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18-19 Bancroft, Hitchin

Selumi Investments Ltd. and Holt End House Investments Ltd.

Transport Statement

March 2025





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1 Introduction

General

- 1.1 Rappor Consultants Ltd. has been appointed by Selumi Investments Ltd. and Holt End House Investments Ltd. (the Applicants) to provide transport and highways advice in support of a planning application to be submitted to North Hertfordshire Council (NHC) regarding the proposed redevelopment of 18-19 Bancroft, Hitchin for 10 residential units and two commercial units located at the front of the site.
- 1.2 The site is located in the centre of Hitchin between Bancroft and Grammar School Walk which border the site to the east and west respectively. A mix of private residences and further commercial properties border the site to the north and south. The site is on a gradient with the land generally falling from the northwest to the south east.
- 1.3 The site is currently occupied by Poundland on the lower floor and a car park on the upper floor. Poundland moved into the former Wilko unit in October 2023 after Wilko went into administration. The car park provides 66 car parking spaces including five disabled bays plus seven operational staff parking bays adjacent to the current loading bay.
- 1.4 It is proposed to redevelop the site for five new town houses, five new apartments and two commercial units with a car park, new access junction and associated landscaping. Vehicular access is to be provided from Grammar School Walk, with pedestrian access to be taken both from Grammar School Walk and Bancroft. The five apartment units are to be situated above the commercial units and will have vehicular and pedestrian access from Grammar School Walk and also pedestrian and cycle access from Bancroft.
- 1.5 The proposals include 22 parking spaces which meets NHC parking standards.
- 1.6 North Hertfordshire Council (NHC) is the Local Planning Authority for the site whilst Hertfordshire County Council (HCC) is the Local Highway Authority.
- 1.7 The site location is shown in **Figure 1.1** below.

