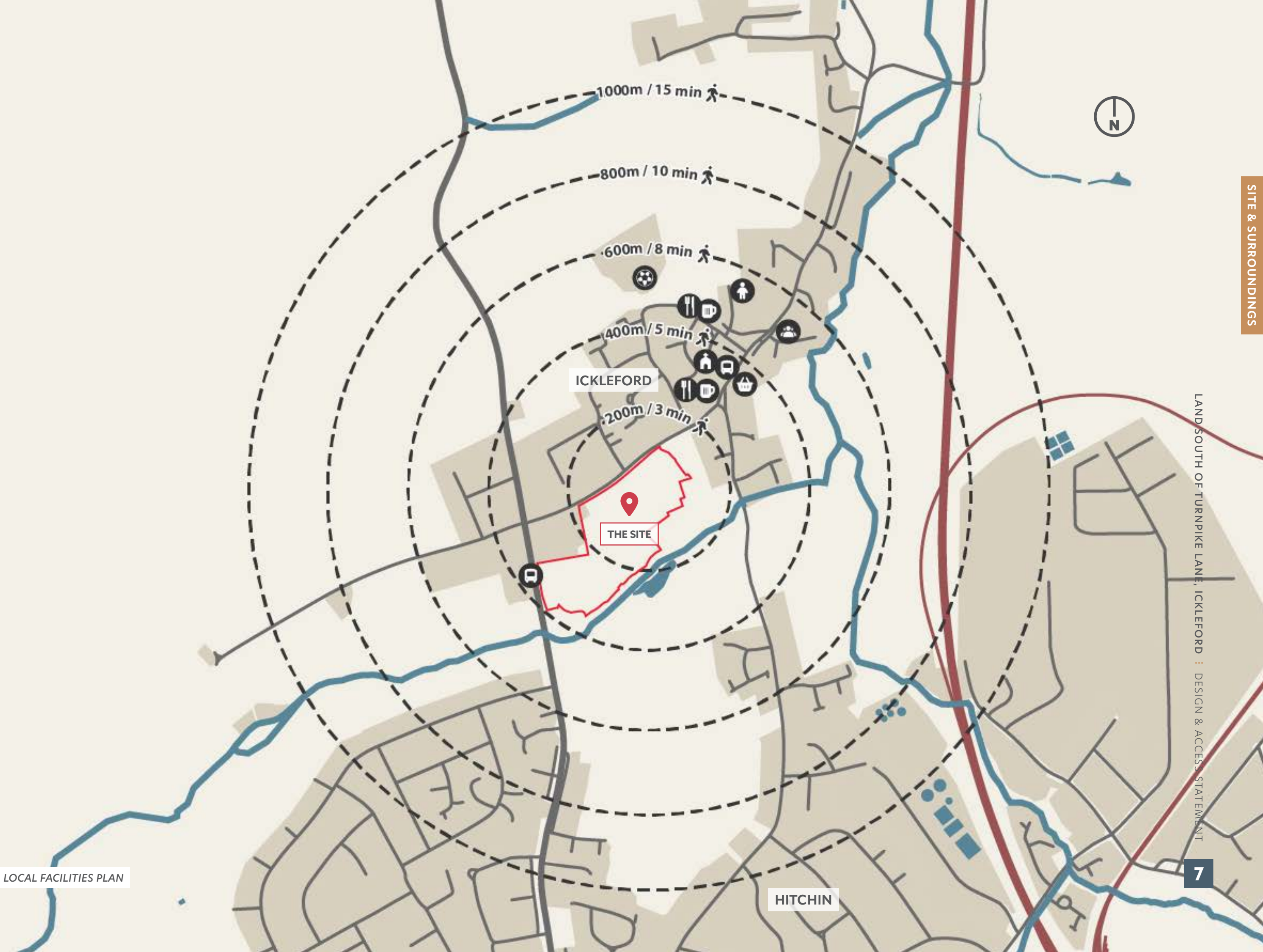


ICKLEFORD VILLAGE HALL



THE PLUME OF FEATHERS PUBLIC HOUSE

SERVICE / AMENITY (NEAREST)		DISTANCE
	BUS STOP (SERVICES TO HITCHIN, BEDFORD, PIRTON, HENLOW CAMP, STEVENAGE)	300m
	THE OLD GEORGE PUB	360m
	CHURCH OF ST KATHERINE	390m
	CONVENIENCE STORE (ICKLEFORD STORES)	400m
	PLUME OF FEATHERS PUB	460m
	ICKLEFORD RECREATION AREA	480m
	ICKLEFORD VILLAGE HALL	580m
	ICKLEFORD PRIMARY SCHOOL	590m



LOCAL ARCHITECTURAL CHARACTER

The historic core of Ickleford village is located to the east of the site, with 20th and 21st century development extending west along Turnpike Lane.

Historic Core

A mix of dwelling typologies are located in the historic core and around the village green. These include traditional cottages of 1.5 to 2 storeys, with lower eaves heights alongside dwellings of a larger scale, extending to 2 or 2.5 storeys with rooms in the roof. Principal materials include red brick, buff brick, painted brick and pale coloured render, complemented in many cases by dark timber framing and tile hanging. Roofs are typically finished in red or brown clay tiles with some thatched examples.

20th & 21st Century Expansion

Those 20th and 21st century dwellings built to the west of the village core feature contemporary forms and construction materials. Red brick features predominantly, complemented by buff brick and timber or composite cladding. Immediately west of the site can be found the Ickleford Manor scheme of 19 dwellings. These feature brown brick, pale coloured render and composite cladding. The dwellings of the Cala Homes scheme at Burford Grange west of the site are mainly finished in red and buff brick. Roofs are red or brown plain tiles.

Rooflines in Ickleford are punctuated by chimneys and repeating gable elements, with some dwellings featuring hipped or pitched dormer windows and porches.

Both sash and casement windows are present, commonly finished in white, with some examples finished in strong colours or dark grey/green. Lintels are principally brick soldier course, arched or flat gauged arch. Cills are primarily brick, concrete or GRP. Front doors are finished in various colours.

Most dwellings close to the village centre are set behind modest front gardens. More recent dwellings have larger front gardens or driveways. Property boundaries are primarily defined by low red brick walls, low hedge or shrub planting or a combination of both.



20TH & 21ST CENTURY PROPERTIES WITHIN ICKLEFORD



PROPERTIES WITHIN ICKLEFORD HISTORIC CORE

THE SITE

The site comprises paddock land used for grazing horses, extending to 6.98 Ha. It is not currently accessible to the public, nor do any Public Rights of Way cross the site.

Topography of the site rises from a low point of 54m AOD in the southwest to a high point of 60.7m AOD along the western boundary.

A new junction off Turnpike Lane is proposed as the principal vehicular and pedestrian access to the site.

The northern boundary of the site is defined by established, mature trees and scrub with Turnpike Lane beyond.

Part of the eastern boundary is shared with the recently consented Lodge Court development of 5 homes, with the remainder of the eastern boundary and part of the southern boundary defined by the disused Ickleford Flour Mill, since approved for the development of 71 homes.

The southern boundary is defined by mature tree and scrub vegetation, with the River Oughton beyond.

To the west can be found the non-listed Ickleford Manor house and the recently completed Ickleford Manor development for 19 dwellings. The remainder of the western boundary is defined by mature tree and scrub planting, with Bedford Road beyond.

Existing, mature vegetation ensures the site benefits from a degree of containment when viewed from all directions.



AERIAL PHOTO AND PHOTO LOCATIONS

SITE PHOTOS



ICKLEFORD MANOR



VIEW OF REAR OF DWELLINGS OF ICKLEFORD MANOR DEVELOPMENT



VIEW SOUTHWEST OF EXISTING VEGETATION WITH BEDFORD ROAD BEYOND (UNSEEN)

4



VIEW EAST INTO SITE

7



PANORAMIC VIEW OF THE NORTHERN, EASTERN AND WESTERN BOUNDARIES (ICKLEFORD MANOR ON FAR LEFT)



VIEW OF TURNPIKE LANE LOOKING EAST



VIEW OF TURNPIKE LANE LOOKING WEST



8



VIEW SOUTHEAST TOWARD DISUSED FLOUR MILL

9



PANORAMIC VIEW LOOKING SOUTH AND WEST





- SITE BOUNDARY
- PRINCIPAL ACCESS POINT
- POTENTIAL PEDESTRIAN CONNECTIONS
- POTENTIAL PEDESTRIAN / CYCLE CONNECTIONS
- POTENTIAL MAIN ACCESS ROUTE
- CONSIDERATION OF SURROUNDING PROPERTY AMENITY
- INDICATIVE DEVELOPMENT AREA
- INDICATIVE AREA FOR PUBLIC OPEN SPACE & DRAINAGE
- EXISTING ESTABLISHED TREES & VEGETATION
- ROOT PROTECTION AREAS
- TREE PRESERVATION ORDER ZONE
- INDICATIVE FOUL SEWER LOCATION (5M EASEMENT)
- FLOOD ZONE 2
- FLOOD ZONE 3
- SURFACE FLOODING (1 IN 1000)

CONSTRAINTS & OPPORTUNITIES

Technical assessments of the site have been undertaken by specialist consultants in order to understand the opportunities and constraints of the site. The findings are summarised below and within the adjacent plan.

