



Land north of Pound Farm, London Road, Hitchin –
Phases 2 and 3 Reserved Matters

Transport Statement

Client: Elivia Homes

i-Transport Ref: JCB/BC/DW/ITL200569-001B R

Date: 11 December 2024

Land north of Pound Farm, London Road, Hitchin – Phases 2 and 3 Reserved Matters

Transport Statement

Client: Elivia Homes

i-Transport Ref: JCB/BC/DW/ITL200569-001B R

Date: 11 December 2024

i-Transport LLP

33 Queen Street
London
EC4R 1AP

Tel: 0204 531 3660

www.i-transport.co.uk

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or in part without the written consent of i-Transport LLP

If this report is to be placed on any approved website for planning purposes, this should comply with data protection principles, please seek our permission and you must ensure that all the private and personal information and data within this report is redacted.

Quality Management

Report No.	Comments	Date	Author	Authorised
ITL200569-001 R	Draft	04.12.2024	DW/BC	JCB
ITL200569-001A R	Final Draft	05.12.2024	DW/BC	JCB
ITL200569-001B R	Final	11.12.2024	DW/BC	JCB

File Ref: L:\PROJECTS\200000 SERIES\200569 - Land North of Pound Farm Hitchin\Admin\Report and Tech
Notes\ITL200569-001B R Transport Statement.docx

Contents

SECTION 1	Introduction	1
	1.1 Background & Planning History	1
	1.2 Site Location	1
	1.3 Structure of Transport Statement	2
SECTION 2	Existing Transport Conditions	4
	2.1 Site Location	4
	2.2 Walking and Cycling	4
	2.3 Public Transport	5
	2.4 Summary	7
SECTION 3	Development Proposal	8
	3.1 Development Details	8
	3.2 Site Access	8
	3.3 Site Layout	10
	3.4 Parking Provision	15
	3.5 Highway Adoption	17
SECTION 4	Traffic Impact	18
	4.1 Overview	18
	4.2 Development Trip Generation (Total Person)	18
	4.3 Traffic Impact	19
SECTION 5	Summary and Conclusion	20

Figures

Figure 1.1 **Site Location Plan**

Drawings

ITL200569-GA-001	Development Phasing Plan
ITL200569-GA-002	Highways General Arrangement
ITL200569-GA-003	Phase 2 Visibility Splays
ITL200569-GA-004	Phase 3 Visibility Splays
ITL200569-GA-005	Proposed Refuse Routing Plan

ITL200569-GA-006	Swept Path Analysis – Refuse Vehicle
ITL200569-GA-007	Swept Path Analysis – Fire Tender
ITL200569-GA-008	Swept Path Analysis – Estate Car – Plan 1 of 2
ITL200569-GA-009	Swept Path Analysis – Estate Car – Plan 2 of 2

Appendices

APPENDIX A.	Site Layout
-------------	-------------

SECTION 1 Introduction

1.1 Background & Planning History

1.1.1 Elivia Homes has appointed i-Transport LLP to provide highways and transport advice with regard to a Reserved Matters (RM) planning application for the combined Phases 2 and 3 of the permitted residential development at Land North of Pound Farm, London Road, Hitchin, North Hertfordshire.

1.1.2 Planning permission was granted in March 2024 for the hybrid application at Land North of Pound Farm, London Road (*planning reference: 21/00434/HYA*) for:

“Hybrid application for a residential development to provide a total of up to 84 dwellings together with associated access from London Road, including provision of a roundabout, associated parking, landscaping, open space and ancillary works comprising: Phase 1 – Application for full planning permission for the erection of 36 dwellings; Subsequent Phases – Application for outline planning permission all matters reserved except for access on the remaining part of the site for the erection of up to 48 dwellings.”

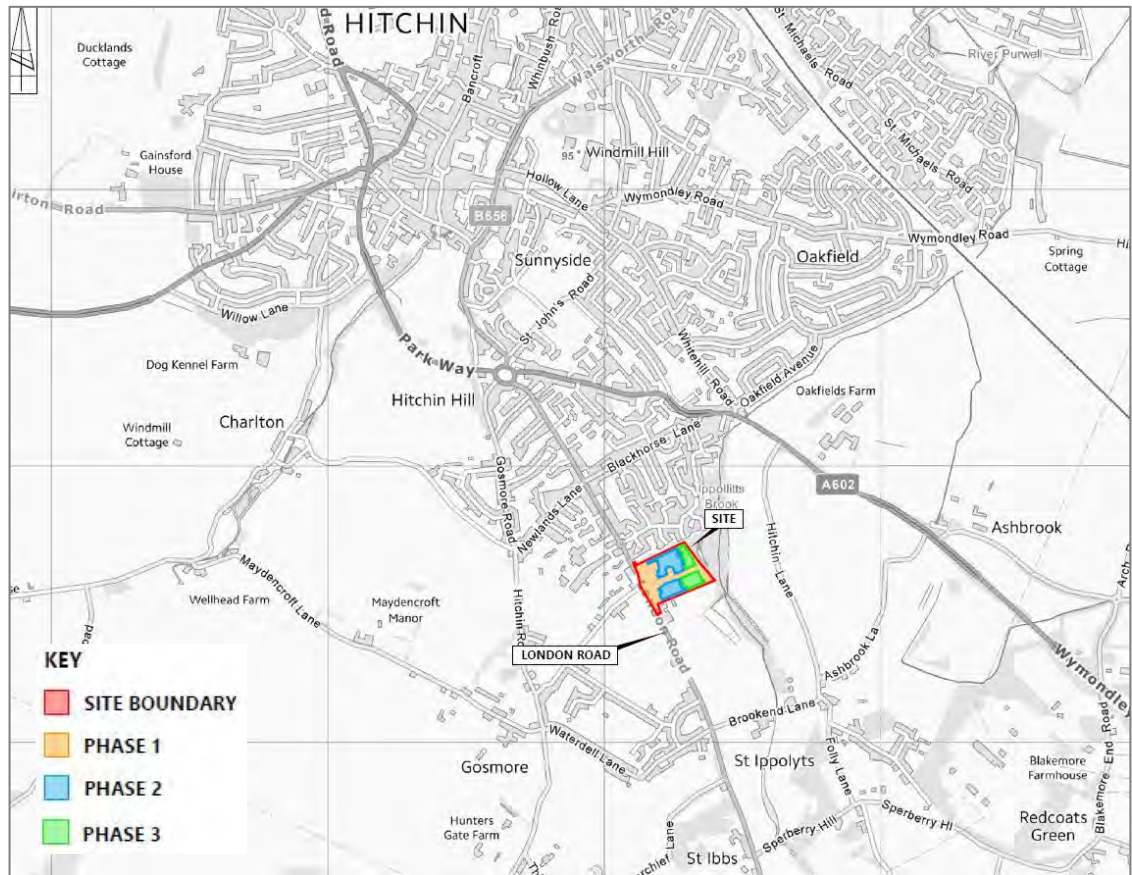
1.1.3 This TS accompanies the RM application for the combined Phases 2 and 3 for the total 48 residential homes, the application description is:

“Application for approval of reserved matters relating to Phases 2 and 3 being appearance, landscaping, layout and scale pursuant to planning permission 21/00434/HYA for the erection of 48 dwellings and associated works.”

1.2 Site Location

1.2.1 The development site is located to the south of Hitchin town centre within the St Ippolyts area and to the east of London Road (B656). London Road (on the site’s western edge) provides a route towards Hitchin town centre to the north and south towards Codicote and Welwyn. A site location plan is included in **Figure 1.1** showing the Phase 2 and 3 boundaries in relation to the full site.

Figure 1.1: Site Location Plan



Source: Consultants drafting

1.3 Structure of Transport Statement

- 1.3.1 With the approval of Phase 1 in detail and outline planning permission for Phases 2 and 3, it has already been demonstrated that the overall development is compliant with national and local transport policy. It has also been proven that the overall traffic impact of the Land north of Pound Farm development and the suggested transport mitigation measures are acceptable.
- 1.3.2 Accordingly, this TS assesses the transport implications arising from Phases 2 and 3 of the Land north of Pound Farm development. The Phase 2 and 3 proposal includes a total of 48 residential homes.
- 1.3.3 This TS provides details of the access connections with Phase 1, layout design, parking, and servicing arrangements. The main 'all user' site access with London Road via a compact roundabout within Phase 1 remains unchanged as part this RM application.

1.3.4 The transport implications are reflected in the context of the assessments undertaken for the hybrid planning consent and therefore this TS should be read in conjunction with the original Transport Assessment (TA) (*document reference: ITL9262-007E R*) prepared by i-Transport LLP.

1.3.5 The remainder of this report is structured as follows:

- Section 2 – Existing Transport Conditions.
- Section 3 – Development Proposal.
- Section 4 – Traffic Impact.
- Section 5 – Summary and Conclusions.

SECTION 2 Existing Transport Conditions

2.1 Site Location

2.1.1 The approved Phase 1 development abuts the eastern side of London Road. Phases 2 and 3 are an extension of the Phase 1 development to the east as shown in **Figure 1.1**.

2.2 Walking and Cycling

2.2.1 As part of the hybrid planning application, the permitted development includes widening of the existing footway on the eastern side of London Road outside the site to 3m to create a shared pedestrian and cycle path. As part of the access strategy for the site (and detailed in the original TA), the permitted site access with London Road also includes a raised table-top crossing across the site access arm, this will aid level crossing for pedestrians and cyclists. This proposal is shown in **Image 2.1**.

Image 2.1: Shared Footway/Cycleway and Crossing Adjacent to Site along London Road



Source: i-Transport drawing ITL9262-GA-024 Rev L.

2.2.2 The widened London Road footway/cycleway leads southwards towards:

- Brookend Lane for access to the local school, St Ippolyts Church of England (Aided) Primary School and St Ippolyts Church.
- An uncontrolled crossing point with refuge island at the junction with The Crescent and a signalised pedestrian crossing across London Road situated just north of the junction with Brookend Lane and Waterdell Lane, providing access towards:
 - local shop, St. Ippolyts Stores; and
 - the local Parish Village Hall.

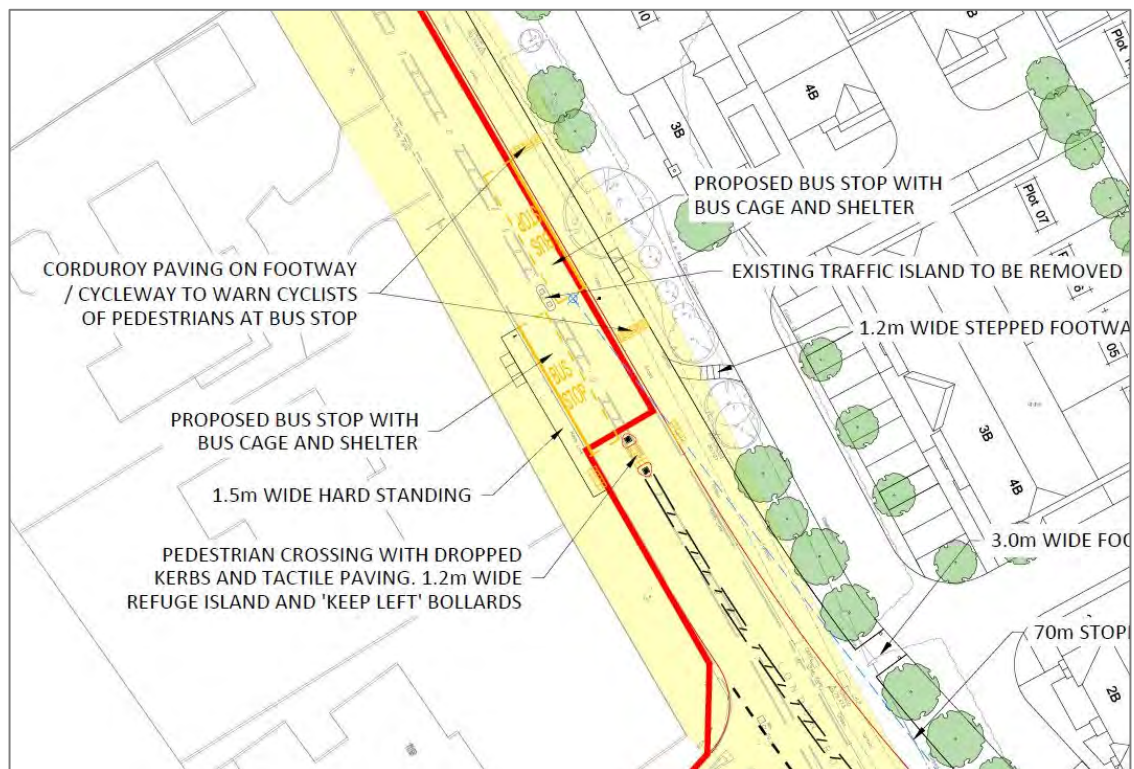
2.2.3 To the immediate north of the site a landscaped buffer is present with a footpath that runs from London Road north east connecting Larch Avenue, Sycamore Close and Tall Trees. From Larch Avenue pedestrians can travel northwards along Rowan Grove and a footpath connecting to Langbridge Close onto Blackhorse Lane.