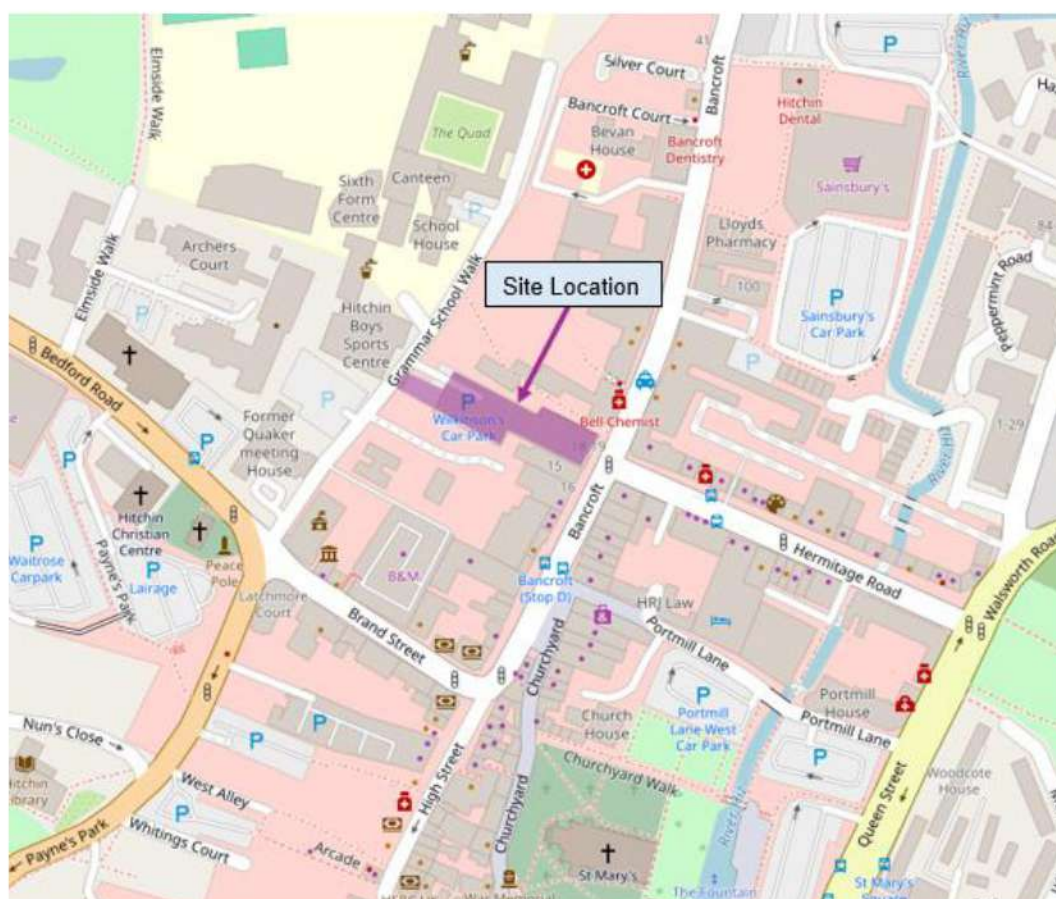


Figure 1.1: Site Location Plan

Scope of Report

- 1.8 The key issues that will be addressed within this TS, with reference to the size and location of the development, are:
- a) Review of the site composition, location, and local highway network;
 - b) Analysis of local highway safety data for the most recent five-year period available;
 - c) Accessibility critique identifying the proximity of local services and amenities, plus any infrastructure available to promote travel by sustainable means;
 - d) Description of the development proposals including proposed car and cycle parking provision and
 - e) Review of forecast trip generation, and impact of the development proposal.
- 1.9 The TS concludes that the proposed development, in highway and transportation terms, is acceptable and there are no reasons that should prevent the local highway authority (HCC) from recommending approval of this planning application.

Report Structure

- 1.10 The remainder of this report is structured as follows:
- a) **Section Two-** The site and adjacent highway network
 - b) **Section Three-** Site accessibility and opportunities for sustainable travel



- c) **Section Four-** Development proposals
- d) **Section Five-** Forecast Trip Attraction & Traffic Impact Assessment
- e) **Section Six-** Summary and conclusions

2 The Site and Adjacent Highway Network

Site Location and Composition

- 2.1 The site is located in the centre of Hitchin between Bancroft and Grammer School Walk which border the site to the east and west respectively. A mix of private residences and further commercial properties border the site to the north and south. The site is on a gradient with the land generally falling from the northwest to the south east.
- 2.2 It is currently occupied by Poundland on the lower floor which is accessed from Bancroft and a car park on the upper floor which is accessed from Grammar School Walk.
- 2.3 The surface car park on the upper floor provides 66 parking spaces including five disabled bays. The car park is open 24/7 and has the following charging structure:
- 1 hour - £1.00
 - 2 hours - £2.00
 - 3 hours - £3.00
 - 12 hours - £4.50
 - 24 hours - £8.00
 - Week - £18.00
- 2.4 The sites vehicular access to the car park is taken from Grammar School Walk with pedestrian access to the site being provided via both Bancroft and Grammar School Walk.

Local Highway Network

- 2.5 The local highway network is typical of most town centres providing access to a range of commercial, retail, and residential properties as well as several multi storey and surface car parks and on-street parking opportunities. The closest car parks to the site are:
- Sainsbury's car park approximately 200m to the north east or a 2-minute walk from the site – 195 spaces, maximum stay 2 hours, free for 30 minutes, £1 for 1 hour, £2 for 2 hours;
 - Brand Street car park (above B&M) 150m to the south west or a 2-minute walk from the site – 80 spaces, maximum stay 24 hours, £1 for 1 hour, £1.50 for 2 hours, £2.50 for 3 hours, £5 for 12 hours, £10 for 24 hours;
 - Waitrose car park 400m to the south west or a 6 minute walk from the site – 200 spaces, free for 2 hours, £5 for an additional hour; and
 - Lairage multi storey 400m to the south wet or a 6 minute walk from the site - 295 spaces, maximum stay 1 day, £1.30 for 2 hours, £2.30 for 3 hours, £4.60 day rate.
- 2.6 All roads in the immediate vicinity of the site are subject to either a 20mph or a 30mph speed limit and there are a range of on-street parking restrictions either in the form of double yellow lines or time limited payment parking.

Bancroft

- 2.7 Bancroft is a two-way single carriageway road which runs through the centre of Hitchin on a north-south alignment. At its northern end it forms a four arm roundabout with the A505, Ickleford Road and Fishponds Road. At its southern extent beyond Brand Street it is renamed as High Street which is one-way in a southbound direction and is subject to a 20mph speed restriction. On a Saturday between 10am and 4pm motor vehicles are prohibited from High Street except for permit holders and at all times it is a restricted zone with no waiting or loading at any time except where signed.
- 2.8 The site is located at the junction of Bancroft and Hermitage Road which is a three-arm traffic signal junction with controlled pedestrian facilities on all arms. There are wide evenly surfaced footways on both sides of Bancroft and Hermitage Road. Along the sites frontage parking restrictions are in place in the form of double yellow lines.

