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11th June 2025

Our Ref. ST3472/250611-HA-response

Dear Shamsul,

Land to the Rear of 34 Arlesey Road, Ickleford, Hitchin SG5 3UU – 25/01094/FP

Thank you for your letter dated 15th May 2025 containing your response with regards to the above-mentioned planning application. I set out below my response to your comment and attach further supporting information to aid your approval of our proposals.

1. Pedestrian Accessibility

Duncots Close is an existing shared surface road in Ickleford, currently serving four residential dwellings. The Highways response has incorrectly categorised this as a vehicular-only route. In reality, pedestrian access is clearly accommodated, as shown by the ramped transition where the footway from Arlesey Road terminates at the junction with Duncots Close. While the posted speed limit is 30mph, the cul-de-sac geometry and layout naturally suppress vehicle speeds to well below this level, likely under 20mph.

According to Hertfordshire County Council's Place and Movement Planning and Design Guide (Part 3, Chapter 1), a 'Mews cul-de-sac' is a shared surface street suitable for up to 25 dwellings, with a minimum width of 5.0m. With the proposed development, Duncots Close would serve just 13 dwellings, well within the threshold and maintains a 5.5m width.

Given the short length of shared surface (less than 50m) between the site and the footway network on Arlesey Road, it is not reasonable to suggest that this arrangement undermines pedestrian or cyclist accessibility. The scheme is therefore considered to fully comply with the principles of LTP4 and Manual for Streets.

Within the proposed development itself, all carriageways have been designed as shared surface streets in line with current design standards, encouraging low speeds, active travel, and social interaction.

2. Vehicular Access

Drawing ST-3472-700-B illustrates the proposed access arrangement continuing from the turning head at the end of Duncots Close. Contrary to the Highway Authority's comment that there is "no direct means of access from public highways", the site is accessed via an existing adopted road. The access design and refuse vehicle tracking are shown on the drawing, and no technical objection to the principle of this access was raised in the Local Plan stage.

While HCC reference the possibility of a right-angle T-junction, this would not be feasible within the constraints of the site and the existing turning head. Instead, a continuation of the cul-de-sac has been designed to allow efficient access while maintaining the integrity of movements for existing dwellings.

3. Visibility

Given the low-speed, residential character of the street and the context of an extended cul-de-sac, formal visibility splays were not initially provided. However, Drawing ST-3472-700-C has now been updated to include forward visibility for completeness. The design reflects that traffic is extremely limited, and inter-visibility between users is unrestricted.

4. Swept Path Analysis

Contrary to the assertion that "no swept path analysis is submitted for the main spine road", the Means of Access Plan (ST-3472-700-B) includes a full swept path for a 12.205m refuse vehicle (per HCC standards), demonstrating access, turning, and egress in forward gear. This confirms that service and emergency vehicles can be accommodated safely within the site layout.

5. Delivery and Servicing

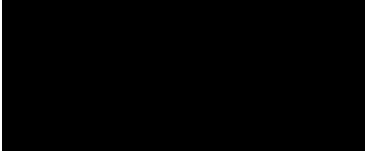
Due to the modest scale of the development (nine dwellings), a standalone Delivery and Servicing Plan is not proportionate. Nonetheless, the swept path assessment demonstrates that delivery vehicles (including parcel vans and small lorries) would be able to safely access and exit the site. Deliveries can take place without disruption to the highway network or other road users.