2.2.4 Cycles routes are present to the west and south of the site, although not part of the National Cycle Network, are classified as local on-road routes. Many of the streets into Hitchin are residential in nature and have low speed limits, ideal for cycling.

2.3 Public Transport

2.3.1 New Bus stops were agreed as part of the permitted development, to be secured and undertaken as part of the S278 works. These bus stops are to be located directly outside Phase 1 of the development on London Road, to the north of the site access as shown in **Image 2.2**. These bus stops will be provided with easy access kerbs, real time screens and shelters as appropriate. The northbound bus stop will include an area of hardstanding and can be accessed by pedestrians across London Road via a new pedestrian crossing with dropped kerbs, tactile paving, and a refuge island.

Image 2.2: New Bus Stops along London Road outside the Site



Source: i-Transport drawing ITL9262-GA-024 Rev L.

2.3.2 These new bus stops being directly adjacent to the site, will be the closest. They are expected to be served by existing bus routes along London Road.

2.3.3 The existing bus services along London Road include route 304 (St Albans, Wheathampstead, Kimpton, Hitchin) and routes 314/315 (Welwyn Garden City, Codicote, Hitchin), these currently operate every hour to every other hour (typical daytime off-peak frequency). These routes are currently served by the following nearby bus stops along London Road:

- Just south of the junction with Newlands Lane and Blackhorse Lane (400m north of site); and
- At the junction of Brookend Lane and Waterdell Lane.

2.3.4 The closest railway station to the site is Hitchin Station, circa 2.8km from the site, which is on the East Coast Mainline with services to London King's Cross/Moorgate (2 trains per hour), Cambridge (4 trains per hour) and Peterborough (2 trains per hour).

2.4 Summary

2.4.1 As set out in the original TA, there are realistic and genuine opportunities for residents to access local facilities and services by walking and cycling, and to reach destinations further afield using the bus services that operate along the site frontage, as well as nearby rail services at Hitchin Station.

2.4.2 The opportunities for sustainable travel will be appropriately taken up by:

- i The implementation of a residential Travel Plan to encourage and facilitate sustainable travel (see the separate Framework Travel Plan that accompanied the hybrid planning application).
- ii Good accessibility to the bus network with the proposal of new bus stops being located directly adjacent to the site on London Road (permitted as part of hybrid application).
- iii A site access arrangement that incorporates speed reducing measures to enhance the pedestrian/cyclist environment on London Road, as well as providing a 3m wide footway/cycleway along the site frontage.
- iv A site layout that will provide a slow speed environment that is conducive to walking and cycling, as well as providing connections to the existing paths near the site.

SECTION 3 Development Proposal

3.1 Development Details

3.1.1 This application seeks the approval of Reserved Matters in relation to the second and third phases of the residential development at Land north of Pound Farm, London Road.

3.1.2 The full development will provide a total of 84 residential dwellings. The second and third phases account for 48 units.

3.1.3 A summary of the proposed schedule of residential accommodation is provided in **Table 3.1** below.

Table 3.1: Proposed Schedule of Accommodation – Phases 2 and 3

	Beds	Type	Number
Private	2-bed	House	4
	3-bed	House	10
	4-bed	House	10
	5-bed	House	12
	Sub-Total		36
Affordable	2-bed	House	7
	3-bed	House	4
	4-bed	House	1
	Sub-Total		12
Total Dwellings			48

Source: OSP Architects

3.1.4 A site layout has been prepared by OSP Architecture; this is provided in **Appendix A** for information.

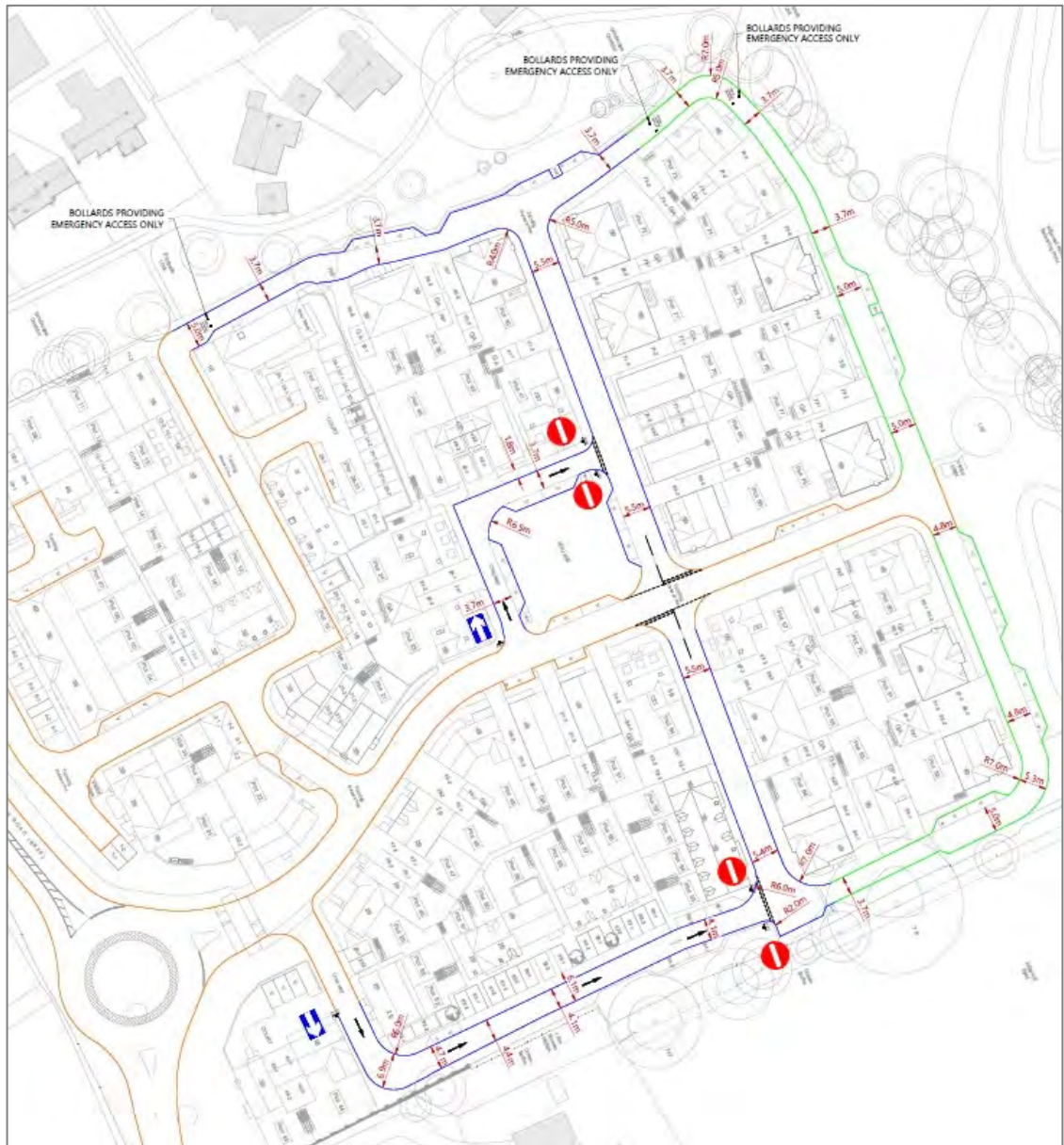
3.1.5 A phasing plan has been prepared by i-Transport LLP using the OSP Architecture site layout, this phasing plan shows Phases 1 to 3 on Drawing **ITL200569-GA-001**.

3.2 Site Access

3.2.1 The second and third phases of development will be accessed through the approved first phase of development for all modes of travel.

3.2.2 Drawing **ITL200569-GA-002** and replicated in **Image 3.1** shows the highways general arrangement for Phases 2 and 3 and how connections will be made with Phase 1. Phase 2 is proposed to connect with approved Phase 1 via five points of access. Phase 3 is proposed to connect with Phase 1 at the eastern side of the development at the approved main spine road, it is also proposed to connect at two points with Phase 2.

Image 3.1: Phase 2 and 3 Connections with Phase 1



Source: i-Transport drawing ITL200569-GA-002.

3.2.3 A footway is provided in Phase 3 to the site boundary, this provides the opportunity to connect with the existing footway that links between London Road north eastwards to Larch Avenue, Sycamore Close and Tall Trees.

3.3.1 The site layout has been designed in line with Manual for Streets (MfS) guidance and HCC Place & Movement Planning and Design Guidance for Hertfordshire for residential streets and shared surfaces. The site layout is shown on the architect's proposed site plan in **Appendix A**.

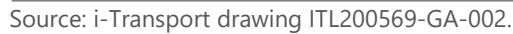
3.3.2 As shown in the highways general arrangement drawing **ITL200569-GA-002**, streets connecting with the main spine road typically have a shared width of between 4.8m to 5.5m. These widths are suitable for the expected level of pedestrian, cycle, and vehicular demand. Some street sections include 3.7m wide narrowing's to encourage even slower vehicle speeds.

3.3.3 The approved first phase of development included a grassed square with visitor parking surrounding it. As part of Phase 2 a single carriageway at 3.7m wide is proposed around the square. The 3.7m wide carriageway is proposed as one-way in a clockwise direction. This allows for emergency vehicle access but is not proposed to be used by refuse vehicles. The associated road markings and signage proposed within Phase 2 are shown on the highways general arrangement drawing **ITL200569-GA-002** and replicated in **Image 3.2** for information.

The diagram illustrates a proposed road layout for a square. The square is labeled "SQUARE" and has a "One way" road running along its left side. A "Blue arrow" sign is shown at the bottom left corner. A "Turning" sign is shown at the bottom right corner. Dimensions are marked: 1.8m, 3.7m, 3.7m, 5.5m, and R6.5m. Red circles with a white bar are placed at the top corners. The diagram also shows surrounding buildings and streets.

Page: 10

Image 3.3: Phase 2 Connection with Phase 1 with Bollards for Emergency Access



3.3.6 Phase 2 also connects to the first phase roads in two locations creating a loop road to the south of the site. Part of this loop is proposed as one-way counter clockwise with 3.7m wide narrowing's to encourage slower vehicle speeds. The associated road markings and signage proposed are shown on the highways general arrangement drawing **ITL200569-GA-002** and replicated in **Image 3.4** for information.

Image 3.4: One-Way Section in Southern Area of Phase 2

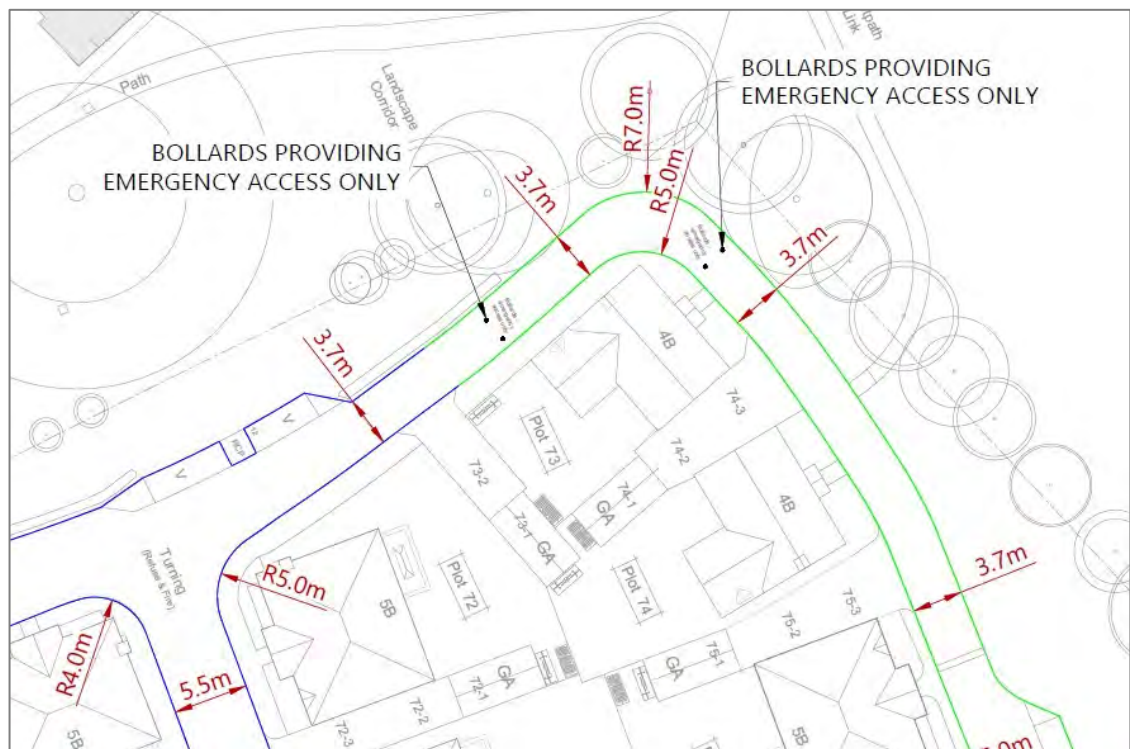


Source: i-Transport drawing ITL200569-GA-002.