Grammar School Walk

- 2.9 Grammar School Walk is two-way single carriageway road. It is a cul-de-sac which terminates at Hitchin Boys School at its northern end. At its southern end it forms a left in / left out junction with Bedford Road which is one-way in an eastbound direction. Bedford Road forms a three-arm junction with the A505, which is one-way in a southbound direction and Brand Street which continues as a two-way road in an easterly direction to form a traffic signal junction with Bancroft and High Street.
- 2.10 Parking restrictions are in place on both sides of Grammar School Walk in the form of double yellow lines. There is a continuous footway on its western side between Bedford Road and the school and a partial narrow footway on its eastern side. Grammar School Walk is subject to a 30mph speed limit and benefits from street lighting.

Hermitage Road

- 2.11 Hermitage Road is a two-way single carriageway road which runs in an east / west direction. At its western end it forms the eastern arm of a three-arm traffic signal junction with Bancroft and at its eastern end it forms a further three-arm traffic signal junction with the B656. Approximately 800m to the north east, the B656 forms a three-arm roundabout with the A505 adjacent to Hitchin railway station while a similar distance to the south west it forms the northern and south eastern arms of a five-arm roundabout with the A602 forming the eastern and western arms and Gosmore Road the south western arm.
- 2.12 At both ends of Hermitage Road there are parking restrictions in place in the form of double yellow lines but between these restrictions on-street parking is available in the form of time restricted bays where between 8am and 6pm, Monday to Saturday parking is restricted to 30 minutes with no return within one hour. There are wide evenly surfaced footways on both sides of Hermitage Road and there is a signal controlled pedestrian crossing at its midpoint between Bancroft and the B656. Just to the east of the crossing there are extended bus stops with shelters, seating and timetable information provided.

Local Highway Safety

- 2.13 Personal injury collision (PIC) data has been obtained from the Crashmap website for the highway network in the vicinity of the site for the most recently available five-year period (2019 to 2023).

- 2.14 The area of interest includes the section of Bancroft between Silver Court and High Street, Grammar School Walk, Brand Street and Hermitage Street. The corresponding extract from Crashmap shown in **Figure 2.1** indicates that there were five collisions recorded within this study area during the latest five year period, all of which all were categorised as slight.