URBAN DESIGN

Outward facing perimeter blocks should be used to create an organic form that respects the wider landscape, arboricultural assets and surrounding properties.

Dwellings should provide enclosure and passive surveillance to streets and spaces making them safer to use.

Dwelling scale would be predominantly two storey, with provision for sensitively located three storey dwellings on key routes and junctions.

TOPOGRAPHY

The site features a relatively complex topography with a low point in the southwest of 54.0m AOD rising to a high point of 60.8m AOD along the southwestern boundary.

Built development is constrained to the north of the site, where ground levels fall from 55.1m AOD in the east to 59.0m AOD in the west. Due to the gradual fall, the topography does not constrain built development.

LOCAL CONTEXT

The relationship to surrounding dwellings on Turnpike Lane, Ickleford Manor and proposals at Lodge Court and Ickleford Mill must be considered to protect residential amenity.

Accordingly, appropriate separation distances to existing dwellings should be observed and additional boundary planting should be suggested, where required.

NOISE

Consideration should be given to potential noise effects produced by any proposed development. Accordingly, the scheme should meet the requirements of national acoustic guidance criteria.

HIGHWAYS & ACCESS

Potential for a proposed priority junction on Turnpike Lane to serve the scheme. A street width of 5.5m and a 2.0m footway would provide appropriate accessibility for vehicles and pedestrians.

There is an opportunity to create a new pedestrian crossing point including central refuge and dropped kerbs as required. This would allow pedestrian walking routes from the site through to the services and amenities of Ickleford village centre to the east.

FLOOD RISK & DRAINAGE

The Flood Map for Planning indicates that the Site area is wholly located within Flood Zone 1, therefore the site is at low risk from fluvial and tidal sources.

The Site is subject to surface water flooding up to a depth of 0.3 m during the present-day scenario ("Low" to "High" risk) and 0.6 m during the climate change scenario ("Low" risk).

Proposed development should be designed to ensure built form is located away from the areas shown to be at surface water flooding risk.

A SuDS assessment has been undertaken, and any scheme should incorporate proposals to attenuate surface water in an above ground attenuation basin prior to outfall to the River Oughton. Water in the eastern-most corner of the development should be pumped due to the lower levels - however this should be restricted to the smallest amount possible.

ECOLOGY

Ecological desk-based and on-site surveys have been undertaken, with the following findings:

Badgers

A number of badger setts were recorded on site. As a protected species, any development on site must ensure no disturbance to species or damage to setts.

Bats

The presence of bats was recorded on site. Appropriate mitigation strategies should be employed to ensure no adverse effects to these protected species.

Reptiles

No evidence of Great Crested Newt presence was recorded during ecological survey work.

Birds

The habitats within the site were considered to be suboptimal for a variety of bird species.

ARBORICULTURE

The Land south of Turnpike Lane, Ickleford includes series of open fields surrounded by hedgerows and other vegetation, including woodland along the southern and northern boundaries.

An arboricultural survey established that the trees along Turnpike Lane on the site are covered by a Tree Preservation Order (1971 - Ickleford Manor).

A number of trees would potentially need removal to accommodate access proposals and development parcels on site. However, proposals will respect existing trees and associated Root Protection Areas (RPAs) where possible.

AIR QUALITY

The proposed scheme should not cause a negative effect on air quality. The construction phase should be carried out in accordance with the latest Institute of Air Quality Management Guidance. Once occupied, the scheme should consider effects on local pollutant concentrations.

ARCHAEOLOGY

An archaeological desk-based assessment has been carried out for the site. This assessment confirms that any proposed development on site will have no impact upon the significance of any designated archaeological heritage assets in the surrounding area.

GREEN BELT APPRAISAL

LANDSCAPE AND VISUAL GREEN BELT APPRAISAL

A Landscape and Visual Green Belt Appraisal (LVGBA) has been undertaken and suggests that the visual and sensory character of the site would change notably as a result of the proposed development. However, this is to be expected as the result of a change of use from greenfield to residential development.

However, the site already has a settlement edge character and is influenced by the surrounding residential built form. Furthermore, the dominant landscape features on the site (existing trees and hedgerows around the site perimeter) will be retained and enhanced.

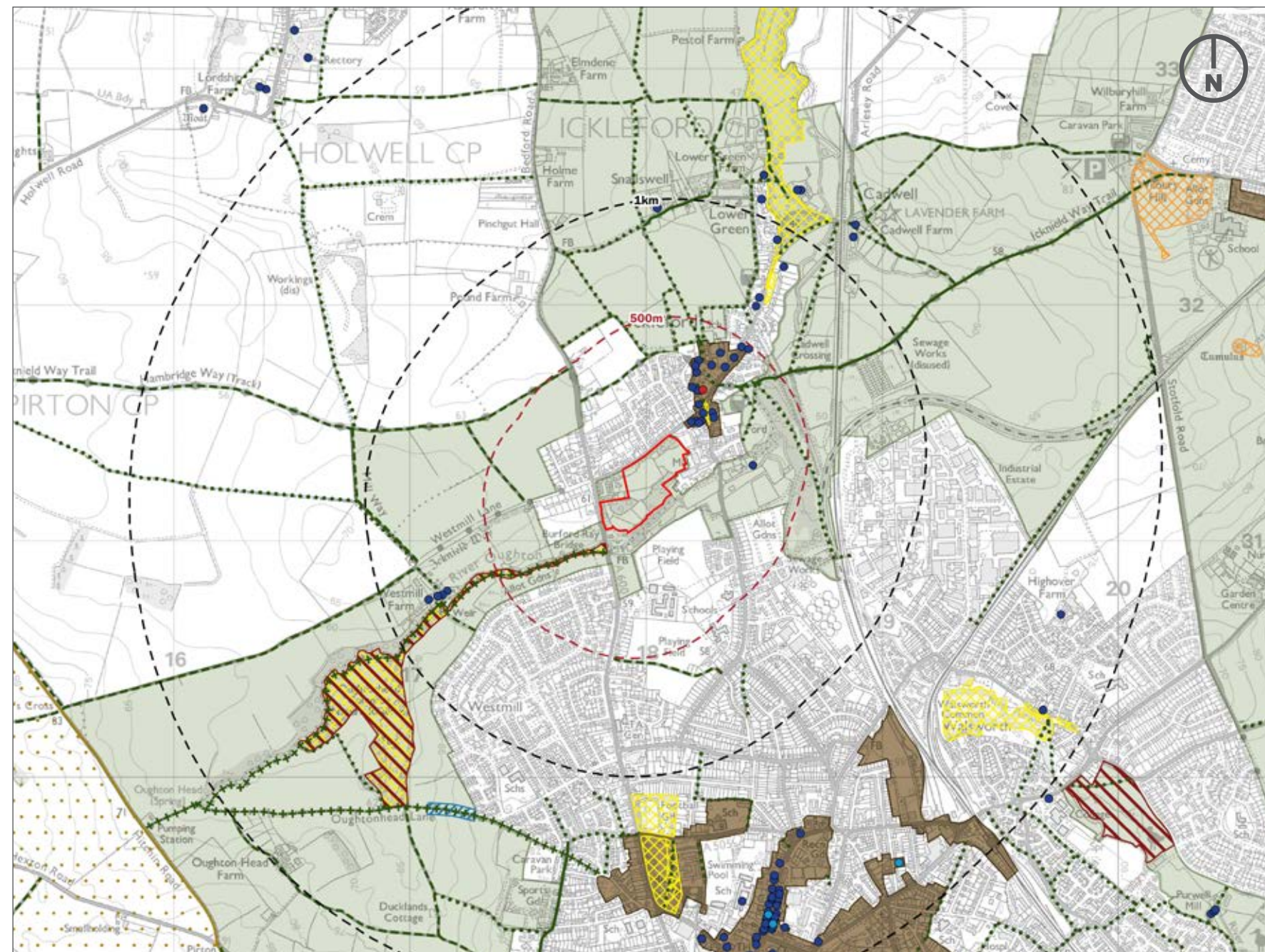
There is an opportunity for the proposals to respect and enhance the landscape character of the surrounding area and site, and enhance public visual amenity through a landscape led design.