Phase 3

- 3.3.7** Within Phase 3 a connection is made between Phase 1 and Phase 2 creating a two-way loop in the south eastern corner of the site (adjacent to the SUDS area). This link serves five properties with the shared space varying between 4.8m and 5.3m, and a 3.7m narrowing.
- 3.3.8** In the northern corner of Phase 3 another connection is made between Phase 1 and Phase 2, however, bollards are proposed to restrict general vehicle access in front of plot 73. This section of shared space is for pedestrian and cyclist, with removal bollards for emergency vehicle access. This detail is shown on the highways general arrangement drawing **ITL200569-GA-002** and replicated in **Image 3.5** for information.

Image 3.5: Phase 3 Connection with Phase 2 with Bollards for Emergency Access



Source: i-Transport drawing ITL200569-GA-002.

Visibility Splays

- 3.3.9** Junction and forward visibility splays for Phases 2 and 3 have been reviewed separately and are shown on drawings **ITL200569-GA-003** and **GA-004** respectively. The visibility splays within the site layout are in accordance with MfS guidance.
- 3.3.10** Vehicle speeds along the shared surfaces will be low, with a handful of dwellings proposed on each street section. MfS2¹ suggests ***“that parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice... in some circumstances, where speeds are low, some encroachment may be acceptable.”*** Therefore, some visitor parking bays are shown encroaching into the junction visibility splays, a vehicle on the minor arm will edge out slowly to see oncoming pedestrians and vehicles before exiting the junction. This is not an issue.
- 3.3.11** On secondary and tertiary shared streets, vehicle speeds are expected to be low, visibility splays with a 2.0m set back distance and 17m along the kerb (suitable for a 15mph design speed) are shown achievable.

¹ Manual for Streets 2 10.7 obstacles to visibility.

- 3.3.12 Given vehicle speeds are likely to be low around the shared surface bends, forward visibility splays are shown for 11m, which is suitable for a 10mph design speed. This approach was agreed with the highway authority for the approved Phase 1 streets.

Refuse Collection

- 3.3.13 The proposed route of a refuse collection vehicle through the site layout for Phases 2 and 3 is shown in drawing **ITL200569-GA-005** and replicated in **Image 3.6**.
- 3.3.14 The site layout has been designed so that houses fronting onto the street can be accessed directly by a refuse vehicle and for those properties where a refuse vehicle does not have direct access, bin collection points (x5) for residents to wheel their bins to on collection day will be provided (locations shown as blue dots on **Image 3.6**).

Image 3.6: Refuse Vehicle Routing Plan



Source: Consultant drafting, drawing ITL200569-GA-005.

- 3.3.15 A swept path analysis has been undertaken for a 12.1m refuse vehicle based on the specifications supplied by North Hertfordshire District Council (NHDC).

- 3.3.16 A refuse vehicle is required to undertake one three-point turn (in Phase 2 to the north) and one other reverse manoeuvre (in Phase 3 to the east), all other movements around Phases 2 and 3 are in forward gear. The refuse swept path analysis is shown on Drawing **ITL200569-GA-006**. It demonstrates that suitable carriageway widths and turning areas are provided throughout Phase 2 and 3.

Emergency Vehicle Access

- 3.3.17 A swept path analysis of a fire tender vehicle is shown on Drawing **ITL200569-GA-007**. It demonstrates that a fire tender can navigate and manoeuvre around Phases 2 and 3 as required. A fire tender would have full access to the site, with the bollards to the north of the site being removable to facilitate emergency access.
- 3.3.18 The fire tender can access within 45m of the furthest point of every dwelling, as required by the Building Regulations Approved Documents H and B and Section 6.7 of MfS. A fire tender will not be required to reverse more than 20m within any point of the site.

3.4 Parking Provision

Car Parking

- 3.4.1 Car Parking at the site has been calculated in line with the parking standards contained within NHDC Local Plan Appendix 4, for the proposed 48 residential dwellings for Phases 2 and 3, the requirement is detailed in **Table 3.2**.

Table 3.2: Car Parking Standards and Calculation (NHDC Local Plan)

Dwelling Size	Number of Dwellings	Parking Standard (per dwelling minimum)	Calculated Spaces
2 bed	11	2	22
3 bed	14	2	28
4 bed	11	2	22
5 bed	12	2	24
Total	48	-	96

Source: NHDC Local Plan Car Parking Standards.

3.4.2 In total 115 allocated car parking spaces are proposed across Phases 2 and 3 in excess of the minimum required, these are made up of garages (28), carports (4) and on-plot driveway/allocated parking bays (83). In addition, 27 visitor spaces will be provided across Phases 2 and 3 within the application boundary. If Phases 2 and 3 were in isolation, this is a high 0.56 parking ratio of visitor spaces per dwelling. Across the whole site an appropriate number of visitor spaces will be available, in total 39 visitor parking spaces. This is equivalent to 0.46 spaces per dwelling proposed across the entire site, this is slightly below the agreed 0.5 spaces per dwelling in the approved hybrid application. However, still within NHDC standards of between 0.25 and 0.75 spaces per unit, where previous comments from NHDC on the pre-application stage of the consented application included: ***“visitor requirement seems unnecessarily high and does not reflect the emphasis in Local Transport Plan LTP4 to encourage a modal shift away from the private car to walking, cycling and the use of public transport”***.

3.4.3 A swept path analysis of an estate car tracking into and out of various proposed car parking spaces on the Phase 2 and 3 layout is shown possible on drawings **ITL200569-GA-008** and **GA-009** respectively.

Electric Vehicle Charging

3.4.4 Electric Vehicle Charging Points (EVCP) are proposed to be provided in line with the planning condition (11) for the outline consent:

- Prior to occupation of each new dwelling, or accompanying garage, an EVCP shall be installed.
- Visitor or unallocated parking spaces will have an EVCP on the basis of one charge point per 10 allocated spaces.

Cycle Parking

3.4.5 The proposal includes two secure covered spaces per dwelling as shown on the site layout in **Appendix A**. Therefore, cycle parking will be provided for residents and visitors within the dwelling curtilage (garden or garage) in accordance with NHDC standards² which are:

- Residential – 1 secure covered space per dwelling, but none if garage or secure area is provided within curtilage of dwelling; and

² Residential Parking Standards Appendix 4 of North Hertfordshire Local Plan 2011-2031.

- Visitor / Unallocated – If no garage or secure area provided, then 1 covered and secure space per dwelling in communal area for visitors.

3.5 Highway Adoption

- 3.5.1 Similar to Phase 1 internal streets, the streets within Phases 2 and 3 are not proposed to be offered for adoption.

SECTION 4 Traffic Impact

4.1 Overview

4.1.1 This section of the TS sets out the potential trip generation and subsequent traffic impact of Phases 2 and 3 of development on the local highway network.

4.1.2 The residential trip generation methodology presented in the original Transport Assessment to support the hybrid planning application was agreed by HCC, it is appropriate to use the same trip rates and apply them to the proposed 48 dwellings in Phases 2 and 3.

4.2 Development Trip Generation (Total Person)

4.2.1 The residential person trip rates included in the original TA are re-produced in **Table 4.1** below along with the total person trip generation for Phases 2 and 3 together.

Table 4.1: Agreed Residential Trip Rates and Subsequent Trip Generation (Total Person)

Time Period	Total Person Trip Rates (per dwelling)			Total Person Trip Generation (48 dwellings)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak Hour (0800 – 0900)	0.220	0.735	0.955	11	35	46
PM Peak Hour (1700 – 1800)	0.578	0.257	0.835	28	12	40
Daily (07:00-19:00)	3.756	3.895	7.651	180	187	367

Source: Original Hybrid Application Transport Assessment (Table 5.1).

4.2.2 The above trips have been applied to the agreed modal split presented in the original TA. **Table 4.2** summarises the likely modal split and the resultant vehicle trips for Phases 2 and 3 of the development in the AM and PM peak hours respectively for information.

Table 4.2: Residential Multi-Modal Trip Generation

Main Mode of Travel	Census Modal Split (%)	Trip Generation (84 units)					
		AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
		In	Out	Two-Way	In	Out	Two-Way
Rail	16%	2	6	8	4	2	6
Bus, minibus or coach	2%	0	1	1	1	0	1
Taxi	0%	0	0	0	0	0	0
Motorcycle, scooter or moped	1%	0	0	0	0	0	0
<i>Driving a car or van</i>	61%	7	21	28	17	7	24
Passenger in a car or van	5%	1	1	2	1	1	2
Bicycle	2%	0	1	1	1	0	1
On foot	13%	1	5	6	4	2	6
Other method of travel to work	0%	0	0	0	0	0	0
Total	100%	11	35	46	28	12	40

4.2.3 The traffic impacts of the Phase 2 and 3 scheme will be very modest – less than one vehicle movement every two-minutes.

4.3 Traffic Impact

4.3.1 In any event, the impact of this traffic has already been tested and agreed with the highway authority as being acceptable. The TA that accompanied the hybrid application undertook capacity assessments at two nearby junctions on London Road (i.e., London Road / Millfield Lane / Broadmeadow Ride roundabout and London Road / Blackhorse Lane / Newlands Road priority crossroads). This assessed the full permitted development of 84 units and demonstrated that it would not have a material impact on the working of either junction, with both continuing to work within operational capacity.

4.3.2 The traffic impact of the development proposal will therefore remain as per concluded in the TA of the approved hybrid scheme, i.e. (at worst) the impacts will be slight and certainly well below the *severe impact level* set out in the NPPF.

SECTION 5 Summary and Conclusion

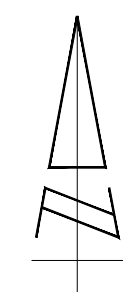
- 5.1.1 Elivia Homes has appointed i-Transport LLP to provide highways and transport advice with regard to a Reserved Matters (RM) planning application for the combined Phases 2 and 3 of the permitted residential development at Land North of Pound Farm, London Road, Hitchin, North Hertfordshire. The development has been agreed in principle with hybrid planning permission granted in March 2024, this included Phase 1 with 36 dwellings in detail.
- 5.1.2 The full development is 84 dwellings, and this RM application is for the combined Phases 2 and 3 for the total 48 residential dwellings.
- 5.1.3 The development site is located to the south of Hitchin town centre within the St Ippolyts area and to the east of London Road (B656).
- 5.1.4 As part of the hybrid planning permission, the development includes widening of the existing footway on the eastern side of London Road outside the site to 3m to create a shared pedestrian and cycle path. As part of the access strategy for the site, the permitted site access with London Road includes a raised table-top crossing across the site access arm, this will aid level crossing for pedestrians and cyclists.
- 5.1.5 New bus stops were agreed as part of the permitted development, to be secured and undertaken as part of the S278 works. These bus stops are to be located directly outside Phase 1 of the development on London Road, to the north of the site access. The northbound bus stop will include an area of hardstanding and can be accessed by pedestrians across London Road via a new pedestrian crossing with dropped kerbs, tactile paving, and a refuge island. These new bus stops being directly adjacent to the site, will be the closest, they are expected to be served by existing bus routes along London Road, including services 304 and 314/315.
- 5.1.6 The second and third phases of development will be accessed through the approved first phase of development. That phase of development will have an access on to London Road.
- 5.1.7 The proposed Phase 2 and 3 RM scheme is acceptable in design terms:
- i Visibility splays within the site layout are in accordance with MfS guidance with visibility distances chosen based on the design speeds of the shared space streets within the site.
 - ii The proposed scheme makes adequate provision for refuse vehicle tracking and refuse and recycling collection.
 - iii The proposed scheme makes adequate provision for fire vehicle access.

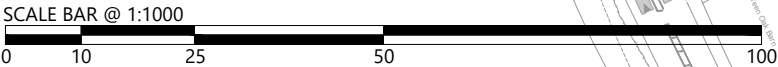
- iv Car and cycle parking is proposed in accordance with North Hertfordshire District Council Local Plan standards.
- v Electric Vehicle charging points will be provided in Phase 2 and 3 based on the relevant planning condition for the outline consent, with one charger per dwelling with allocated spaces, and visitor or unallocated parking to have an EVCP on the basis of one charge point per 10 allocated spaces.

5.1.8 The traffic impact of Phases 2 and 3 is minimal and in any event has been tested and found acceptable as part of the original hybrid planning submission.

5.1.9 The proposed Phase 2 and 3 development accords with the agreed design principles for the permitted detailed Phase 1 scheme and is in line with the outline planning permission. The proposal is acceptable in transport and highway terms.