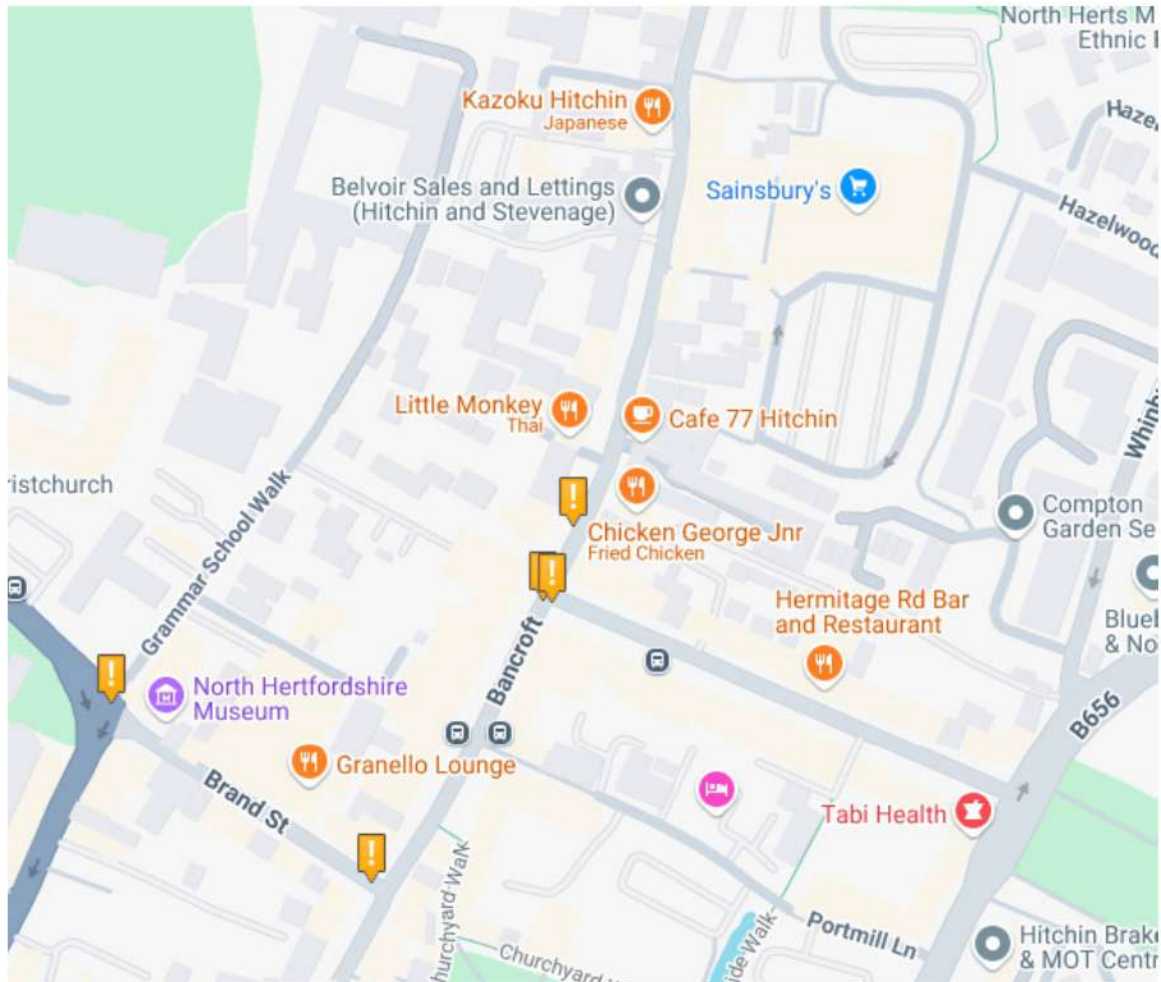


Figure 2.1: Crashmap Extract

- 2.15 Of the five collisions that have occurred, two were at the Bancroft / Hermitage Road junction, one was just to the north west of the junction on Bancroft, one occurred at the Bancroft / Brand Street junction and one was at the Grammar School Walk / Bedford Road / A505 / Brand Street junction. All five involved collisions between two vehicles and significantly there were no incidents that resulted in pedestrian or cycle casualties.
- 2.16 This collision record is not considered indicative of any significant road safety issues on the local highway network and significantly there have been no collisions along Grammar School Walk which will provide the vehicular access to the site. It can therefore be concluded there are no existing highway safety patterns or concerns within the vicinity of the site, and with the low level of traffic generation resulting from the development (further detail in **Section Five**), this is expected to continue.

3 Site Accessibility and Opportunities for Sustainable Travel

General

- 3.1 In order to ensure that the proposed development can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, particularly single-occupancy vehicle trips, it is necessary to identify what local services and amenities are located nearby. Furthermore, it is also important to review what alternative sustainable travel opportunities are present to enable future residents and visitors to choose sustainable alternatives.

Walking and Cycling

- 3.2 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten minutes walking distance (around 800m). However, it states that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.3 In addition, the Department for Transport (DfT) National Travel Survey of 2019 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.
- 3.4 The Local Transport Note 1/20 (July 2020): Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 2.2.2: 'two out of every three personal trips are less than five miles (8km) in length, an achievable distance to cycle for most people'.
- 3.5 Cycling has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under five miles (8km) and trips of 30 - 40 mins are considered acceptable for commuting purposes.
- 3.6 As the site is located within Hitchin town centre, there is an extensive range of local facilities and destinations within walking and cycling distance including Hitchin Railway Station and various supermarkets.
- 3.7 There are wide evenly surfaced footways on both sides of most roads in the town centre including Bancroft, Hermitage Street and Brand Street. High Street also provides an attractive pedestrian environment between Bancroft and Market Place where wide footways are provided at the expense of the width of the carriageway which has been narrowed to a single lane. High Street and Market Place and several roads leading from Market Place are also subject to a 20mph speed restriction and benefit from block paving which helps to emphasise the pedestrian priority. There are also numerous benches provided throughout the town centre providing pedestrians with extensive opportunities for rest.
- 3.8 Although the site is within the town centre the main commercial area is centred on High Street and Market Place which can be reached on foot in between two and four minutes. The town centre provides a comprehensive range of retail, commercial, employment and leisure opportunities all of which are within comfortable walking distance of the site.
- 3.9 The shortest pedestrian route to the railway station is via Hermitage Road and the B656, which via this route is approximately 1.2km from the site and can be reached on foot in around 16 minutes. The pedestrian route to the station benefits from footways on both sides,

a combination of controlled and uncontrolled crossing points and the presence of street lighting.