The proposed development would create only very limited and localised landscape and visual effects. By including additional mitigation around the site's boundaries, it can be further integrated into its surroundings.

An important consideration of the proposed developments is that of coalescence between Ickleford and Hitchin. The scheme should not extend the settlement of Ickleford any further south than is already present.

The LVGBA confirms the site is classified as Grey Belt.

Accordingly, the LVGBA concludes that there is no landscape or visual reason why the site should not be developed and would therefore not result in material harm to the character of the surrounding area.



LANDSCAPE CONSIDERATIONS PLAN



SURROUNDING DEVELOPMENT

The site is located in the south of Ickleford and is surrounded by existing and proposed built development to the north, west and east:

North

- Existing residential dwellings along Turnpike Lane.

East

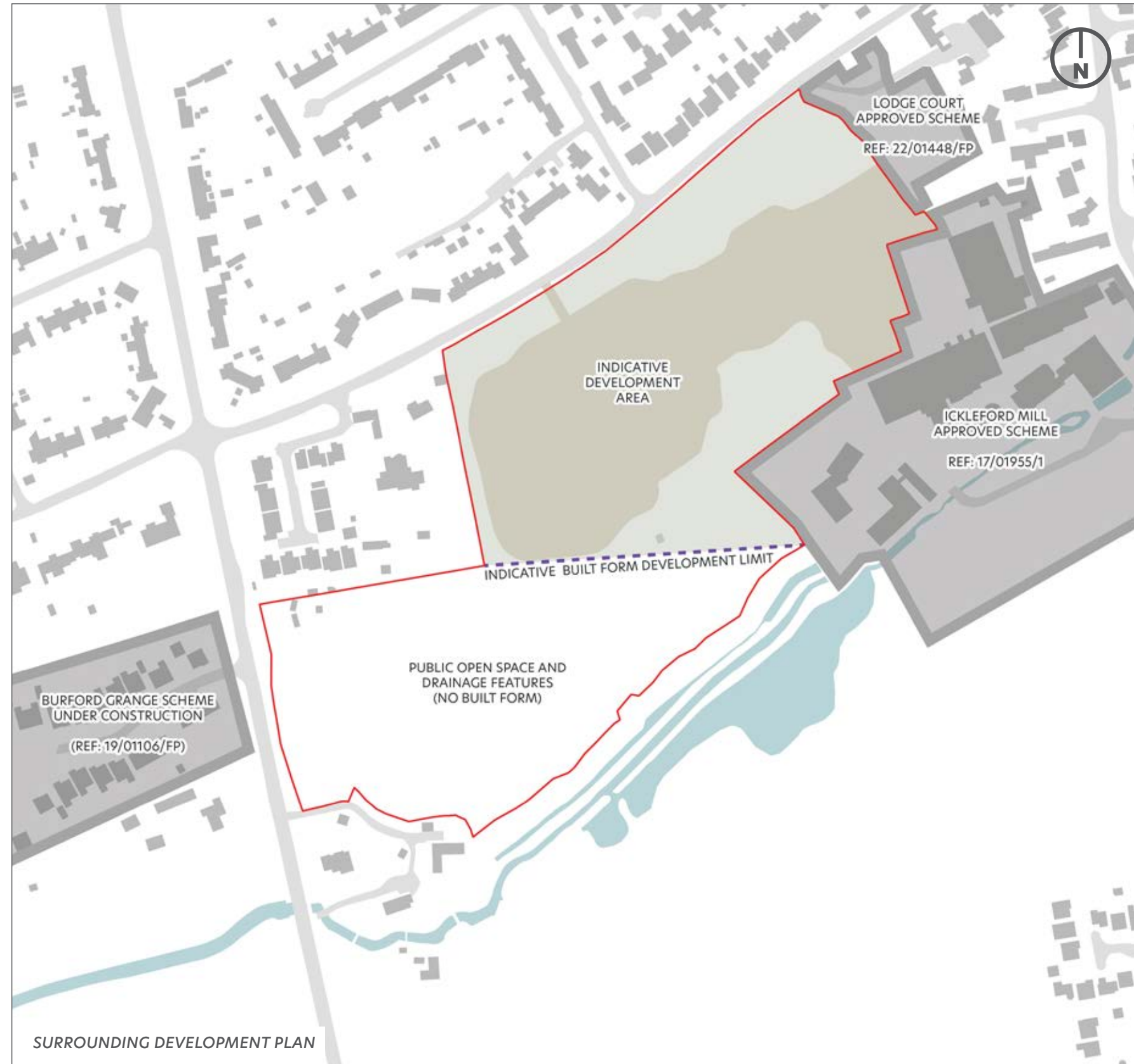
- Proposed dwellings associated with approved Lodge Court scheme.
- Dwellings approved as part of the Ickleford Mill scheme.

West

- Existing dwellings associated with Ickleford Manor.
- Burford Grange scheme currently under construction.

The proposals for land south of Turnpike Lane seek to create a scheme that integrates with these surrounding land uses. Appropriate development is therefore suggested upon land that currently adjoins existing or proposed residential areas.

Considerations relating to coalescence have also been accommodated. As a result, all built development is constrained to the northern part of the site, with no built form proposed in the south. This imposed limit to development creates a logical rounding off of the settlement boundary.



VISION SKETCH

The adjacent Vision Sketch builds upon the defined Constraints & Opportunities and seeks to present an overarching strategy for the site.

The plan suggests where the main elements of development will be located and the principal core features of the scheme, including:

- Principal vehicular access off Turnpike Lane
- Appropriately sized perimeter block structure for development parcels.
- A series of urban squares located at key junctions through the scheme to offer visual interest and enhance wayfinding.
- Active frontages where dwellings turn corners and offer passive surveillance to streets and spaces.
- Streets influenced by historic routes of Ickleford with a linear main street arrangement and key buildings positioned at important locations.
- Movement routes designed to facilitate the safe passage of pedestrians within and beyond the site.
- New Active Travel Route with potential pedestrian links in the east and west to allow connectivity to spaces, amenities and services (subject to external landowner agreement).
- Existing trees and hedgerows along the perimeter of the site will be retained and reinforced with additional planting.
- An appropriately sized attenuation basin proposed in the southwest of the site.
- A pumping station is proposed in the northeast of the site to manage foul water.
- Public open space parkland offers walking routes and opportunities for recreation.
- A Locally Equipped Area for Play (LEAP) is proposed in the east, providing children with a safe recreation space that benefits from passive surveillance from surrounding properties.

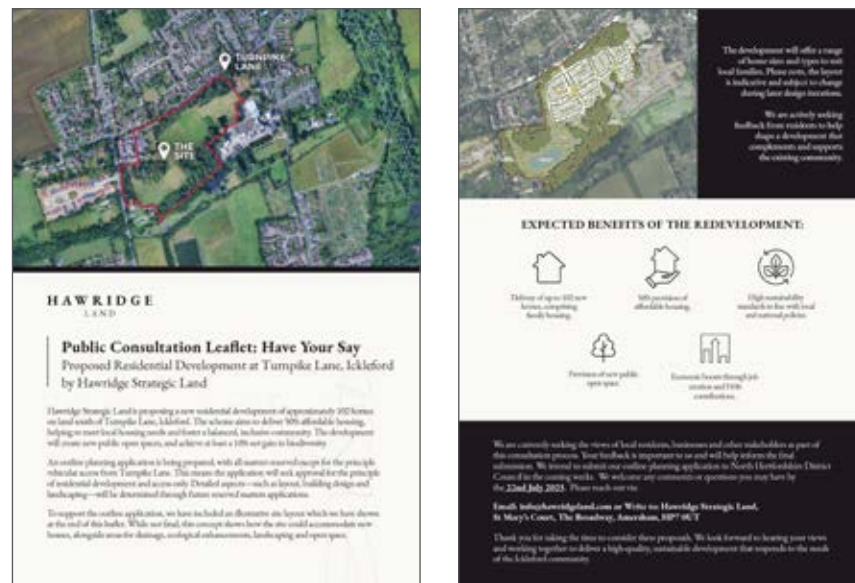


PUBLIC CONSULTATION

A public consultation exercise was conducted in July 2025, with leaflets posted to local residents. Residents were encouraged to review the proposals and provide feedback via an email address shown on the leaflet by the suggested deadline date.

Responses were collated and reviewed once the consultation period had ended.