DRAWINGS





DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM.
© CROWN COPYRIGHT 2024 OS LICENCE No. 100044286.

CLIENT:

ELIVIA HOMES

TITLE:

WASTE COLLECTION ROUTING PLAN

PROJECT:

LAND NORTH OF POUND FARM - LONDON ROAD, HITCHIN

KEY:

● REFUSE COLLECTION LOCATION

D	10.12.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB
C	05.12.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB
B	03.12.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB
A	05.11.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB

REV	DATE	BY	DESCRIPTION	CHK	APD
-----	------	----	-------------	-----	-----

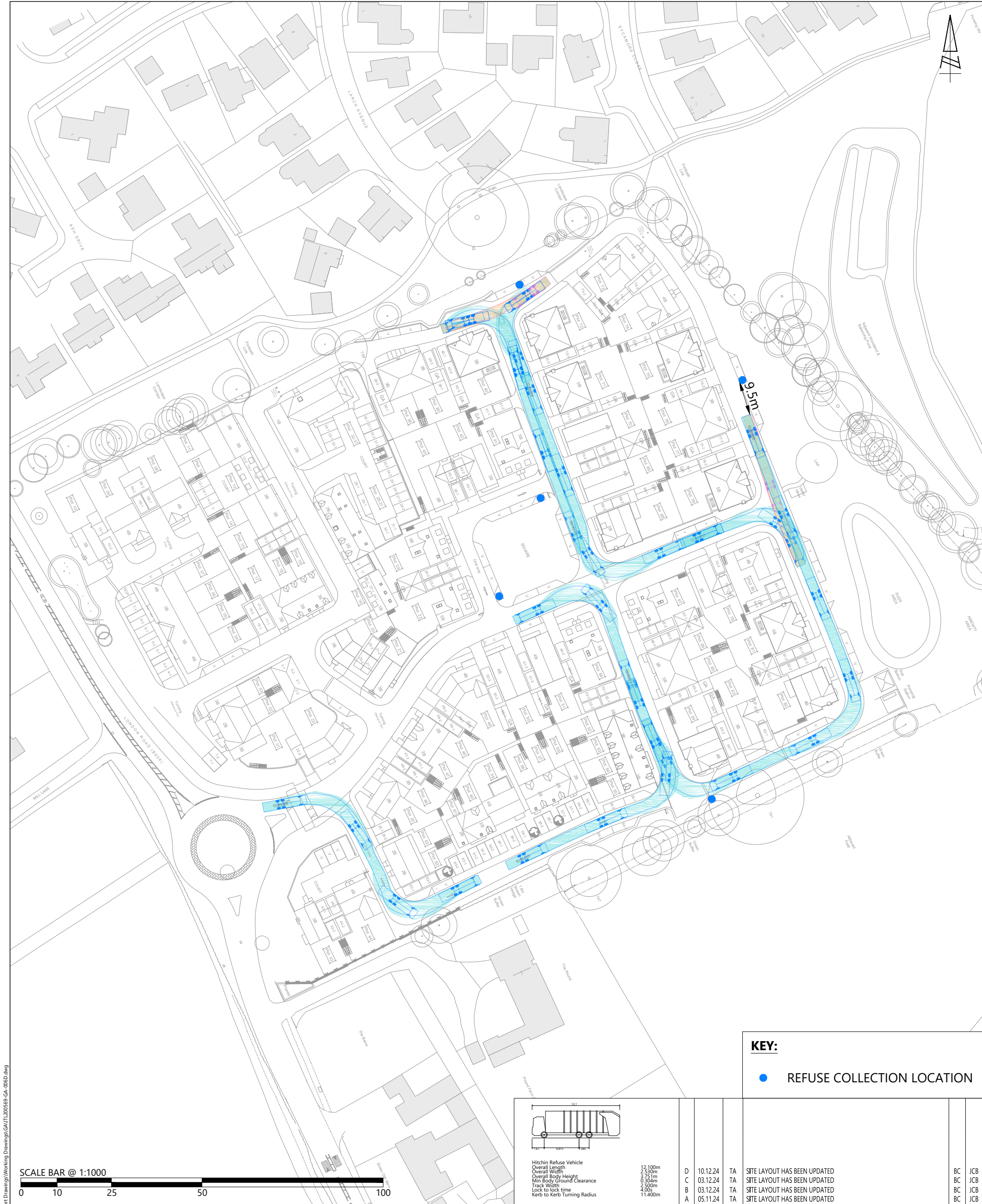
STATUS:		FOR INFORMATION			
---------	--	-----------------	--	--	--

DRAWN:	CHECKED:	APPROVED:
TA	BC	JCB
PROJECT No:	SCALE @ A3:	DATE:
ITL200569	1:1000	17.10.24
DRAWING No:	REV:	
ITL200569-GA-005	D	



33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660

www.i-transport.co.uk



L:\PROJECTS\200000 SERIES\200569 - Land North of Pound Farm Hitchin\Tech\Acad\Transport Drawings\Working Drawings\GAUTL200569-GA-006D.dwg

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © CROWN COPYRIGHT 2024 OS LICENCE No. 100044286.

33 Queen Street, London, EC4R 1AP
Tel: 0204 531 3660
www.i-transport.co.uk



TITLE:
SWEPT PATH ANALYSIS - REFUSE COLLECTION VEHICLE
PROJECT:
LAND NORTH OF POUND FARM - LONDON ROAD, HITCHIN

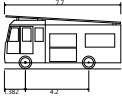
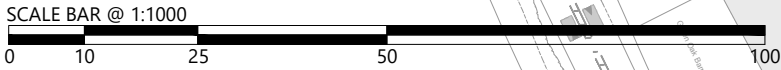
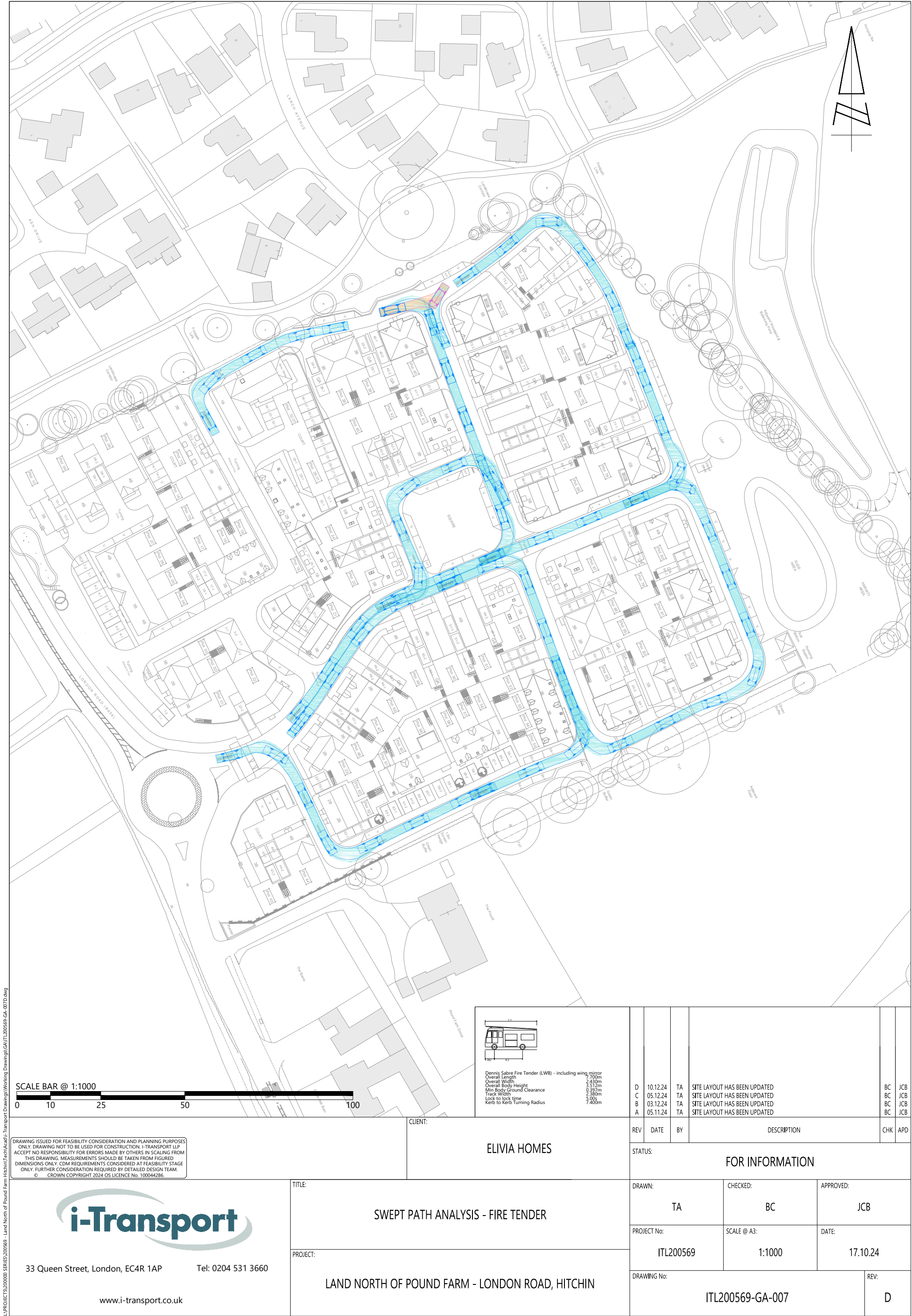
CLIENT:
ELIVIA HOMES

Hitchin Refuse Vehicle
Overall Length 12.100m
Overall Width 2.530m
Overall Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.400m

REV	DATE	BY	DESCRIPTION	CHK	APD
D	10.12.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB
C	03.12.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB
B	03.12.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB
A	05.11.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB

STATUS: FOR INFORMATION

DRAWN: TA	CHECKED: BC	APPROVED: JCB
PROJECT No: ITL200569	SCALE @ A3: 1:1000	DATE: 17.10.24
DRAWING No: ITL200569-GA-006	REV: D	



Dennis Sabre Fire Tender (LWB) - including wing mirror
Overall Length 7.700m
Overall Width 2.450m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. CDM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © CROWN COPYRIGHT 2024 OS LICENCE No. 100044286.

CLIENT:

ELIVIA HOMES

REV	DATE	BY	DESCRIPTION	CHK	APD
D	10.12.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB
C	05.12.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB
B	03.12.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB
A	05.11.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB

STATUS: FOR INFORMATION

DRAWN: TA	CHECKED: BC	APPROVED: JCB
PROJECT No: ITL200569	SCALE @ A3: 1:1000	DATE: 17.10.24
DRAWING No: ITL200569-GA-007	REV: D	



