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CC: Ms Sue Boyle (by email)

17th June 2024

Full Planning Application for a Replacement Dwelling: Highwood, Hitchwood Lane, Preston, Hitchin

Dear Clare,

EAS Transport Planning Ltd has been appointed by Ms Sue Boyle (hereinafter referred to as the 'client' or 'developer') to prepare this Transport Advice letter in regard to the redevelopment of a replacement dwelling at Highwood, Hitchwood Lane, Preston, Hitchin, Hertfordshire, (hereinafter, the 'site').

The site is located at Highwood, Hitchwood Lane, Preston, Hitchin, Hertfordshire, SG4 7RY.

The site is therefore located within the administrative boundaries of North Hertfordshire District Council ('NHDC'). Hertfordshire County Council ('HCC') acts as a consultee on planning applications in Hertfordshire, being responsible for managing the local transport services.

A map showing the location of the site is contained at **Appendix A**.

The Development and Local Context

The proposed development comprises the demolishing of an existing barn, which includes planning consent (under NHDC planning reference 23/01910/PNQ) to be converted into a residential unit (use class C3), into one replacement dwelling (use class C3).

Access into the site is proposed to be retained in line with existing arrangements, via an existing secondary access off the private path which leads to the wider site known as Highwood, and accessible off Hitchwood Lane, to the south-east of the village of Preston.

The revised site plan is contained at **Appendix B**.

Hitchin town centre is the nearest major centre near the site, being located c. 5.5km (or a 16-minute) cycle to the north of the site, albeit it is accepted that cycling on rural roads may be challenging for most people, due to the unrestricted speed limits on these routes.

The local area of Poynders End and Preston is mostly accessible via the A1(M) and the A602 major local routes, located to the north of the site. These roads provide quick access to the north, west and east of the site, including Hitchin, Luton, and Stevenage respectively. Access to Greater London, located to the south of the site is also quickest via the A1(M) route. The rural road classified as the B556 provides a secondary, southbound route towards Welwyn Garden City and nearby rural areas.

Policy Overview: Hertfordshire County Council

Hertfordshire County Council adopted its 'Local Transport Plan' in May 2018. Policy 1 of this LTP, known as 'Transport User Hierarchy', states:

"To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:

- *Opportunities to reduce travel demand the need to travel*

- *Vulnerable road user needs (such as pedestrians and cyclists)*
- *Passenger transport user needs*
- *Powered two-wheeler (mopeds and motorbikes) user needs*
- *Other motor vehicle user needs*

Policy 5 'Development Management' states:

"The county council will to work with development promoters and the district and borough councils to:

- Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand.*
- Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards.*
- Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.*
- Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe. ...*
- Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads, local roads and rights of way especially for vulnerable road users. This should include other routes which are important for sustainable transport or leisure*
- Ensure that any new parking provision in new developments provides facilities for electric charging of vehicles, as well as shared mobility solutions such as car clubs and thought should be made for autonomous vehicles in the future."*

Policy Overview: North Hertfordshire

The 'North Hertfordshire Local Plan 2011-2031' is the new local policy document, sets targets for new homes, employment and retail development, as well as considers what infrastructure is needed to support development. These policies are to be used for making decisions on planning applications. Policy T1 'Assessment of Transport Matters' of this Local Plan states:

"Planning permission will be granted provided that:

- development would not lead to highway safety problems or cause unacceptable impacts upon the highway network;*
- mechanisms to secure any necessary sustainable transport measures and / or improvements to the existing highway network are secured in accordance with Policy SP7;*
- suitable Transport Statements, Transport Assessments and / or Travel Plans along with supporting documents are provided where required; and*
- for major developments, applicants demonstrate (as far as is practicable) how:*
 - the proposed scheme would be served by public transport;*
 - safe, direct and convenient routes for pedestrians and cyclists will be provided; and*
 - comprehensive integration into the existing pedestrian and cycle, public transport and road networks will be secured."*

The 'North Herts Vehicle Parking at New Development' Supplementary Planning Document ('SPD'), adopted in September 2011 regulates car parking provision within the District. Policy 24 of the SPD September 2011 states:

"The Council will adopt and regularly review a Supplementary Planning Document 'Parking Standards at New Development' on parking policy and standards for new development. The Council will consider the need for including residents of new developments in existing CPZs on a case by case basis. As a general guidance the following will be considered:

1. *The amount of off-street parking provided formally or informally in the new development*
2. *The extent to which the parking standards used in the new development comply with 'Parking Standards at New Development' guidance*
3. *The availability of existing road space for additional residential parking*
4. *Any constraints on a development site that may have restricted the provision of parking (e.g. need to retain Listed Buildings)*
5. *The potential for imposing a limit on the amount of permits provided per household for new developments*
6. *Any other issues for example Planning Conditions or Legal Agreements that may prevent or restrict the issuing of permits."*

Section 4 suggests the minimum parking required for residential development. It is not the purpose of this policy to seek to address car ownership but rather how people choose to travel which is influenced by parking provision at the destination. This approach encompasses family houses, including houses occupied by up to six residents. The norm is that minimum parking provision will be met in all cases.