Feedback responses were considered and amendments were made to the scheme, including; a reduction in units from 102 to 100; increased landscape buffers around the periphery of the site; and additional tree planting along the eastern boundary.



CONSULTATION LEAFLET SENT TO RESIDENTS



MASTERPLAN INCLUDED ON PUBLIC CONSULTATION LEAFLETS

LOCAL AUTHORITY ENGAGEMENT

FRAMEWORK PLAN

Following submission of the planning application, North Herts District Council requested a design workshop to discuss the project and ways to enhance the proposals.

During the workshop, revised and additional plans were suggested by the local authority, including a new Framework Plan (adjacent). This plan highlights key aspects of the scheme including:

- Green / Blue Spine linking the consented Ickleford Mill scheme to Bedford Road incorporating an Active Travel Route with footways, cyclepaths and SuDS features.
- New pedestrian connections through to Bedford Road in the west and into the Ickleford Mill scheme in the east.
- A plot structure that accommodates and frames key views and vistas.
- Creating a focal point of the proposed LEAP within the scheme.
- An attenuation basin featuring a permanent wet area.



SITE BOUNDARY



TURNPIKE LANE



PRINCIPAL VEHICULAR ACCESS POINT



PROPOSED MAIN STREET



POTENTIAL PEDESTRIAN ACCESS POINT



POTENTIAL CYCLE / PEDESTRIAN ACCESS POINT



POTENTIAL CYCLE / PEDESTRIAN ACCESS ONTO BEDFORD ROAD



GREEN / BLUE SPINE (INCORPORATING ACTIVE TRAVEL ROUTE)



KEY VIEWS & VISTAS



CROSSING POINTS



EXISTING TREES



DEVELOPMENT PARCEL STRUCTURE



SUDS SWALES & PARTIALLY WET ATTENUATION BASIN



SEATING AREA



INDICATIVE LOCATION OF LEAP



FRAMEWORK PLAN

LOCAL AUTHORITY ENGAGEMENT

CONCEPT MASTERPLAN PRINCIPLES

Comments raised at the workshop with North Herts District Council included updating the submitted Concept Masterplan using elements from the Framework Plan.

The additional layer of detail presented in the Concept Masterplan provides an opportunity to highlight aspects of the scheme to inform a future Reserved Matters application. Following discussion with the Local Authority, these include:

- ① A Green/Blue Spine linking to the adjacent Ickleford Mill scheme and running through the site. This accommodates an Active Travel Route, recreation features and could include SuDS features (e.g swales).
- ② The LEAP is positioned within the green spine, creating a destination space and focal point.
- ③ A continuous, hard surfaced edge lane incorporating private drives, roadways and paths “hugs” the southern part of the scheme, creating a pedestrian/ cycle route benefitting from passive surveillance.
- ④ A minimum of 1 No. on-plot parking space is suggested for 3 bedroom units or smaller.
- ⑤ The Active Travel Route incorporates a footway and cycleway and connects the adjacent Ickleford Mill site in the east to Bedford Road in the west. This allows easy access through to local services and amenities of Ickleford in the east and Hitchin to the south.
- ⑥ The plot and parcel structure allows multiple views through the development to the landscape to the south to create a sense of openness.
- ⑦ Affordable units are distributed evenly across the site, and all benefit from access to open space, amenities and public transport.
- ⑧ The SuDS attenuation basin in the southwest has been designed to accommodate a permanent wet area alongside ecological enhancements and seating opportunities to enhance resident and visitor amenity.



INDICATIVE MASTERPLAN

The concept masterplan presented adjacent has been prepared based upon the previously defined Vision Sketch, Opportunities & Constraints, relevant North Herts planning policies and the “made” Ickleford Neighbourhood Plan 2024 and related Design Codes.

Planning permission is not being sought for this Indicative Masterplan, however it has been presented to suggest how an appropriate development might come forward based upon the parameters set by the Parameter Plan.

The scheme proposes up to 100 dwellings in a variety of tenures, with key features including:

DEVELOPMENT APPROACH & CONSIDERED DESIGN

- The scheme proposes that 50% of dwellings will be affordable tenure in accordance with North Herts Local Plan Policy HS2
- Policy HS3 suggests an appropriate mix of housing types, tenures and dwelling sizes should be offered. The scheme proposes a variety of dwellings from 1 Bed flats through to 4 Bed detached houses. 50% of proposed dwellings are suggested as 3+ Bedrooms, with the remainder suggested as 1 -2 Bedroom units.
- Policy HS5 suggests that at least 50% of homes should be built to M4(2) Accessible and Adaptable standards and that 10% of these should additionally be built to the M4(3) wheelchair user standard. The development approach suggests that these standards can be accommodated by the Indicative Masterplan.
- The scheme presents a Gross Density of c.14 dph and a Net Density of c.40 dph.
- In response to Section 2c ID.04 of the Neighbourhood Plan Design Code, the scheme primarily follows an organic, outward facing perimeter block structure allowing passive surveillance of public open spaces and streets and creates a softer edge to the scheme.
- In response to Design Code section 2c BF.03, proposed dwellings will predominantly be two storey in height, with three storey dwellings located at key spaces and junctions to provide interest in the streetscene and enhance wayfinding.

- A considered street landscaping planting strategy.
- Passive traffic calming and reduced vehicle speeds encouraged through changes in surface materials.
- As suggested within section 2c BF.04 of the Neighbourhood Plan Design Code, proposed dwellings will have variation in building set-backs, with some units set at the back edge of pavement or with minimal front gardens, and other units set within more generous plots with larger front gardens with appropriate boundary treatments to define public and private spaces.
- Design Code section 2c PS.04 suggests dwellings should turn corners and offer passive surveillance to streets and spaces. The Indicative Masterplan seeks to accommodate these suggestions throughout the scheme.
- The proposed masterplan takes influence from the historic streets of Ickleford with a linear main street arrangement and key buildings with enhanced design elements located at important junctions.
- Detailed dwelling design will be explored at a future stage, however, proposed dwellings will be of a high quality and sustainable. Proposed materials and detailing will draw influence from the local architectural vernacular to create a distinctive scheme with a local identity, as suggested by Design Code section 2c ID.01.
- Parking is provided in accordance with North Herts residential parking standards, suggesting 1 space per 1 bedroom dwelling and 2 spaces for all other dwellings.

PERMEABILITY & ACCESSIBILITY

- Principal vehicular access is proposed via a new right turn lane junction off Turnpike Lane to the north with a 5.5m carriageway and 2m footway to the east.
- This proposed footway will link into a new pedestrian crossing point on Turnpike Lane, providing pedestrian access to the services of Ickleford to the east.
- The shared surface squares, expansive areas of public open space and recreation areas provide safe spaces where residents and visitors can meet.
- Development parcels are of an appropriate size, promoting permeability and allowing logical vehicle and pedestrian progression through the scheme.

- The layout suggests a series of shared surface squares located along the main movement route that meanders through the site. These are enclosed and defined by surrounding dwellings to assist with legibility.
- The masterplan has been designed to facilitate the safe movement of pedestrians within and beyond the site.
- A proposed Active Travel Corridor accommodating cycle and pedestrian routes runs through the site, linking the Ickleford Mill site in the east to Bedford Road in the west. Subject to agreements with landowners, this would provide enhanced connectivity to spaces, amenities and services.

PROTECTION OF NATURAL ASSETS

- Existing trees and hedgerows along the perimeter of the site will be retained and reinforced where possible.
- A small number of trees would require removal to accommodate development.

SUSTAINABLE DRAINAGE

- The drainage strategy takes advantage of the topography of the site, with an appropriately sized attenuation basin proposed at the low point of the site in the southwest of the site.
- A pumping station is proposed in the northeast of the site to manage foul waste discharge into existing adopted local foul sewers located on Turnpike Lane.

CONSIDERATION OF LANDSCAPE ASSETS

- Development on the site can be accommodated without detriment to the localised or wider visual amenity.
- The integrity of the receiving landscape character would be preserved, with proposed landscape features contributing positively to the identified landscape character of the area.
- Public open space parkland permeates through the scheme, offering walking routes providing opportunities for recreation and relaxation for residents and visitors.
- A Locally Equipped Area for Play (LEAP) is proposed in the east, providing children with a safe space for recreation that benefits from natural, passive surveillance from surrounding properties.