- 3.10 There are no dedicated cycle facilities on the local highway network in the immediate vicinity of the site, however the urban nature of the road network, being subject to a combination of 20mph and 30mph speed limits, is considered suitable for on-carriageway cycling. Secure cycle parking will be provided at the site as well as at key nearby destinations including the town centre and the railway station.

Public Transport Provision

Bus Services

- 3.11 There are two pairs of bus stops within close proximity of the site, one pair approximately 60m to the south on Bancroft and the other pair approximately 60m to the east on Hermitage Street. All these bus stops have on carriageway bus cages and provide a shelter with seating and timetable information. These bus stops serve up to 15 services and **Table 3.1** below provides a summary of the main services operating from these stops.

Bus Stop	Service Number	Operator	Route	Days	First Service	Approx. Frequency	Last Service
Bancroft and Hermitage Street	74	Intalink	Bedford – Hitchin	Mon - Sat	07:50	Hourly	17:55
			Hitchin-Bedford	Mon-Sat	07:45	Hourly	17:49
	81		Westmill Estate – High Dane (Hitchin)	Mon - Sat	06:30	20 minutes	18:22
			High Dane – Westmill Estate (Hitchin)	Mon – Sat	07:30	20 minutes	18:45
	89		Henlow Camp - Hitchin	Mon-Fri	07:15	Hourly	18:20
				Sat	08:50	Hourly	17:08
			Hitchin-Henlow Camp	Mon-Fri	08:22	Hourly	17:22
				Sat	09:00	Hourly	17:15
	9A / 9B / 9C / 9D		Bedford- Stevenage	Mon-Fri	05:05	30 minutes	19:52
				Sat	05:05	Hourly	19:20
				Sun	07:50	Hourly	18:50
	88		Hitchin-Luton	Mon-Fri	09:02	Two hourly	18:02
				Sat	09:02	Two Hourly	16:02
	304		St Albans Hitchin	Mon-Fri	08:15	-	-
	314 / 315		Welwyn Garden City Hitchin	Mon – Fri	08:17	-	-
			Hitchin Welwyn Garden City	Mon-Fri	07:17	Hourly	18:17
Hermitage Street		100	Arriva Bus	Luton Airport Stevenage	Mon-Fri	06:00	15 minutes

Table 3.1: Summary of Bus Services Operating in Hitchin Town Centre



Rail Services

3.12 Hitchin railway station, which is approximately 1km from the site and can be reached on foot in around 16 minutes or by bicycle in around four minutes, is on the East Coast Main Line and is served by services operated by Great Northern and Thameslink.

3.13 The typical off-peak service in trains per hour is:

- 2 per hour to London King's Cross
- 2 per hour to Brighton via Central London and Gatwick Airport
- 2 per hour to Horsham via Central London, Redhill and Gatwick Airport
- 2 per hour to Peterborough
- 1 per hour to Letchworth Garden City
- 3 per hour to Cambridge

3.14 Alongside this, additional services call at Hitchin railway station during the peak hours.

Summary

3.15 The application site benefits from being in proximity to a wide range of services and amenities associated with the town centre, including regular bus and train services.

3.16 It is envisaged that the sustainable location of the site, in addition to the existing infrastructure and level of local public transport provision, will enable residents and visitors to the commercial units to travel to and from employment, recreational and educational destinations via alternative modes of transport to private car journeys.

4 Development Proposals

Planning Application

- 4.1 It is proposed to redevelop the site to provide 10 residential units, configured as five three storey 3-bedroom townhouses and five 2-bedroom apartments together with two new commercial units which will replace the existing commercial space currently occupied by Poundland.
- 4.2 The five apartments will be located above the two new commercial units which will front onto Bancroft. The commercial units have a use class of E commercial, business and service with a total GIA of 263m².
- 4.3 As per the development proposals, to the north of the commercial units there will be a private side access which will provide pedestrian and cycle access to the rear of the commercial units and apartments which are situated at the first floor level.
- 4.4 There is a communal garden located to the side of Plot H5.
- 4.5 An extract of the proposed ground floor level site plan is shown below and in full at **Appendix A**.