33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660

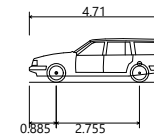
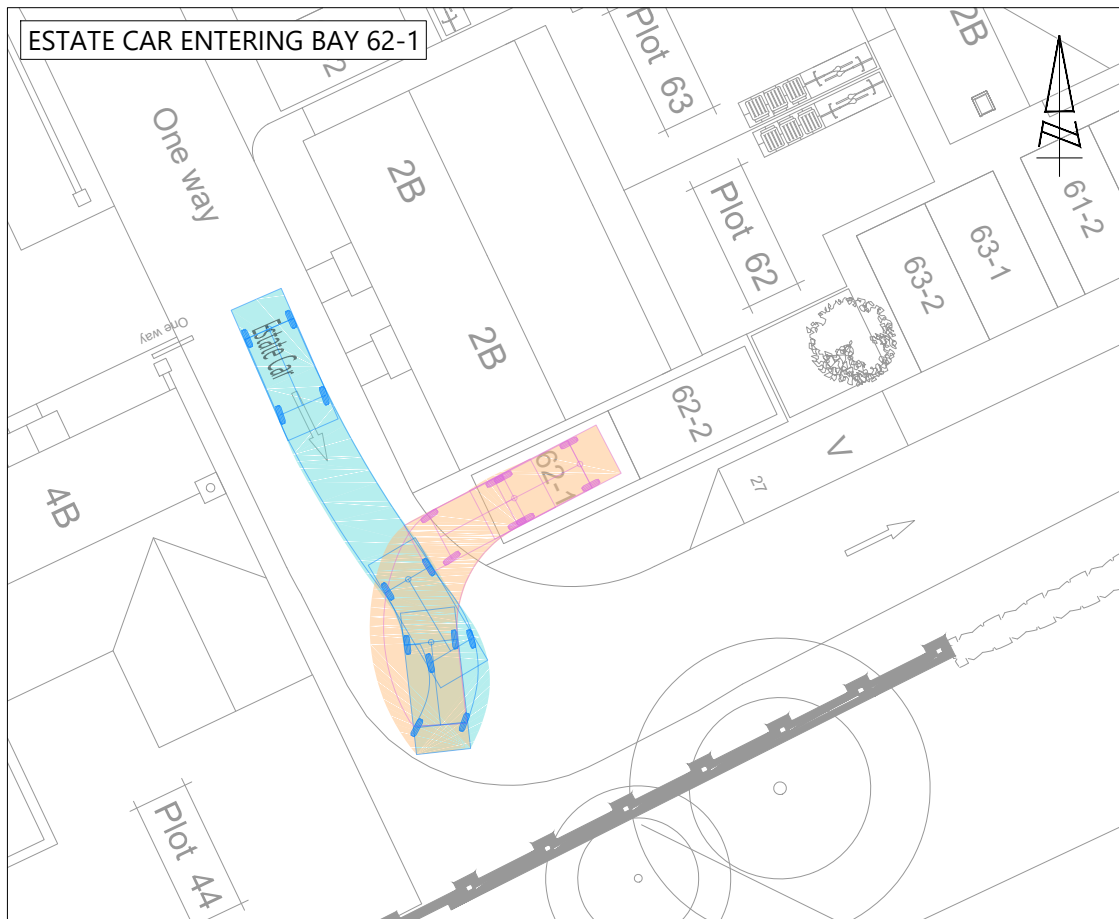
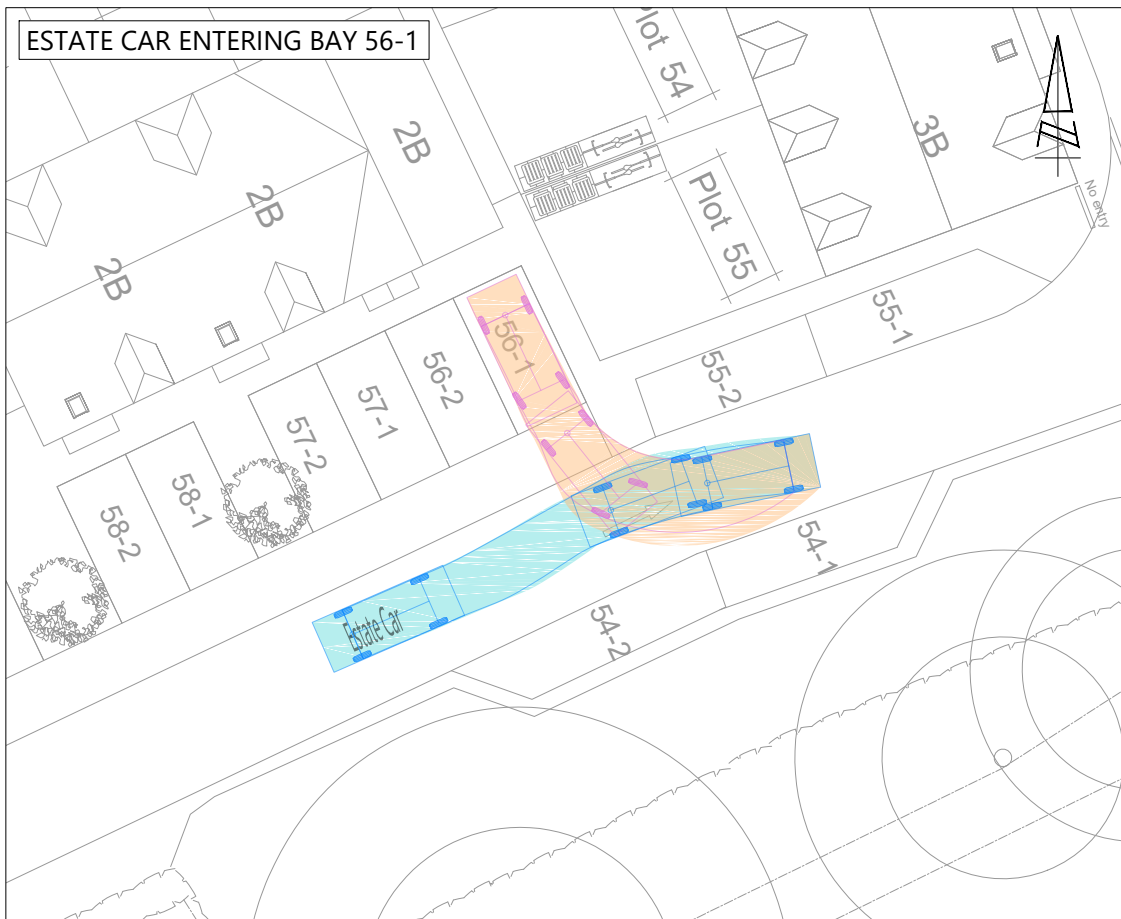
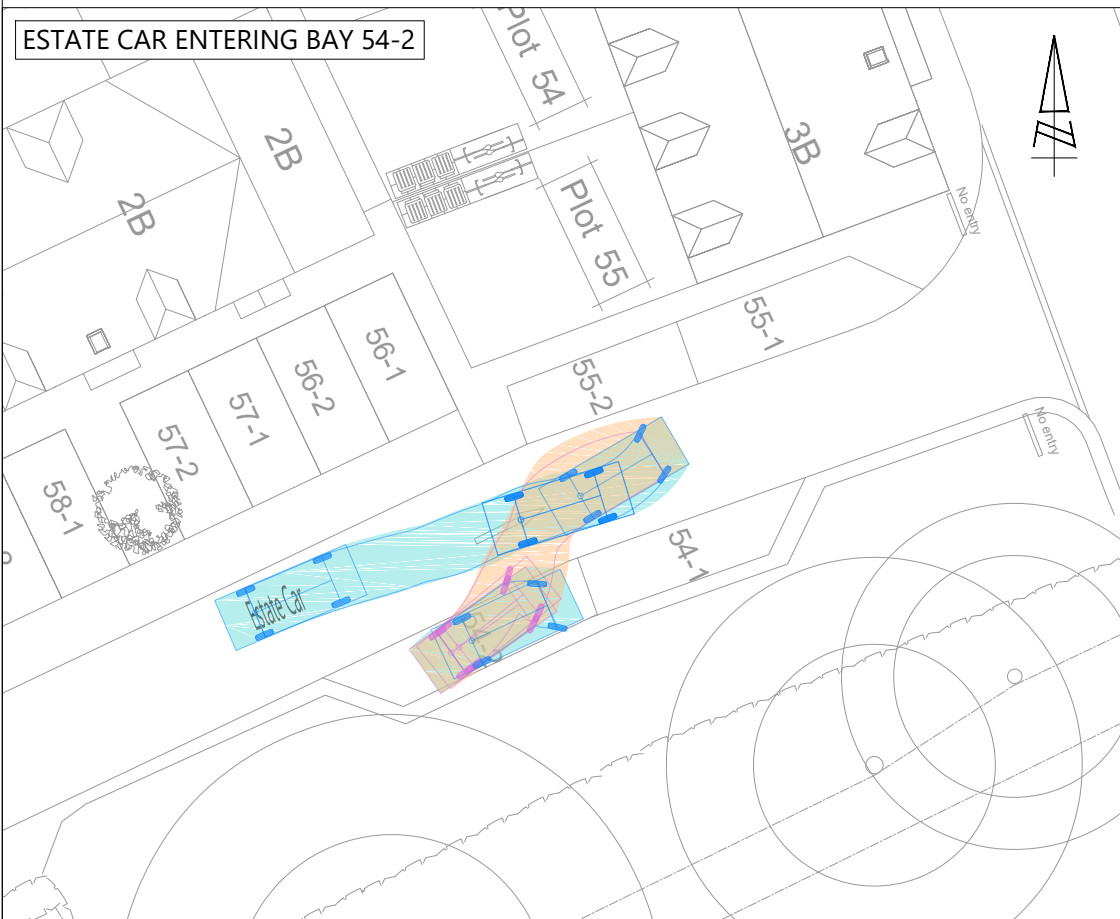