Flexibility is built into the standards. However, any exceptions to the minimums must be accompanied by a strong evidence case with specific reference to considering car ownership and visitor parking demand for the potential lifetime of the development.

Table 1 sets out the minimum residential parking standards:

Class Use C3	Car Parking Standard	Minimum Cycle Parking Standard
1 Bedroom	1 Space per dwelling minimum	1 secure covered space per dwelling.
2+ Bedrooms	2 spaces per dwelling minimum	None if garage or secure area provided within curtilage of dwelling.

Table 1: Car Parking Standards for North Herts District

Note: These standards will also require visitor/unallocated parking as set out below to be added. Garages will be counted towards meeting the standards only if they are at least 7m x 3m measured internally. Reductions will be considered only in exceptional circumstances.

In terms of visitor parking, the following requirements apply:

"Between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number), with the lower standard being applied where there are no garages in the proposed scheme and the higher standard applied where every dwelling in the scheme is to be provided with a garage."

Amendments to Site Layout

It is therefore proposed that the existing (former barn) structure on site is demolished, to be replaced by the new dwelling.

The site plan showing the replacement dwelling and site area is contained at **Appendix B**.

The scheme therefore includes the development of a replacement 1-bedroom dwelling, which would front the existing secondary access path, which is accessible from the access route into the wider site. Parking

and bin storage space is proposed to the side of the new dwelling. Ancillary amendments to landscaping and associated works are also proposed.

In terms of parking, the scheme proposes the provision of 2 allocated car parking spaces for the dwelling, plus one parking space allocated for visitors, meeting local policy requirements. Space for long-term parking of 1 bicycle is also proposed to be introduced within a cycle shed in the same area.

The Swept Path Analysis drawing is contained at **Appendix C**.

Servicing

The scheme proposes the standard provision of waste and recycling bins, as recommended by NHDC.

Bins are to be moved out to the existing collection point on servicing days, set near the main entrance of the wider site. The bins would then be moved back to their long-term storage position at the end of the day.

Transport and Highway Impact

It is noted that the development scheme comprises one replacement dwelling, and as such the quantum of development remains the same as previously consented through planning application reference 23/01910/PNQ.

The proposed replacement dwelling is therefore expected to generate the same number of vehicular trips and car parking demand as within the consented scheme on site.

The scheme is not expected to generate any additional impacts to the local transport network, or to the surrounding highway areas, following the redevelopment of the site.

Summary and Conclusion

EAS Transport Planning Ltd has been appointed by Ms Sue Boyle to prepare this Transport Advice letter in regard to the proposed development of a replacement dwelling at Highwood, Hitchwood Lane, Preston, Hitchin, Hertfordshire.

The proposals are similar in quantum to the consented dwelling on site, with the development comprising the development of a 1-bedroom dwelling. Further details on the layout of the proposed dwellings are discussed above.

As such, it is concluded that the scheme will not generate any additional impacts to the local transport networks and the surrounding highway areas, and as such is acceptable from a transport and highways perspective.

Please do not hesitate to contact me if you require any clarifications in terms of transport and highways in relation to this scheme.

Yours Sincerely,



Joseph Mercieca | CIHT ARB MSc (Transport) BE&A (Hons)
Principal Engineer, for and on behalf of EAS Transport Planning