- SITE BOUNDARY
- ⬇ PRINCIPAL VEHICULAR ACCESS POINT
- ⬇ POTENTIAL PEDESTRIAN ACCESS POINT
- ⬇ POTENTIAL CYCLE / PEDESTRIAN ACCESS POINT
- ⬇ POTENTIAL CYCLE / PEDESTRIAN ACCESS ONTO BEDFORD ROAD
- ⬇ ACTIVE TRAVEL ROUTE (INCORPORATING FOOTWAY & CYCLEWAY)
- ⬇ PROPOSED PEDESTRIAN ROUTES & CONNECTIONS
- ⬇ CROSSING POINTS
- STREETS & LANES
- PRIVATE DRIVES
- SHARED SURFACE SQUARE
- PARKING COURTYARD
- FRONTAGE PARKING
- EXISTING TREES
- IDENTIFIED ROOT PROTECTION AREA (RPA)
- DEVELOPMENT PARCELS
- INDICATIVE DWELLINGS
- PROPOSED TREE PLANTING
- SUDS ATTENUATION BASIN / SWALES
- SEATING AREA
- LEAP
- ⬇ PROPOSED PUMPING STATION CORDON SANITAIRE (15M)

INDICATIVE MASTERPLAN

PARAMETER PLAN

The adjacent Parameter Plan is based on the preceding plans and sets the parameters for any future detailed planning application.

It is the plan for which approval is sought in this outline planning application.

The Parameter Plan indicates the location and extent of the proposed development, the location of open space & recreation and the location of access points for both vehicles and pedestrians.

LOCAL AUTHORITY INPUT

During the workshop with North Herts District Council, requests were made to amend the submitted Parameter Plan. These adjustments have been made in the plan adjacent.

-  SITE BOUNDARY
-  PRINCIPAL ACCESS POINT
-  DEVELOPMENT AREA
-  PUBLIC OPEN SPACE (INCLUDING: SUDS, FOOTPATHS/CYCLEWAYS AND ACCESS ROAD)



ACCESS STRATEGY

PROPOSED ACCESS

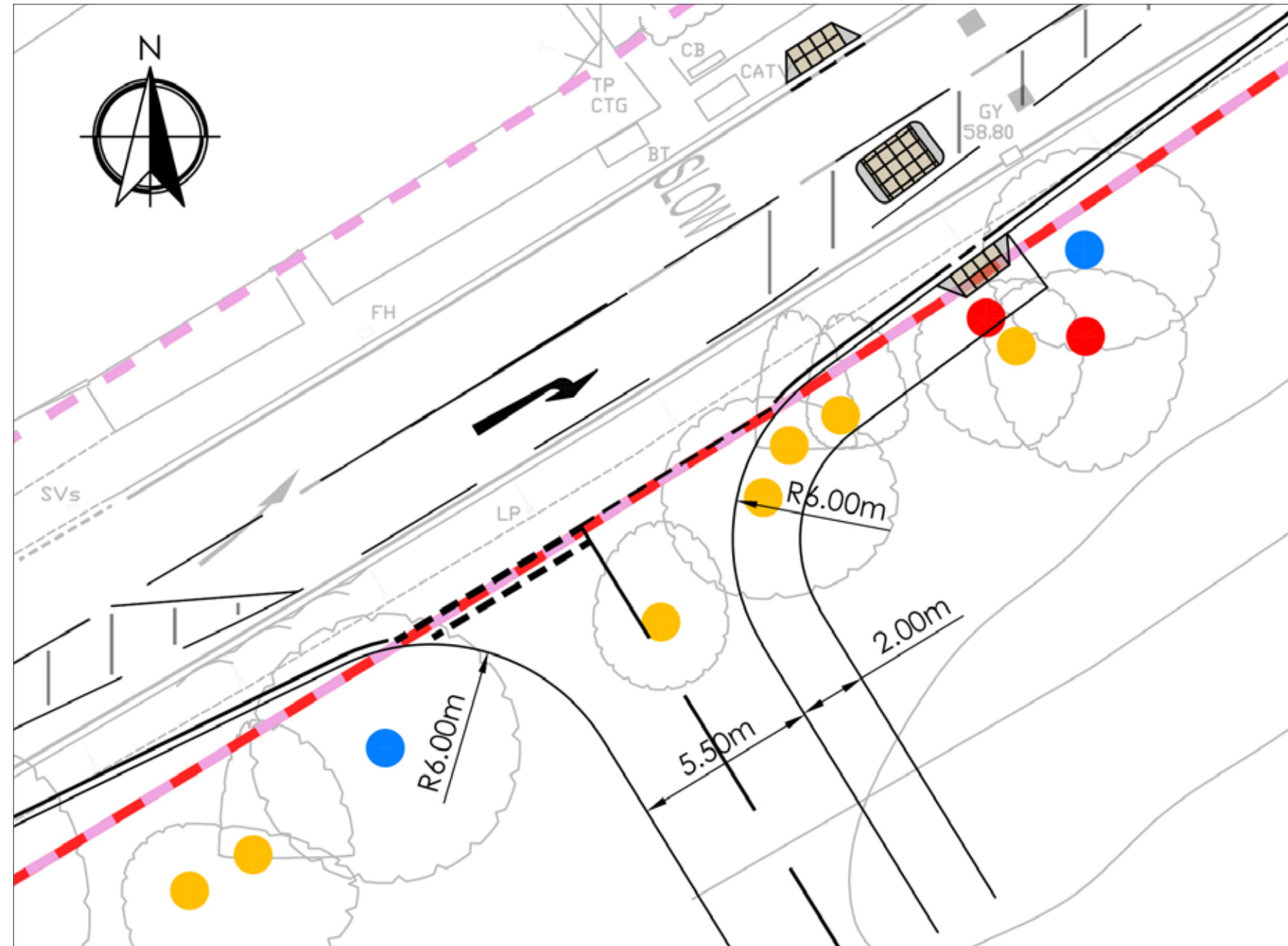
The proposed development would be accessed off Turnpike Lane. The access would comprise a new simple priority junction – the location of this provides a suitable spacing from other junctions, allows for good sight lines, and minimises impact on existing vegetation.

The access would measure 5.5 metres in width and would be accompanied by a footway measuring 2.0 metres in width, to align with the Council's Guidance document.

The footway would be provided with a pedestrian crossing on Turnpike Lane to provide opportunities for onward travel by foot to the existing footway. This would include a central refuge, dropped kerbs and tactile paving, therefore ensuring a high level of safety and attractiveness for pedestrians. Good sight lines would be provided in both directions.

Internal streets would be designed to accommodate the North Hertfordshire District Council waste collection vehicle. It is anticipated the waste collection vehicle would be the largest vehicle to travel on internal streets, and therefore, sufficient space would be provided on-site for all vehicles to safely travel and manoeuvre on internal streets.

The site would benefit from good pedestrian permeability to provide connectivity to existing footways in a variety of directions from the site in order to encourage trips on foot.



ACCESS STRATEGY - PROPOSED JUNCTION ON TURNPIKE LANE

DRAINAGE STRATEGY

Surface Water

Analysis has been undertaken to propose an outline SuDS strategy, in accordance with sustainable drainage principles, which limits the surface water runoff from the proposed development and includes climate change.

It is proposed that the SuDS solution to accommodate and store all flows underground up to and including the 1 in 100 year +CC event would include:

- Attenuation Basin
- Storage Crates

To make the SuDS design as sustainable as possible, as much of the Site's surface water drainage network works on a gravity connection to the basin, with only a small catchment working on a pumped solution, which is lifted to the nearest proposed surface water manhole.

Foul Water Drainage

The proposed foul water discharge generated by the site is proposed to connect to the existing Anglian Water infrastructure north the site, MH0301 within Turnpike Lane.

A foul water pumping station and rising main will be required for the development at this Site. A predevelopment enquiry with Anglian Water has been submitted and is currently awaiting a reply at the time of writing.

All domestic foul drainage will be designed in accordance with Part H of the Building Regulations.

LOCAL AUTHORITY INPUT

Following discussions and requests during a workshop with North Herts District Council, the attenuation basin can accommodate a permanently wet area for ecological enhancement. A seating area is also proposed adjacent to the SuDS basin to enhance visual amenity.



DRAINAGE STRATEGY - ATTENUATION BASIN

ECOLOGY STRATEGY

The proposed development has the potential to cause adverse impacts upon a number of ecological features ranging from District to Site importance. However, avoidance and mitigation measures have been proposed to ensure that these adverse impacts are reduced as far as possible.