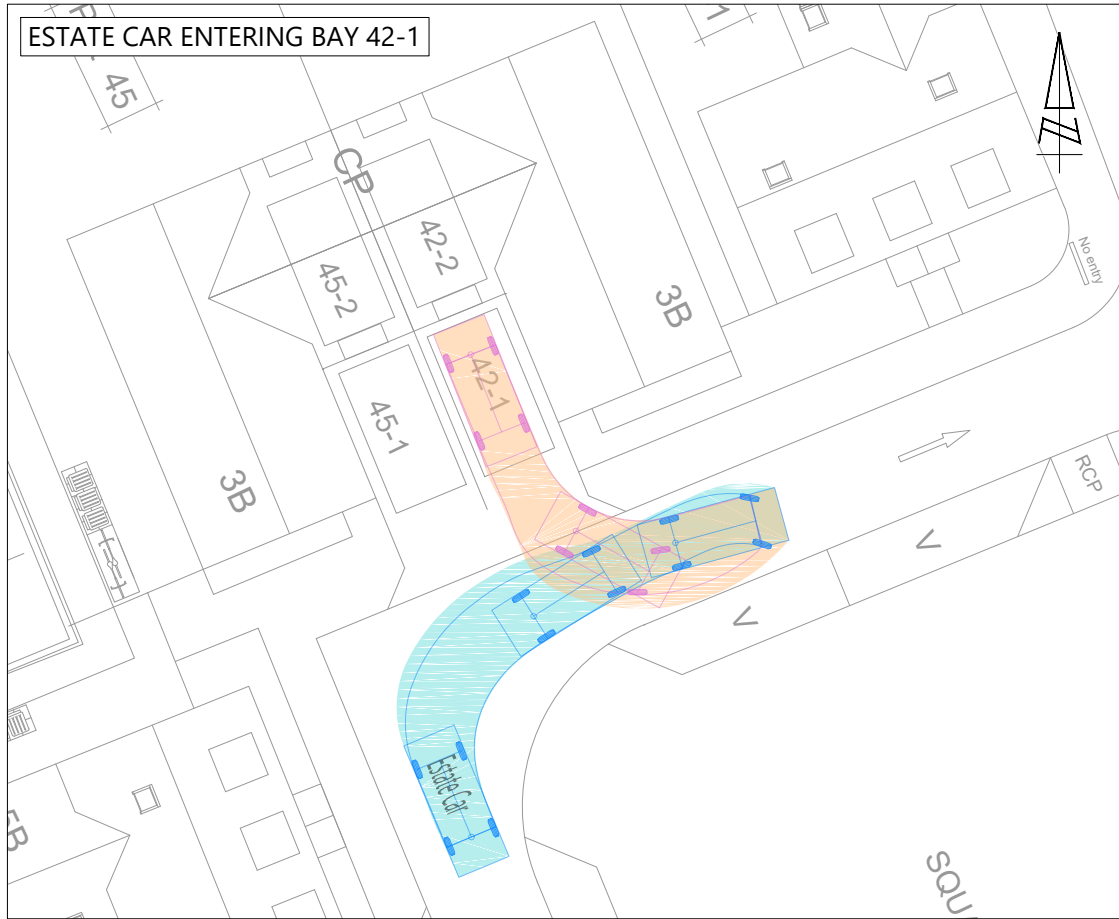
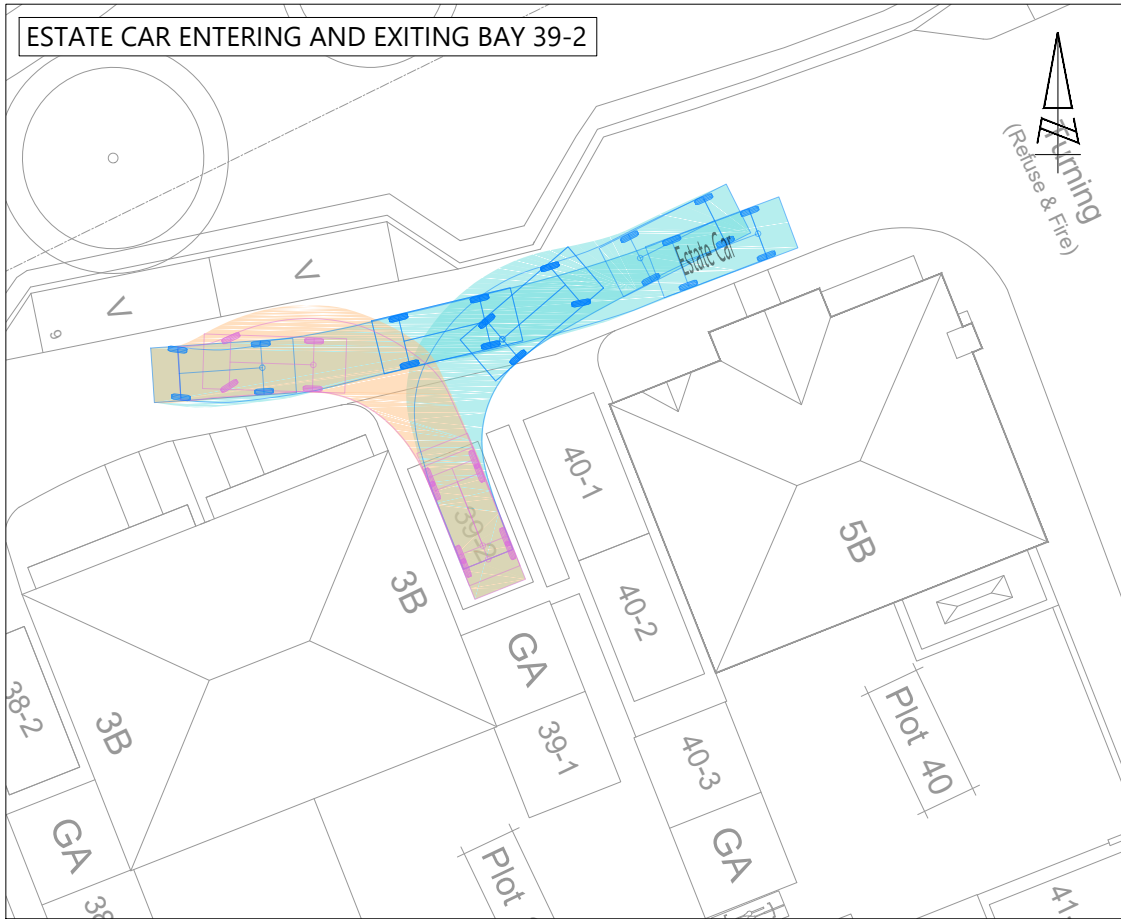
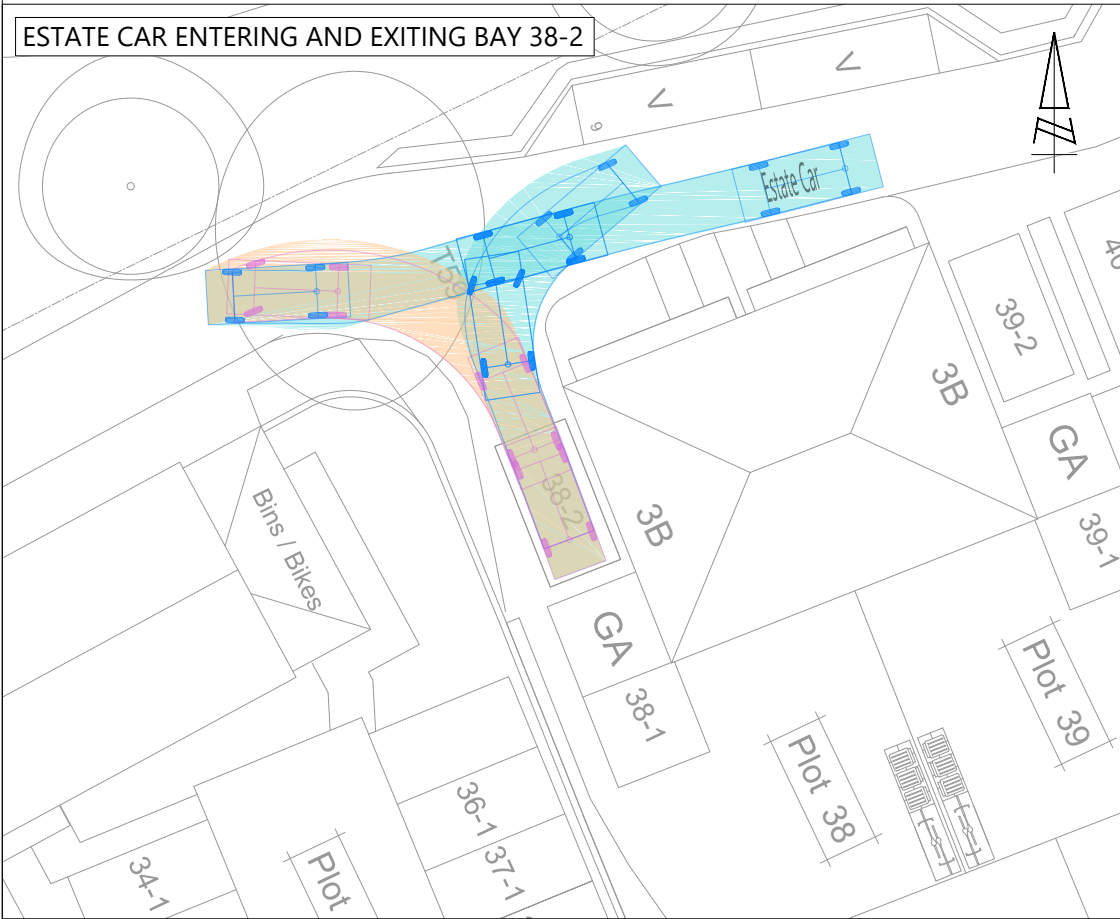
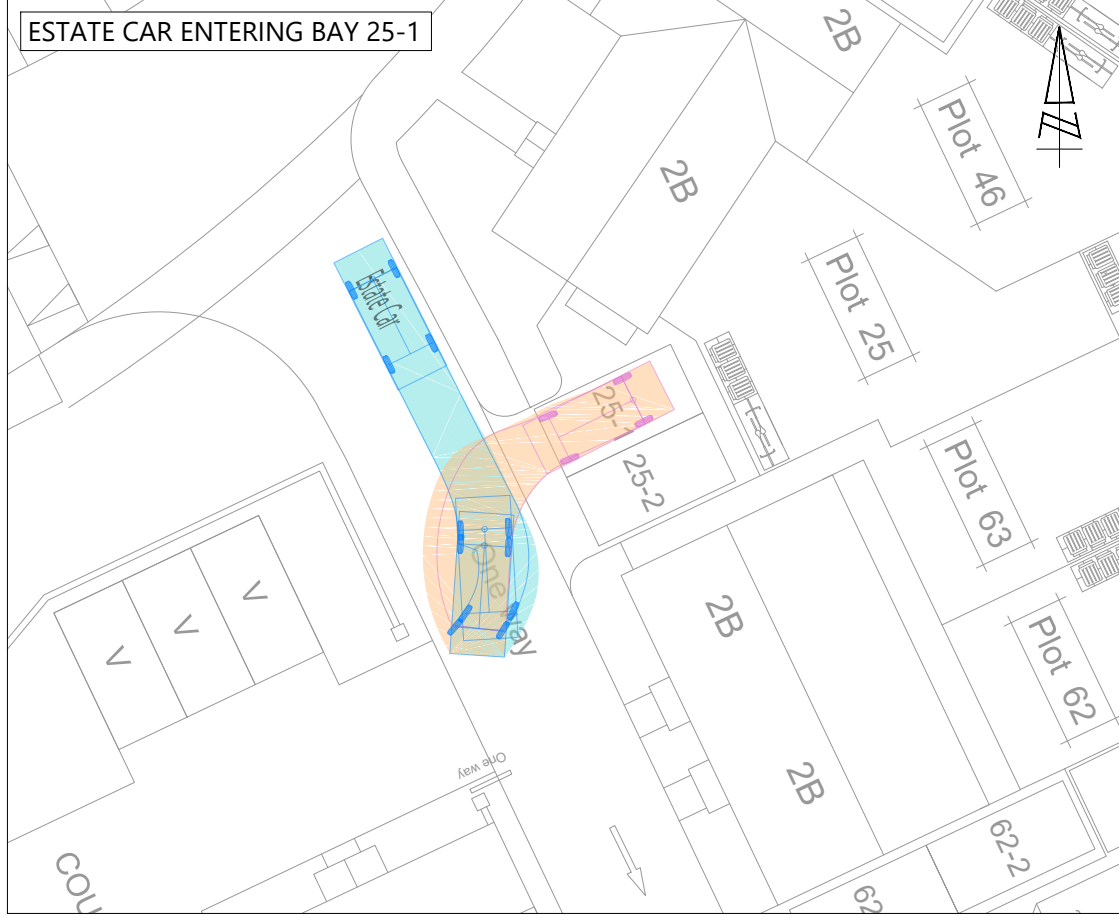
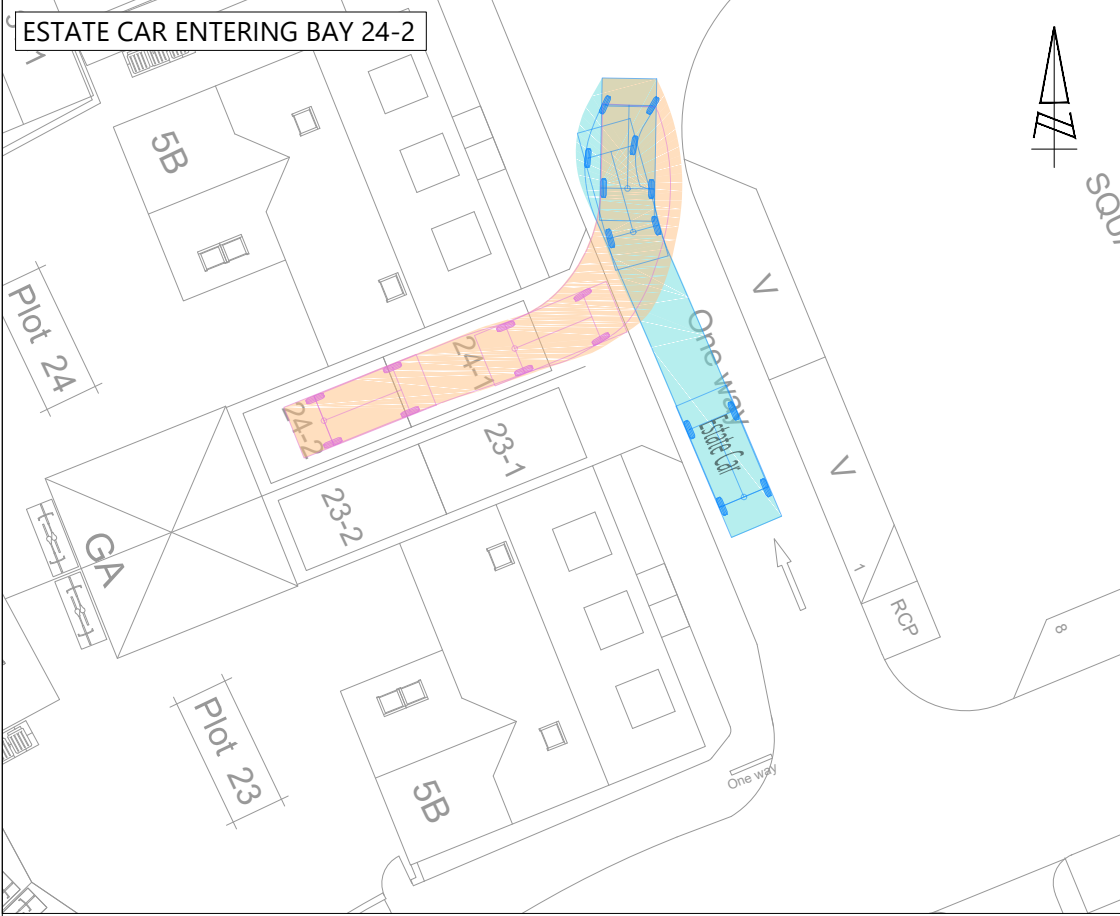
www.i-transport.co.uk