Appendices

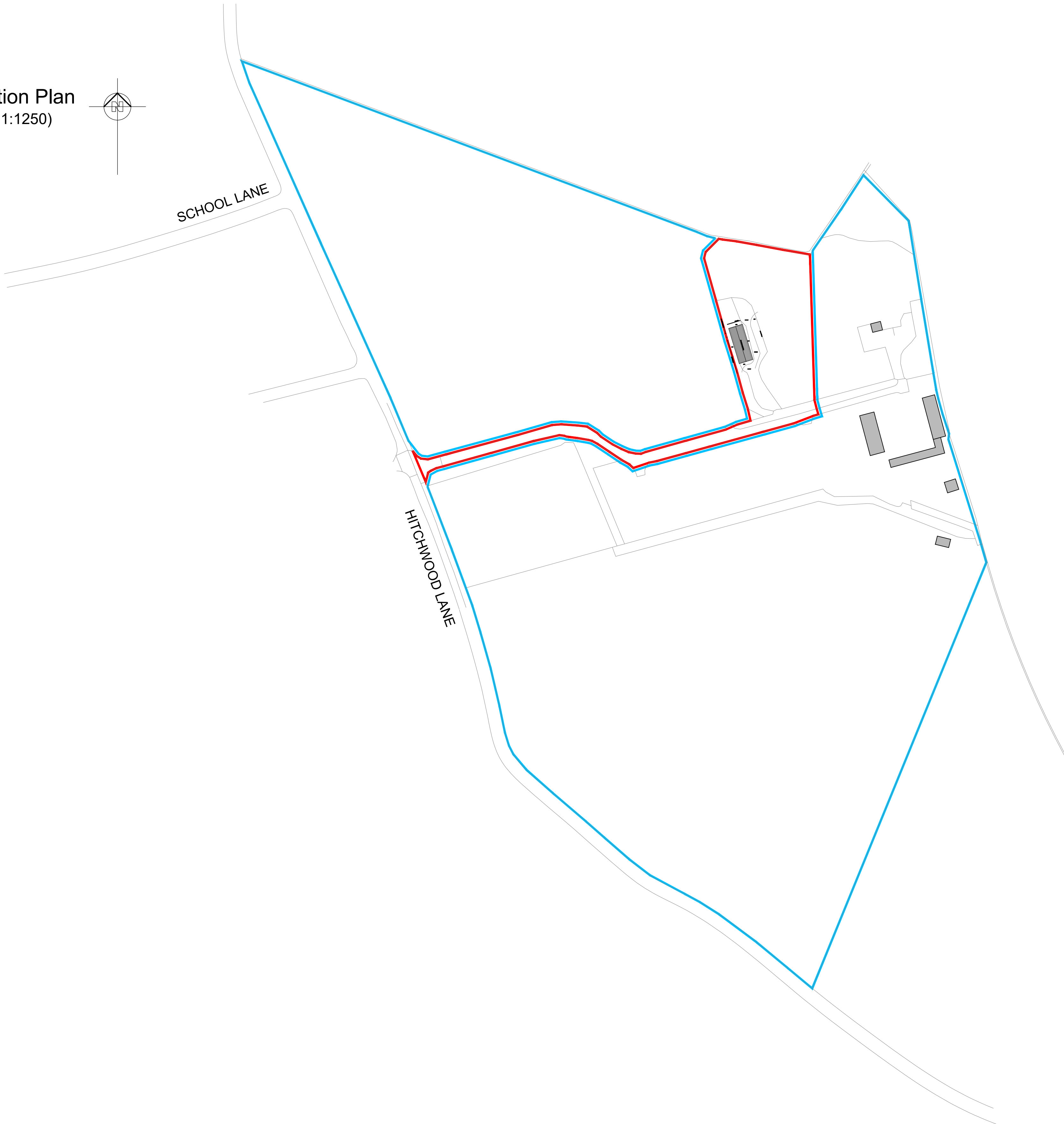
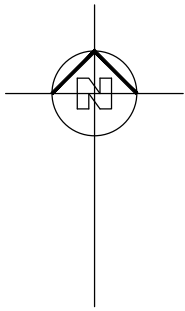
Appendix: A - Location Plan

Appendix: B - Site Plan

Appendix: C - Swept Path Analysis

Appendix: A - Location Plan

Location Plan
(Scale 1:1250)



NOTES:

Do Not Scale. (scaling permitted for planning purposes)

Report all discrepancies, errors and omissions.

Verify all dimensions on site before commencing any work on site or preparing shop drawings.

All materials, components and workmanship are to comply with the relevant British Standards, Codes of Practice, and appropriate manufacturers recommendations that from time to time shall apply.

For all specialist work, see relevant drawings.

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Rev	Date	Description
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- Key**
- Site Location
 - Land in Same Ownership



PLANNING

Project Title

Highwood
Hitchwood Lane
Hitchin
SG4 7RY

Drawing Description

Existing Drawings
Location Plan

Scale	Drawn by
1:1250 @ A1	
Date	Checked by
Apr 2024	

CLAGUE ARCHITECTS

62 Burgate, Canterbury Kent CT1 2BH	01227 762060
2 Kinsbourne Court, Luton Road, Harpenden, Hertfordshire AL5 3BL	01582 765102
4th Floor, 99 Charterhouse Street London EC1M 6HR	0203 597 6112

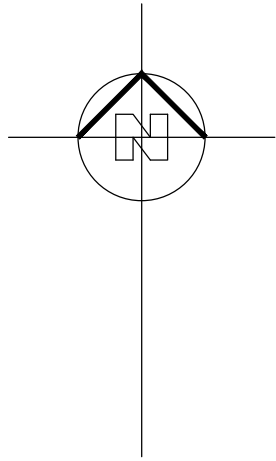
CANTERBURY	LONDON	HARPENDEN
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Drawing Number	Revision
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30757A_01_101

Appendix: B - Site Plan

Proposed Site Plan
(Scale 1:100)



NOTES:

Do Not Scale. (scaling permitted for planning purposes)

Report all discrepancies, errors and omissions.

Verify all dimensions on site before commencing any work on site or preparing shop drawings.

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For all specialist work, see relevant drawings.

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Rev	Date	Description
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- Key**
- Site Location
 - Land in Same Ownership



PLANNING

Project Title
**Highwood
Hitchwood Lane
Hitchin
SG4 7RY**

Drawing Description
**Proposed Drawings
Site Plan At 1/100**

Scale	Drawn by
1:100 @ A1	
Date	Checked by
Apr 2024	

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62 Burgate, Canterbury Kent CT1 2BH	01227 762060
2 Kinsbourne Court, Luton Road, Harpenden, Hertfordshire AL5 3BL	01582 765102
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Drawing Number	Revision
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30757A_02_102

Appendix: C - Swept Path Analysis