These measures include:

- A CEMP: Biodiversity will be prepared to detail all construction-phase habitat protection, supervision and impact avoidance measures to be adopted, including:
 - Sensitive working methods during Site clearance and construction to avoid impacts to protected species; and
 - Installation and maintenance of BPZs during construction to protect retained habitats;
- A LEMP will be produced which will detail operation phase mitigation, compensation, enhancement, management and monitoring measures;
- Maintenance of undeveloped buffer zones at Site boundaries and along retained hedgerow and woodlands during construction and operational phases;

- Ensure retained and newly created hedgerows remain outside of private ownership and are managed sympathetically for wildlife;
- Creation of attenuation features and residential gardens, new hedgerow and tree planting, enhancement and infill planting of existing hedgerow providing a range of habitats for different species;
- Installation of an underground badger proof fencing to segregate the development area and existing badger sett under Natural England; and
- A sensitive lighting strategy which preserves dark corridors and protects sensitive habitats.

Habitat creation and enhancement measures are proposed. A Biodiversity Net Gain Assessment report accompanies the application to identify how the proposed development delivers a net gain for biodiversity and if additional off-site habitat creation/enhancement is required.

Additional ecological enhancement measures include:

- Provision of a range of bat and bird boxes, and log piles;
- Provision of hedgehog access gaps in fences; and
- Enhancement and in-fill planting of the boundary hedgerow and woodlands.

Assuming the successful implementation of the measures, the proposed development can be considered in line with North Hertfordshire Local Plan 2011-2031, as the scheme includes measures to retain and protect important ecological features and ensure their favourable management in the long-term. The proposals also include detailed measures to avoid potential impacts on protected species during the construction and operational phases of the development, as well as providing enhancements to both habitats and species on Site.



ECOLOGY STRATEGY PRECEDENT IMAGES

LANDSCAPE STRATEGY

The adjacent Illustrative Landscape Strategy illustrates the broad arrangement of Green Infrastructure across the site.

Consistent with a landscape-led approach, the landscape strategy has evolved to avoid or minimise potential landscape and visual effects when considering the more detailed findings of the field assessment. Thus, the scheme proposals incorporate a degree of integrated mitigation to avoid or reduce potential landscape and visual effects.

At a macro level, the proposed Green Infrastructure would ensure that the proposed development is accessible, would be an attractive place to live, would manage surface water attenuation in a sustainable way and would facilitate improved opportunities for local wildlife.

Key design considerations and inherent mitigation that informs the landscape strategy are as follows:

- ① Enhance and restore roadside hedgerow to fill gaps with a diverse range of hedgerow species and planting of standard trees.
- ② Lines of columnar street trees promote green corridors through the site for connectivity and legibility.
- ③ 'Hopover' feature at new access route - to reduce the barrier effect for bats. Planted with a mix of fast-growing tree/shrub species either side of the road, i.e. silver birch, hazel, hawthorn, willow, alder, rowan, as well as slower growing larger trees just behind

these fast-growing species to take over the canopy in the future (locally prevalent species such as oak, lime). Once established, this would then act as a link between the separate woodland parcels. Informal connections to banks for people to enjoy the river in accordance with published landscape character guidance.

- ④ Planting of new woodland, trees and other appropriate native vegetation along the watercourse to encourage a diverse woodland flora.
- ⑤ Creation of a network of new ponds for wildlife, including marginal planting to diversify the habitat.
- ⑥ The parkland area will comprise of amenity grassland for recreation with mown paths, species-rich grassland, and additional native woodland and native scrub to the peripheries to enhance existing habitat.
- ⑦ SuDS basin to include grassland planting as well as marginal/aquatic planting where appropriate. The SuDS basin can accommodate a permanently wet area to provide ecological enhancement. Seating can also be provided for residents and visitors to enjoy the visual amenity.

- ⑧ Native tree/woodland planting with mixed native scrub understorey planting to provide screening to residential properties and provide key vegetative connections between existing trees/woodland for bats and other wildlife.
- ⑨ Groups of parkland trees for amenity and biodiversity value.
- ⑩ Native woodland mix for screening and to provide connection between existing woodland planting.
- ⑪ Retention of woodland habitat with an appropriate offset to built form, to be in accordance with Policy NE4 of the North Herts Local Plan and SEO1 of NCA 110: Chilterns published guidance to "manage the wooded landscape... with the aims of conserving and enhancing biodiversity and the historic landscape and its significant features; maximising the potential for recreation". The retained woodland buffers at the site boundaries would also comprise a mixture of ecotone habitats such as additional native woodland, native scrub and species-rich wildflower grassland.



LANDSCAPE STRATEGY PRECEDENT IMAGES



DWELLING SCALE & MASSING

STOREY HEIGHTS

Building scale will be the subject of a future planning application. However, the previously presented Indicative Masterplan suggests a potential approach to development.

Based on this potential development arrangement, dwelling height and scale would respond to a number of features, including tenure, topography, effects on neighbouring residential amenity and views from - and of - the wider landscape.

Furthermore, the guidance and recommendations of local design policies including the made Ickleford Neighbourhood Plan Design Codes have also been considered.

Consequently, the majority of dwellings would be 2 storey in height, with limited examples of 2.5 or 3 storey dwellings located at key junctions or on important routes to assist in the creation of a distinctive street hierarchy and legibility.

LOCAL AUTHORITY INPUT

During the local authority workshop, requests were made to define house types, sizes and plot sizes to ensure the quantum of development can be accommodated.

The precise details of housetypes, sizes and plot sizes will be the subject of a future Reserved Matters application from the eventual developer.

However, the Concept Masterplan has been prepared using local authority design guidance and national urban design principles. As such, the masterplan presented is viable and the number of units presented can be achieved.



DWELLING MIX

DWELLING MIX

Whilst the proposed dwelling mix will be the subject of a future planning application, the Indicative Masterplan seeks to establish that a mix of tenures as suggested by North Herts Policy HS3 can be potentially accommodated within the development.

As such, the proposed layout suggests a broadly even split between 1 bed & 2 bed and 3 bed & 4 bed units.

Policy HS5 suggests that at least 50% of homes should be built to M4(2) Accessible and Adaptable standards and that 10% of these should additionally be built to the M4(3) wheelchair user standard. The Indicative Masterplan suggests that these standards could potentially be accommodated by the Indicative Masterplan.

AFFORDABLE DWELLINGS

The North Herts Local Plan Policy HS2 suggests that 40% of proposed dwellings should be of affordable tenure, with a split as follows:

- 65% socially rented
- 35% other forms of affordable

The Indicative Masterplan suggests that 50% affordable units (50) could be accommodated on site. Of these, 32 are proposed as socially rented, with the remaining 18 units being affordable ownership.

LOCAL AUTHORITY INPUT

Requests made during the local authority workshop included details relating to the placement of affordable dwellings with concerns regarding "clustering".

The precise location of affordable units will be the subject of a future Reserved Matters scheme. However, proposed affordable dwellings will be equally distributed through the scheme, and would adopt a "tenure-blind" approach to architectural appearance.



PARKING STRATEGY

VEHICLE PARKING

Parking provision accords with North Herts Planning Policy guidance on parking standards of:

- 1 bedrooms: 1 spaces per dwelling
- 2 + bedrooms: 2 spaces per dwelling

Planning policy recommends visitor space provision is based upon the number of garages present in a development.

The quantum of garages will be the subject of a future Reserved Matters application. Visitor space provision and design will therefore be addressed at that time.

LOCAL AUTHORITY INPUT

Following a workshop with North Herts District Council, additional detail was requested to ensure 3 bedroom dwellings and smaller could accommodate 1 No. on-plot parking space in order to reduce car dominance of the streetscape.

All detached and semi-detached houses feature at least 1 on-plot parking space, with vehicles located behind the build line.

For terraced dwellings, frontage parking solutions are suggested. These allocated spaces would be sensitively landscaped, reducing the creation of a car dominated streetscene.

The proposed apartment blocks would be served by landscaped rear courtyard parking areas, benefitting from passive surveillance from dual-aspect apartments.



STREETS & LANES

Whilst detailed street and route design will be the focus of a future planning application, the Indicative Masterplan suggests a how an appropriate street hierarchy could potentially be achieved within a future scheme.

STREET HIERARCHY

Ickleford Neighbourhood Plan Design Codes guidance suggests an appropriate consideration of front to front separation distances for street hierarchies.

The street hierarchy would be related to the importance of each street and anticipated vehicle movements. The main access route has been suggested as a landscaped, meandering spine, 5.5m in width, punctuated by a series of shared surface squares.

Secondary and tertiary streets spur off this main route, providing access to dwellings, with private drives offering access to those dwellings on the scheme periphery.

ACCESS & SERVICE VEHICLES

Whilst the subject of a future detailed planning application, the scheme has been designed to accommodate the geometries of service vehicles including refuse and emergency vehicle access, turning and egress.