TITLE:

SWEPT PATH ANALYSIS - FIRE TENDER

PROJECT:

LAND NORTH OF POUND FARM - LONDON ROAD, HITCHIN



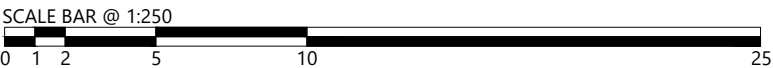
Estate Car
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

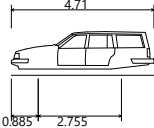
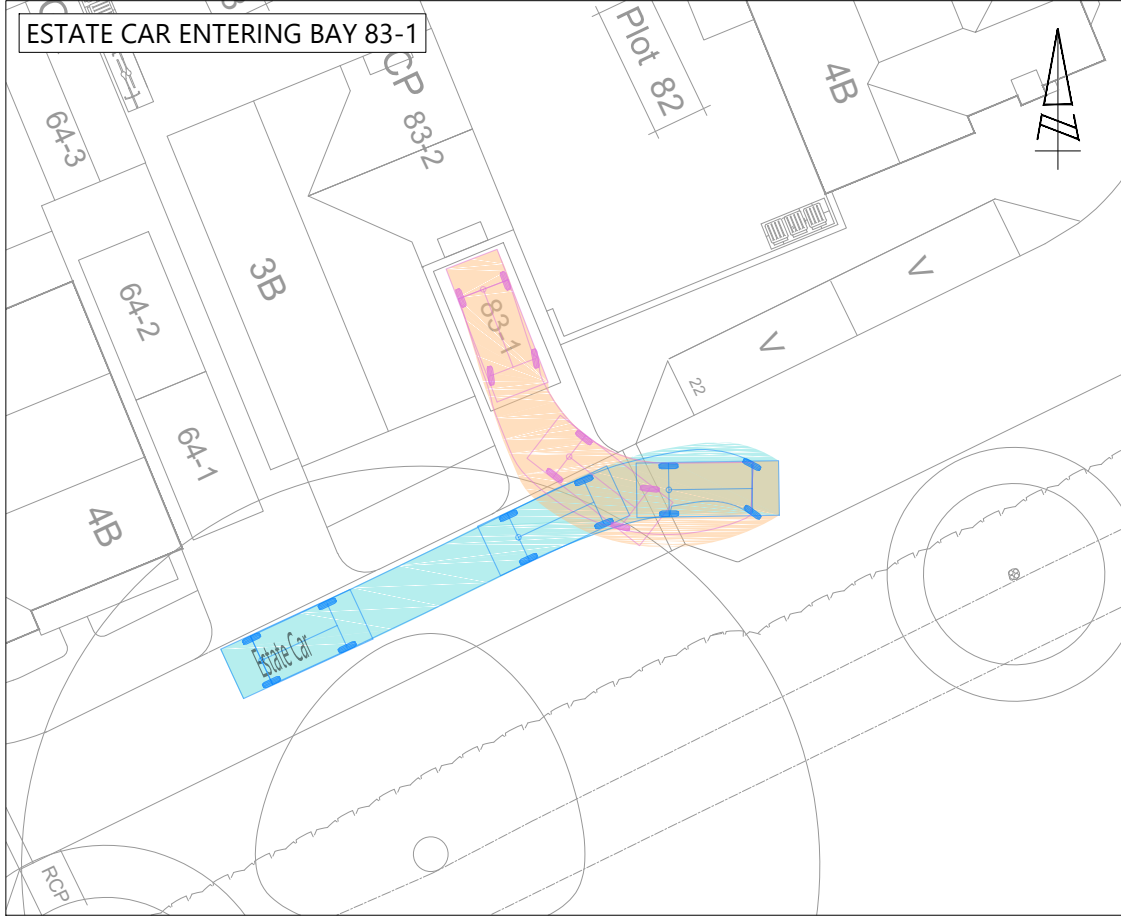
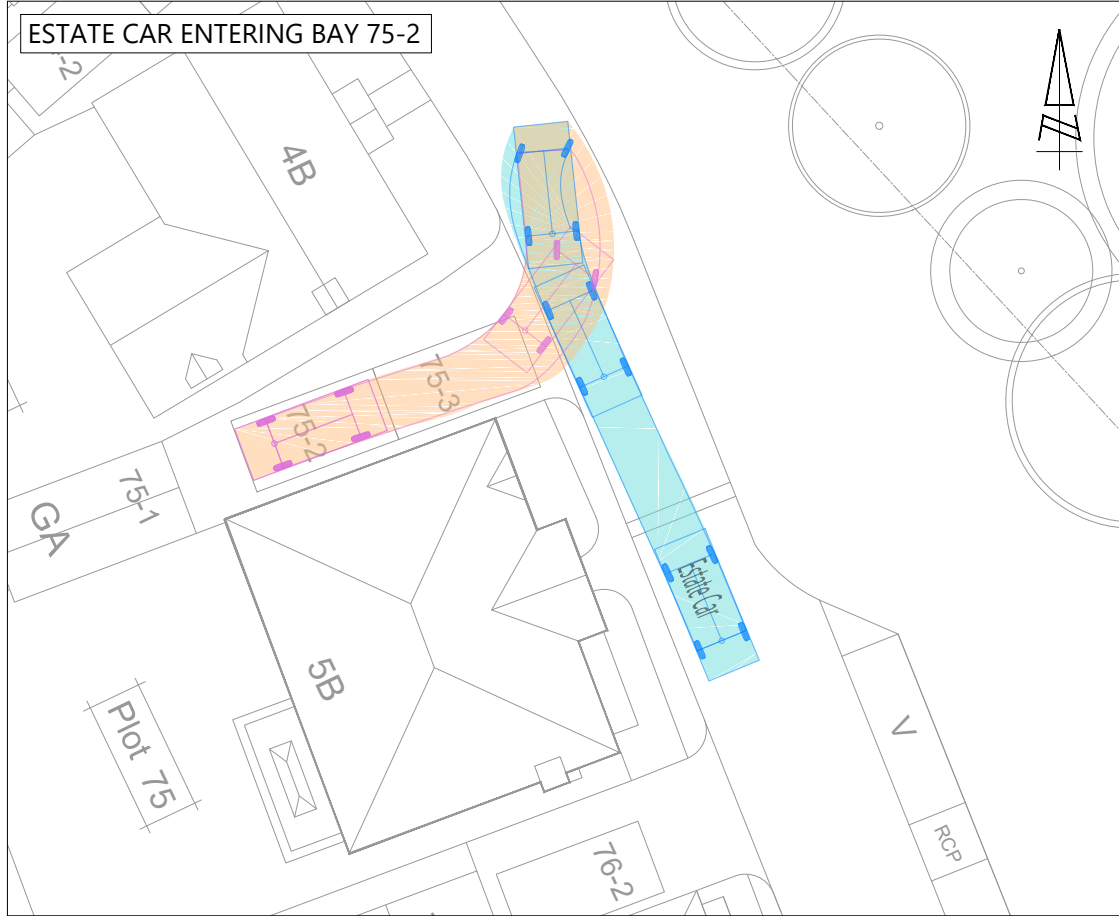
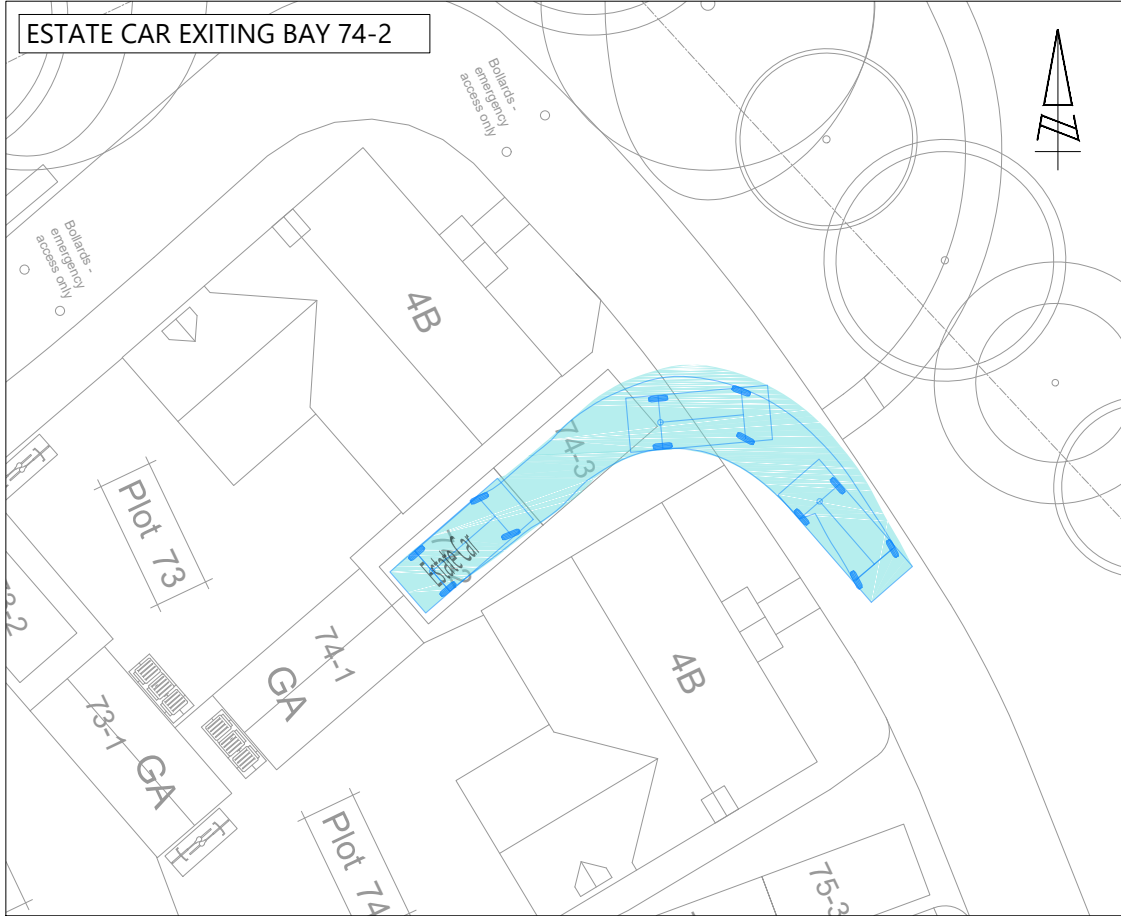
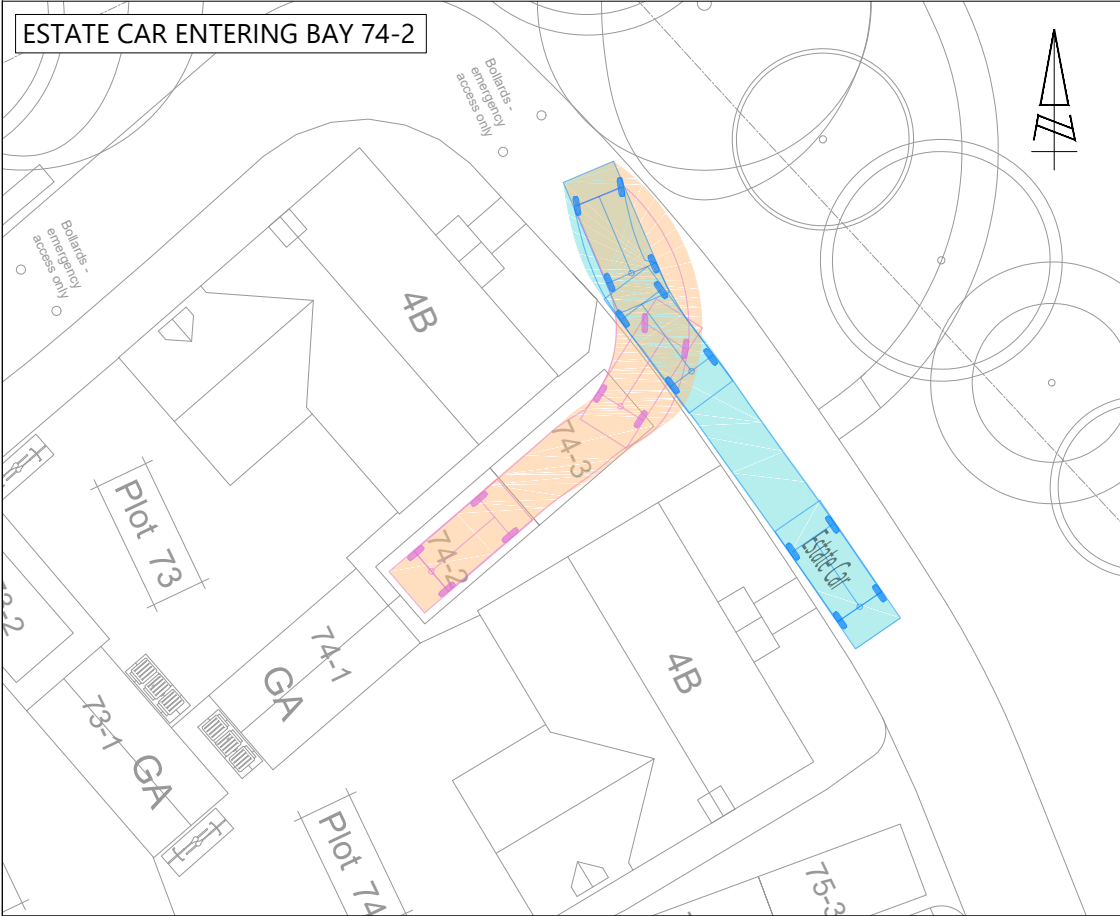
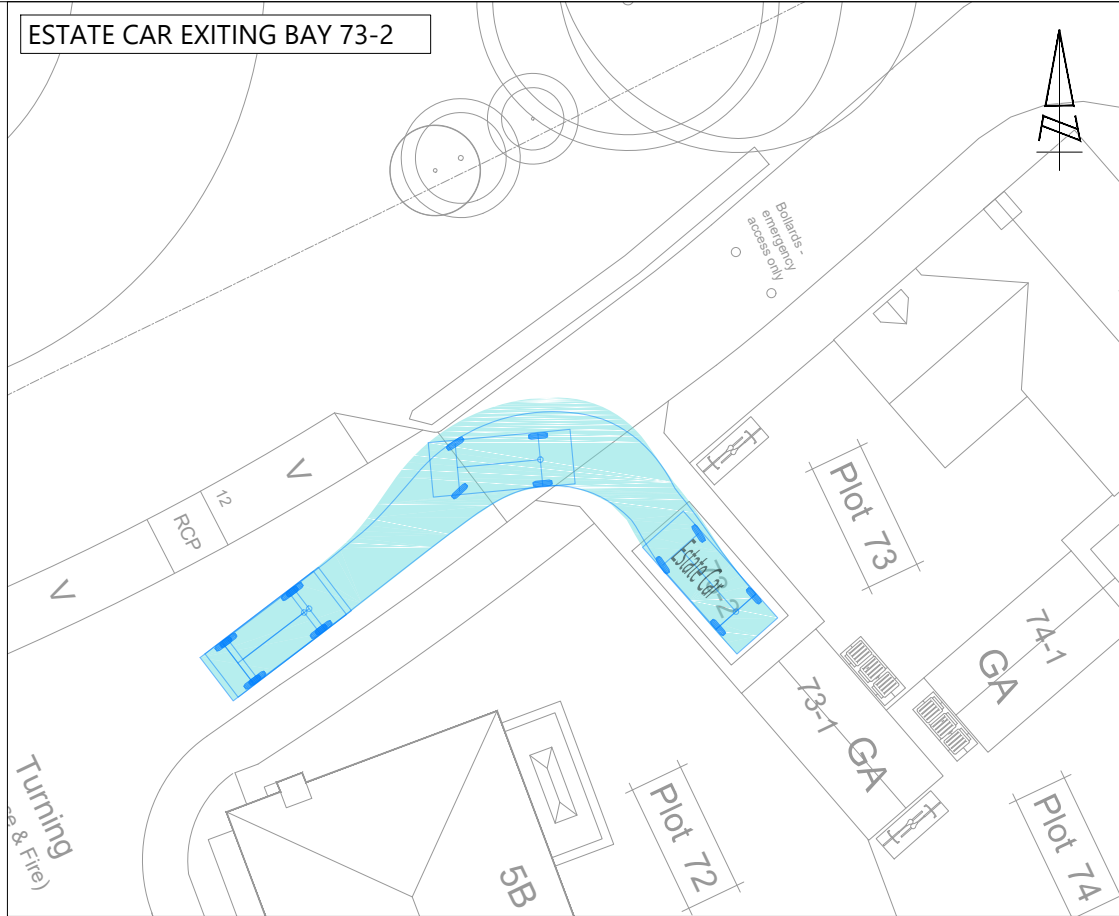
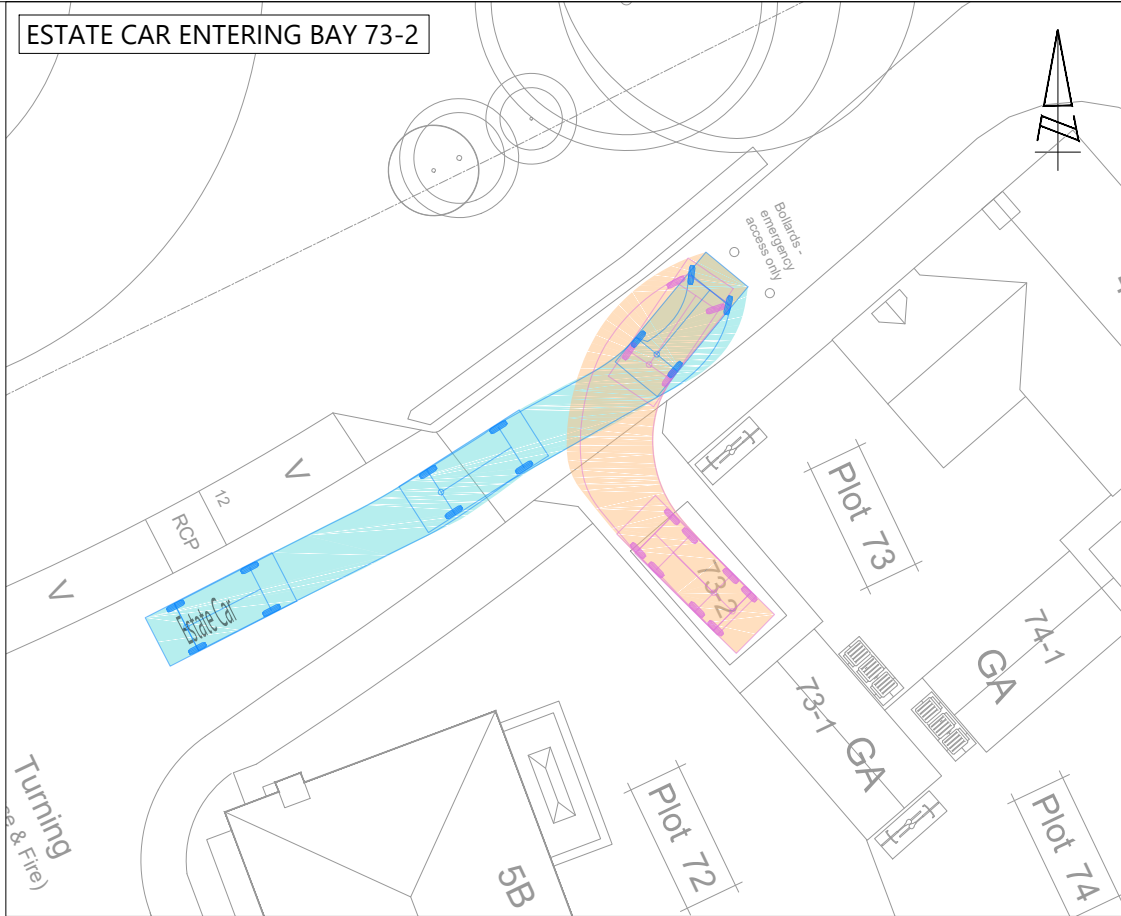
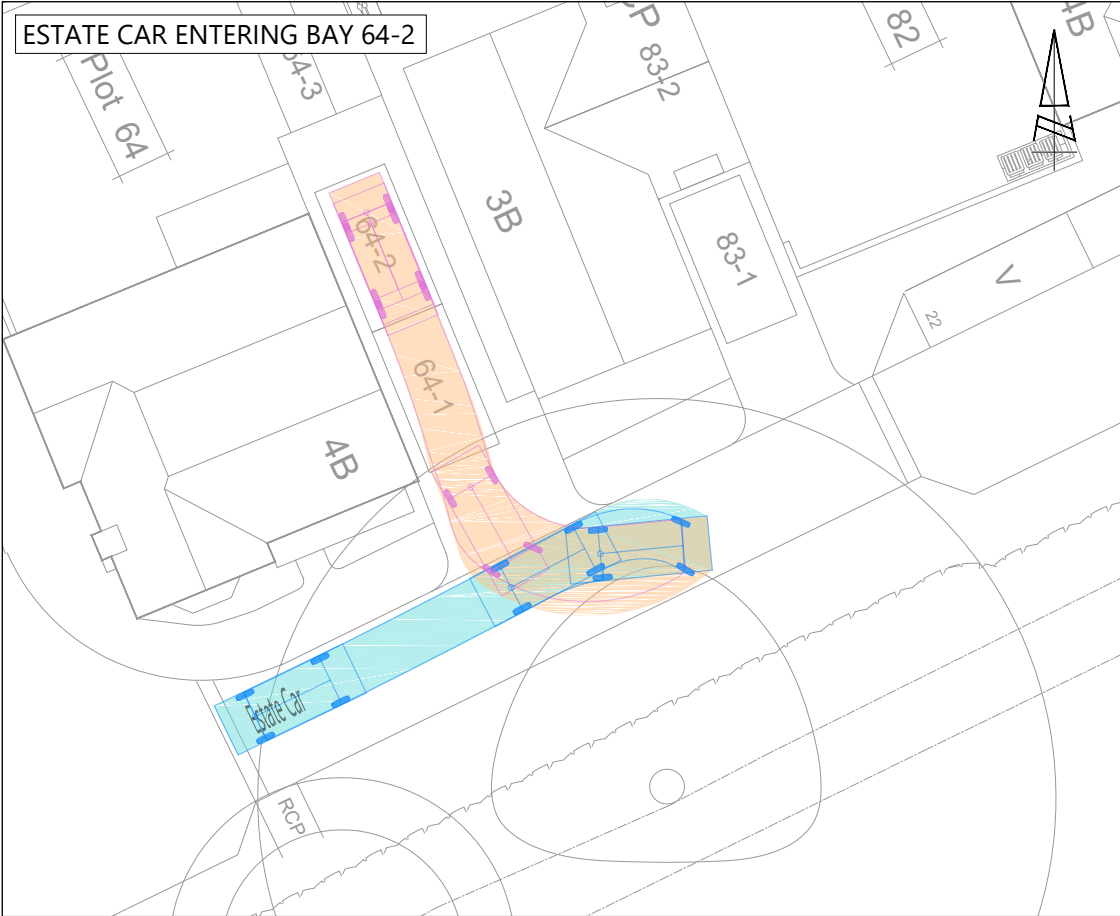
REV	DATE	BY	DESCRIPTION	CHK	APD
D	10.12.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB
C	05.12.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB
B	03.12.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB
A	05.11.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB

STATUS:		FOR INFORMATION	
		33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660	
		www.i-transport.co.uk	
TITLE:		PHASE 2 SWEEP PATH ANALYSIS - ESTATE CAR	
PROJECT:		LAND NORTH OF POUND FARM - LONDON ROAD, HITCHIN	
CLIENT:		ELIVIA HOMES	
DRAWN:	TA	CHECKED:	NC
PROJECT No:	ITL200569	SCALE @ A2:	1:250
DRAWING No:	ITL200569-GA-008		REV: D

PROJECTS/200569/0001/ITL200569-GA-008.rvt Land North of Pound Farm Hitchin, Hitchin, Cambs. i-Transport Drawings/Working Drawings/ITL200569-GA-008.rvt

DRAWING ISSUED FOR FEASIBILITY CONSIDERATION AND PLANNING PURPOSES ONLY. DRAWING NOT TO BE USED FOR CONSTRUCTION. I-TRANSPORT LLP ACCEPTS NO RESPONSIBILITY FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. MEASUREMENTS SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY. COM REQUIREMENTS CONSIDERED AT FEASIBILITY STAGE ONLY. FURTHER CONSIDERATION REQUIRED BY DETAILED DESIGN TEAM. © CROWN COPYRIGHT 2024 OS LICENCE No. 100040361



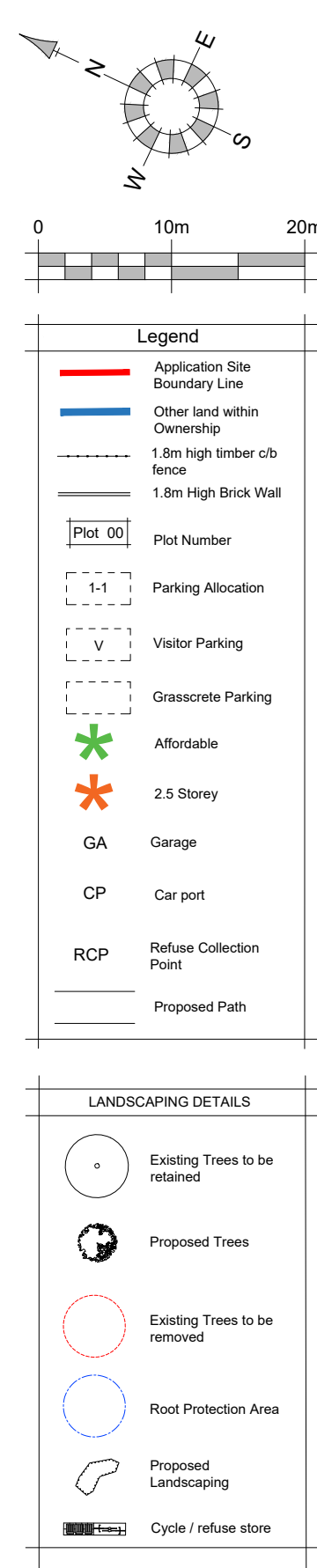


Estate Car
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to kerb Turning Radius 5.950m

REV	DATE	BY	DESCRIPTION	CHK	APD
D	10.12.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB
C	05.12.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB
B	03.12.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB
A	05.11.24	TA	SITE LAYOUT HAS BEEN UPDATED	BC	JCB

STATUS:		FOR INFORMATION	
		33 Queen Street, London, EC4R 1AP Tel: 0204 531 3660	
		www.i-transport.co.uk	
TITLE:		PHASE 3 SWEEP PATH ANALYSIS - ESTATE CAR	
PROJECT:		LAND NORTH OF POUND FARM - LONDON ROAD, HITCHIN	
CLIENT:		ELIVIA HOMES	
DRAWN:	TA	CHECKED:	BC
PROJECT No:	ITL200569	APPROVED:	JCB
DRAWING No:	ITL200569-GA-009		REV: D
		SCALE @ A2:	1:250
		DATE:	17.10.24

APPENDIX A. Site Layout




architecture planning masterplanning

Broadmeade House, Farnham Business Park,
Weydon Lane, Farnham, Surrey GU9 8QT.
info@osparchitecture.com www.osparchitecture.com
Tel: 01252 267878