6. Construction Traffic Management Plan

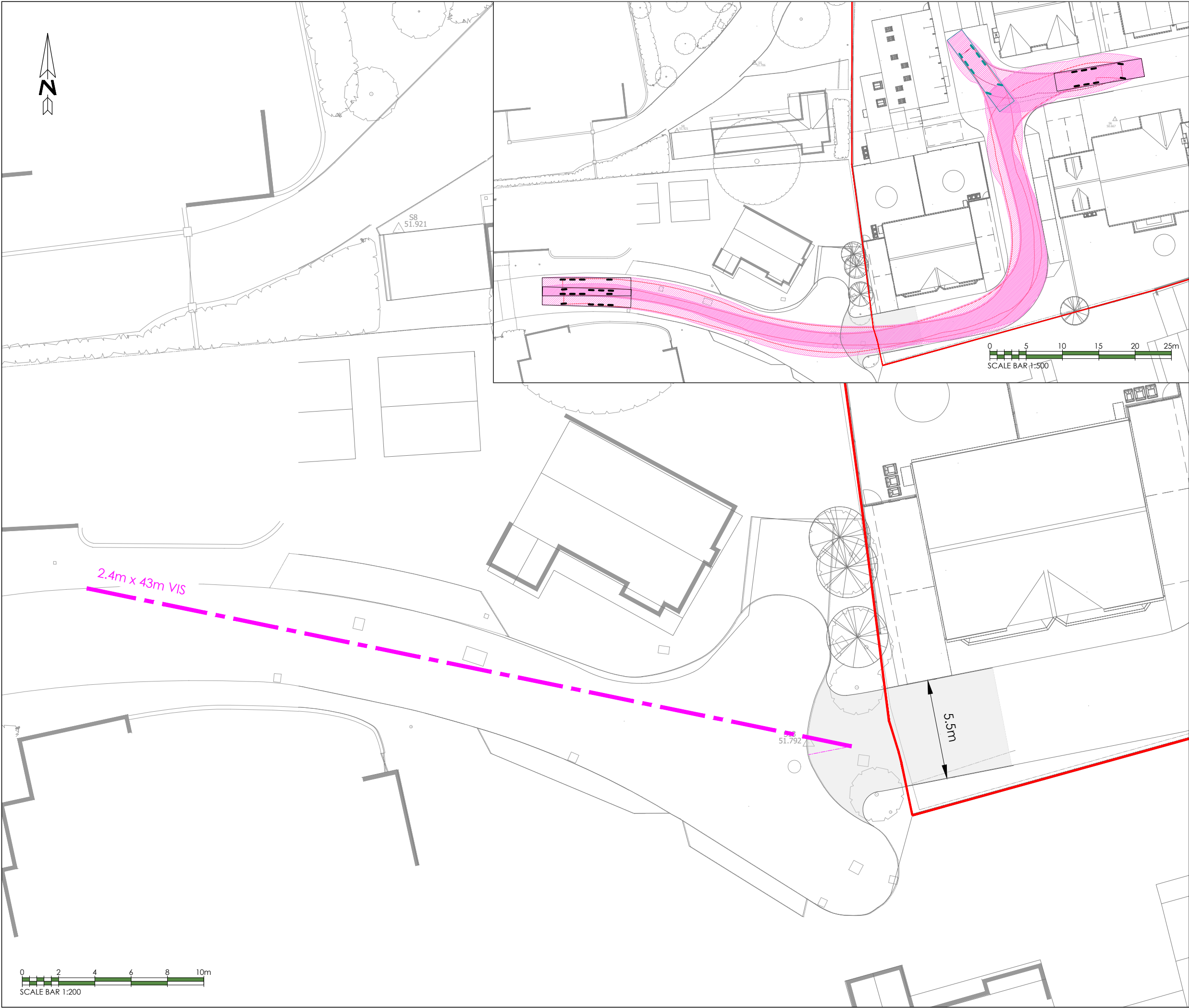
We agree that a CTMP should be prepared and submitted prior to commencement. However, this is typically secured by condition and should not constitute a reason for refusal. The applicant is committed to preparing a CTMP in accordance with HCC and CLOCS guidance once a contractor is appointed.

This is a small residential scheme on an allocated site, supported by robust technical information. The development will generate minimal traffic, does not pose a highway safety risk, and aligns with the NPPF and LTP4 objectives. All concerns raised are either already addressed in the submission or can be resolved through standard planning conditions. We respectfully request that the Highway Authority reconsider its recommendation.

Yours sincerely,



Stuart Wilson BSc (Hons) CMILT, FCIHT
Director



KEY

- SITE BOUNDARY
- 2.4m x 43m FORWARD VISIBILITY SPLAY
- PROPOSED SHARED SURFACE ACCESS

HCC 12.205m Refuse Vehicle

Overall Length	12.205m
Overall Width	2.500m
Overall Body Height	3.699m
Min Body Ground Clearance	0.251m
Track Width	2.200m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.250m

Rev	Description	Date	Drawn	Checked	Apvd.
C	Adding forward visibility splay	11.06.25	NA	SW	SW
B	Updating layout	08.04.25	NA	SW	SW
A	Amending tracking and alignment to match latest layout	11.03.25	NA	SW	SW

Project

Duncots Close, Ickleford

Drawing Description

Means of Access Plan

Project Number	Drawing Number
ST-3472	700-C

Scale	Date	Drawn	Checked	Approved
As shown@A3	28.01.25	NA	SW	KPS

Client	Architect
Peter Davidson Homes	

Do not scale off the drawing.
Only written dimensions should be taken.
Any discrepancies or errors should be brought to the attention of the engineer immediately.
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