LOCAL AUTHORITY INPUT

Discussions during the local authority workshop suggested that an Active Travel Route should run along the south of the scheme, connecting private drives with footways and cycleways to link schemes in the east with Bedford Road in the west.

A further request regarding additional details on internal access roads was also discussed. The precise geometries of internal streets will be the subject of a future Reserved Matters application. However, the Concept Masterplan has been prepared with due regard to local and national guidance on street design.



DWELLING DESIGN

Whilst detailed dwelling design will be the focus of a future planning application, this application seeks to demonstrate that proposals have considered relevant planning policy guidance including the North Herts Local Plan 2011-2031 - particularly Policy SP9 and the “made” Ickleford Neighbourhood Plan 2024 and related Design Codes.

DESIGN APPROACH

A local architectural character assessment of Ickleford provides useful and interesting precedents relating to street hierarchy and layout as well as building arrangement and design. As such, the approach to dwelling design would be heavily influenced by the prevailing local architectural vernacular, with detailing and materials drawing influence from high quality examples in the local area.

DWELLING DESIGN

Proposed dwellings will be of high quality, utilising sustainable construction methods and local materials where possible to create a distinctive and unique development

appropriate to Ickleford, as suggested by Neighbourhood Plan Design Code section 2c ID.01. Traditional forms within Ickleford will be adopted by proposed dwellings, accentuated with contemporary detailing.

Dwellings would have variations in height and orientation through the site to create varying ridge and eaves lines and provide interest to the streetscene.

Variety in dwelling design throughout the scheme, combined with the use of similar materials and design details on all dwellings will contribute to a “tenure-blind” dwelling design approach.

MATERIALS & DETAILING

Proposed materials and detailing will draw influence from the strong local architectural vernacular with red brick and brown plain tiles featuring heavily, complemented by key dwellings finished in pale coloured cladding, render or with timber frame detailing. These details are suggested by the adjacent precedent photos of buildings within Ickleford.

PROPOSED MATERIALS & DETAILING

WALLS	• Red brick • Off-white lime wash render • Pale coloured timber cladding • Timber frame detailing
OPENINGS	• Contemporary uPVC casement windows finished in white or mid-grey / green coloured foil • Red brick arched, flat gauge or soldier course lintels • Red brick, recast stone or GRP cills • Contemporary flat roof bay windows • Composite / uPVC front doors in coloured foil finish. • Contemporary flat, pitched or hipped porches with classic detailing.
ROOFS	• Brown plain tiles • Chimneys in complimentary material • Bargeboards and fascias finished in white or black • Black rainwater goods • Repeating dormer or gable features
BOUNDARIES	• Estate style railings • Low brick walls • Low hedgerow planting to front gardens



PRECEDENT BUILDINGS WITHIN ICKLEFORD

NEIGHBOURHOOD PLAN RESPONSE

The scheme has been designed with reference to relevant sections of the Ickleford Neighbourhood Plan Design Code. This document provides guidance for developers to ensure any scheme is appropriate, sustainable, well designed and distinctive. This section of the document seeks to demonstrate how the proposals accommodate the guidance of relevant sections of the Neighbourhood Plan Design Codes.

MO.01 CONNECTIVITY

Proposed connections to existing highways have been assessed to ensure they provide appropriate and safe access and egress for vehicles, cyclists and pedestrians.

Proposed footways connections lead through and from the site, connecting into existing footways along Turnpike Lane to the north and Bedford Road to the west of the site. These routes allow pedestrian connections to public transport routes and local services and amenities.

Within the site, the form of development seeks to create a gradual transition from the development parcels in the north of the site, through to the dedicated Public Open Space in the south. This is achieved through a careful consideration of development densities, with lower densities on the southern periphery.

MO.03 WAYFINDING

Key buildings are located at important locations throughout the scheme. Whilst detailed dwelling design will be the focus of a future Reserved Matters planning application, it is expected that proposed key dwellings will have a material uplift or unique detailing, making them memorable to assist with wayfinding. Principally located on prominent corners or used to terminate views, they provide additional visual interest to the streetscene.

Dwellings with windows or openings to two routes or spaces simultaneously creates an active frontage, enhancing wayfinding and ensuring routes are secure.

Although the scheme presented within this document is merely indicative, the projection and recession of dwellings along routes is important in providing visual interest to the streetscene and

creates opportunities for discovery and drama when moving through the scheme.

Street landscaping enhances the streetscene, improving wayfinding.

MO.04 JUNCTIONS

Detailed dwelling parcel and street design will be the focus of a future detailed planning application, however the scheme presented within this Design & Access Statement suggests a potential parcel and junction arrangement that would be appropriate to this location, vehicle speeds and a variety of street users.

MO.05 INCLUSIVE STREETS

Detailed street design will be accommodated within a future detailed planning application. However, the indicative scheme has been designed to accommodate all street users equally with 2m footways suggested throughout.

MO.06 CAR PARKING

Whilst the subject of a future Reserved Matters scheme, the indicative layout suggests car parking solutions are principally provided “on-plot”, behind the building line with allocated spaces for each dwelling. These defined parking areas ensure that car parking does not dominate the streetscene, which is further enhanced by a strategic street landscape strategy.

Visitor spaces are provided throughout the scheme in logical, appropriate and landscaped locations, ensuring they do not adversely affect the streetscene.

MO.06 CYCLE STORAGE

Whilst the subject of a future detailed layout, cycle storage would be accommodated on-plot for houses and within secure cycle storage areas for flats and apartments.

Bin storage would be accommodated using a similar method, with sensitively designed communal bin stores used for flats and apartments. Bin storage for houses will be designed so as to reduce visual streetscene clutter.

NA.01 GREEN BELT

Please refer to application document pack supporting this planning application.

NA.02 GREEN NETWORKS

The proposed indicative scheme suggests a series of movement routes through the layout utilising green networks and routes wherever possible. This is particularly prominent in the southwest of the site where routes and connections link through areas of proposed Public Open Space and woodland.

NA.03 DESIGN WITH WATER

Whilst the site borders the River Oughton to the south the scheme does not directly interact with this feature due to the extensive existing mature vegetation in this area. A 10m offset from the river has been suggested to maintain the integrity of the natural systems within and around this feature.

NA.04 SUDS

As part of the application, detailed technical assessments have been carried out to inform the design response. Accordingly, an attenuation basin has been suggested in the southwest of the scheme to assist in the management of surface water.

Swales have also been suggested throughout the scheme to assist with water management and provide opportunities for biodiversity net gain.

NA.05 NET GAIN

Please refer to the associated Ecological Reports accompanying this application.

NA.06 BIODIVERSITY

Please refer to the associated Ecological Reports accompanying this application.

NA.07 STREET PLANTING

Detailed landscape strategies will form part of any future detailed planning application on site. However, the indicative layouts presented wtihin this Design & Access Statement and

accompanying Landscape Strategy suggest that streets are designed to accommodate considerable street planting and soft landscaping.

NA.08 NEW WOODLAND

Whilst the subject of a future detailed planting strategy, there are opportunities for additional tree and woodland planting within the scheme and associated areas of Public Open Space.

BF.01 DENSITY

Outline proposals suggest that the gross development density is c.14 dwellings per hectare. This is in accordance with the Ickleford Neighbourhood Plan Design Code guidance which suggests a max figure of 20 dph. The net density of the proposal is c.40 dph.

BF.02 TYPES AND FORMS

Detailed dwelling design will be the focus of a future detailed planning application. The indicative layout presented within this outline application suggests that a variety of dwelling forms can be accommodated within the scheme, from detached dwellings and bungalows on large plots, through to terraced dwellings and apartment blocks.

BF.03 HEIGHT

Whilst building height is to be determined within a future application, dwellings are indicatively suggested as predominantly 2 storey. There may be an opportunity for key dwellings to extend to 3 storey in important locations, such as on main streets or where buildings close vistas or enhance wayfinding.

BF.04 BUILDING LINE

The indicative layout suggests that proposed dwellings adopt subtle variations in siting within plots, with projection and recession of dwellings providing interest to the streetscene. Whilst to be determined at future application stage, proposed boundary treatments vary, yet create a cohesive streetscene, ensuring an appropriate separation between private and public realms.

ID.01 LOCAL CHARACTER

The Ickleford Neighbourhood Plan Design Code provides specific guidance on the preferences related to dwelling design. An appropriate examination of this information will be accommodated within a future Reserved Matters planning application.

ID.02 LEGIBILITY

The indicative scheme acknowledges the importance of legibility within a development. Whilst this will be explored further in a future detailed application, the location and orientation of indicative dwellings and key dwellings is carefully considered to ensure natural wayfinding.

Views through and within the scheme have been considered in the arrangement of streets and dwellings. Inner streets are more enclosed, with continuous, active frontages providing a village inspired street aesthetic. Dwellings around the periphery, particularly within the southern development parcels are of a lower density, with larger gaps between units permitting views through and between homes. This contributes to the general feel of openness of the scheme.

Dwellings respond naturally to the site topography which is generally flat where built forms are proposed.

ID.04 PLOTS & BLOCKS

Whilst detailed dwelling design will be the focus of a future reserved matters planning application, indicative development parcels and plots suggest that dwellings can accommodate dwellings that accord with Nationally Described Space Standards (NDSS), offer appropriate levels of private amenity space and can accommodate car parking levels commensurate with County Council guidance. Generous separation distances ensure that no existing dwelling suffers from overlooking or overshadowing.

PS.01 ACCESS STREET, PS.02 RESIDENTIAL STREET, PS.03 EDGE LANE

Whilst detailed street arrangement will be the focus of a future reserved matters planning application, the indicative layout suggests a hierarchy of streets with varying road widths, materials and street landscaping.

Dwelling separation has also been carefully considered in the preparation of the indicative layout to ensure residential amenity is protected.

PS.04 SECURED BY DESIGN

Detailed block design will be explored within a future Reserved Matters planning application, however creating a safe, secure scheme is of utmost importance. Accordingly, any future layout will be designed according to the values suggested by Secured By Design Homes 2019.

US.02 COMMUNITY USES

Public and private spaces are clearly defined within the scheme through the use of hard and soft landscaping. Public green spaces are clearly defined and are enclosed by existing and additional vegetation planting along with low post and rail fencing. Shared surface squares are defined by the curtilage of surrounding dwellings and the landscape strategy.

All areas of public open space are appropriately overlooked, benefitting from passive surveillance, enhancing security and safety of the streets and spaces.

The Local Area of Play also benefits from passive surveillance from surrounding buildings, creating a safe, secure space for children to play.

HO.03 GARDENS & BOUNDARIES

Detailed dwelling and plot design will be explored at future detailed application stage, however the outline indicative layout suggests dwelling curtilage would be influenced by high quality local examples.

SU.01 - SU.04 "ENERGY & SUSTAINABILITY"

Information regarding the energy and sustainability credentials of the proposals can be found in the Energy & Sustainability Statement accompanying this application.

SUSTAINABILITY

An Energy & Sustainability Statement has been prepared to accompany this planning application.

The Statement provides as much detail as is possible at this outline planning stage to demonstrate compliance with relevant policies from the North Hertfordshire Local Plan 2011-2031 (November 2022), the Ickleford Neighbourhood Plan (March 2024) and current Building Regulations, whilst also looking ahead to the emerging Future Homes Standard:

- The dwellings will be highly energy efficient, adopting a fabric first approach. They will be orientated to maximise solar gain where possible;
- There will be no natural gas connection to the site;
- Heating and hot water will be supplied via low carbon air source heat pumps;
- Solar photovoltaic panels will be installed where appropriate;
- The development will employ a combination of highly efficient fixtures, fittings and appliances to reduce domestic water use to achieve the 110 l/p/d target;
- Buildings will be designed and specified to adapt to a changed climate: Overheating will be managed through considered design;
- The retention of existing trees and additional planting will provide more comfortable microclimates in warmer weather;
- The landscape design will provide multi-functional benefits, supporting increased biodiversity and enhancing the overall aesthetic;
- Surface water will be managed via the integration of SuDS into the development.
- Electric vehicle charging points will be installed in line with policy requirements;
- High quality broadband will be provided in line with Approved Document R;
- The embodied carbon of the development will be considered and addressed through sustainable material choices and flexible and durable design;
- Construction and operational waste will be managed in accordance with the principles of the Waste Hierarchy.

As the planning and development process progresses, and as the wider regulatory environment develops, the approach proposed will be kept under review. The final design solution and associated detail will be provided at the Reserved Matters stage.

SECURITY

SECURE BY DESIGN

In the preparation of a viable development scheme, a key element to the creation of a secure sense of place is the consideration given to the reduction in opportunities for crime.

The proposed scheme has been designed to encourage natural surveillance of spaces and to engender a clear sense of ownership of private areas for residents. This has been achieved through the creation of well defined development perimeter blocks. The aim of this arrangement is for residents and visitors to clearly identify which elements of the scheme are public or private spaces.

This scheme has been designed to accommodate the principles as suggested within "Secured by Design" guidance:

- Roads & Footpaths - Vehicle and pedestrian routes are open and utilise surface material changes to define defensible space.
- Through-roads and Cul-de-Sacs - Dwellings front onto streets. Private drives are well lit, overlooked and observed.
- Footpaths - Well observed, lit and have space to accommodate pedestrians, cyclists and disabled users.
- Communal Areas and Play Spaces - Are clearly defined by planting and/or boundary treatments. All benefit from natural surveillance from surrounding dwellings.
- Dwellings Boundaries - Private and public areas are well defined through planting, walls and/or railings/fences.
- Access to Gardens - Proposed gardens benefit from appropriate levels of physical enclosure and lockable gates.
- Side and Rear Boundaries - Are well defined and demarcated by planting, walls, railings and/or fences.
- Gable End Walls - Blank gable ends are avoided through. Where required, dwellings "turn the corner", providing active frontage in multiple directions.
- Layout & Orientation - Dwellings face each other to ensure homes and streets benefit from natural surveillance.
- Rear Access Footpaths - These are avoided within the scheme. Bin access routes are defined by boundary treatments and secured with lockable gates.
- Vehicle Parking - Parking spaces are provided on-plot or adjacent to dwellings. Parking courtyards benefit from passive surveillance from adjacent dwellings. Visitor spaces are well observed.
- Planting - Proposed landscaping carefully considered to be attractive, whilst not affecting surveillance of routes and spaces.
- Street Lighting - Main streets benefit from lighting to adoptable standards. Private drives lit through wall or bollard lighting. Added benefit of reduced effects on ecological assets.

SUMMARY

In summary, development proposals on land south of Turnpike Lane, Ickleford seek to respond to local constraints and opportunities to deliver a sustainable residential scheme of high quality.

From the outset, the scheme has been guided by local planning policy and technical assessments. Additionally, ongoing liaison and discussion with North Herts District Council has assisted in refining proposals.

By considering the principles outlined within these documents at an early stage, the resulting scheme is sustainable, appropriate and of quality design.

The scheme will provide the following benefits:

- Provision of up to 100 dwellings in a mix of tenures to accommodate local housing needs.
- Affordable provision of 50% (50 dwellings).
- Proposed site access off Turnpike Lane accommodates pedestrian connectivity and proposes new crossing point across Turnpike Lane.
- Considered approach to matters of design. Local building examples used as precedents to influence proposed dwelling design.
- A carefully considered street landscaping strategy enhances the streetscene and provides visual interest.
- Safe, secure and observed Public Open Space permeates through the scheme providing opportunities for recreation and relaxation.
- Defined Locally Equipped Area for Play (LEAP) in the east of the scheme benefits from passive surveillance from adjacent proposed dwellings.
- Existing trees and hedges to be retained and reinforced where possible with native species planting.
- Careful consideration of surrounding and proposed properties to protect residential amenity.
- Streets that are safe, easy to use, legible and permeable.
- Creation of a series of shared surface squares along the main route providing visual interest.
- A considered street hierarchy.
- Appropriate levels of car parking in accordance with local authority guidance.
- A scheme that minimises imposed burdens on local eco-systems and that is environmentally conscious.
- An engineered Sustainable Drainage Strategy with provision of an attenuation basin and pumping station.
- A scheme that ensures maximum possible sustainable and efficient development of the land.



LODGE COURT
ADJACENT APPROVED
SCHEME
REF: 22/01448/PP

POTENTIAL
PEDESTRIAN/
CYCLE CONNECTION

ICKLEFORD MILL
ADJACENT APPROVED
SCHEME
REF: 17/01955/F

POTENTIAL
PEDESTRIAN
CONNECTION

LEAP

PARKLAND

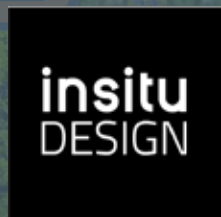
SEATING
AREA

POTENTIAL LOCATION
OF SUDS BASIN

POTENTIAL PEDESTRIAN/
CYCLE CONNECTION
(WITHIN HATCHED AREA)

BURFORD GRANGE
SCHEME UNDER
CONSTRUCTION
(REF: 19/01106/FP)

INDICATIVE MASTERPLAN



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