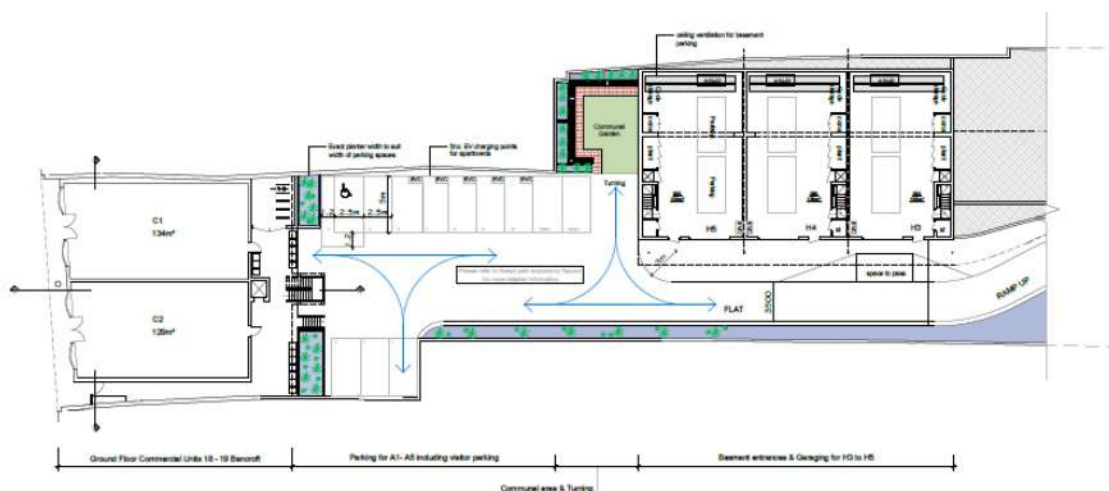


Figure 4.1: Proposed Site Plan

Vehicular Access

- 4.6 Vehicular access to the site is provided from Grammar School Walk via a new access ramp which will route down into the site. This will provide access to the car park to the rear of the commercial units and the apartments above and the car parking spaces for Plots H3 to H5 of the townhouses. The parking for Plots 1 and 2 of the townhouses will be accessed directly from Grammar School Walk.



Pedestrian and Cycle Access

- 4.7 Plots 1 and 2 can be accessed directly from Grammar School Walk while Plots 3-5 can be accessed from the raised walkway which runs alongside the access road into the site serving the front of the three plots.
- 4.8 Plots 1-2 will have a cycle store in the rear garden. Plots 3-5 will have cycle storage in the lower level of the units.

Refuse Collection

- 4.9 Facilities for refuse and recycling storage for the commercial units and the apartments will be situated to the east of the site at the rear of the commercial units. The bins will be brought to Bancroft on collection day but stored within the site at all other times.
- 4.10 Facilities for refuse and recycling storage for the five town houses will be provided on the ground floor. Bin collection will take place from Grammar School Walk and on collection day bins will be moved to a bin collection area to the south of the site access to ensure they are available to refuse collectors within close proximity of refuse vehicles stopping on Grammar School Walk. Refuse vehicles will not be required to enter the site.
- 4.11 It is anticipated that refuse collections will be undertaken as part of existing collection routes such that no additional refuse vehicle trips will be generated at the site.
- 4.12 It is understood that the Applicant has had discussions with Cawleys Waste Management during the pre-application stage with the result of these discussions confirming that the proposals for refuse collection represent a workable solution. More details of the refuse collection proposals are set out in Section 5.0 of the supporting Planning Statement.

Delivery and Emergency Vehicle Access

- 4.13 It is anticipated that delivery vehicles to the commercial units will not be required to enter the site from Grammar School Walk. Instead they will be able to utilise existing on-street parking bays on Bancroft and Hermitage Road for short durations of stay for servicing purposes.
- 4.14 Delivery vehicles to the proposed residential development will be able to enter the site from Grammar School Walk where a turning head is provided adjacent to the visitor parking bays. A drawing presented in **Appendix B** demonstrates that a standard sized delivery vehicle is able to turn within the site such that it is able to enter and exit the site in forward gear.
- 4.15 In terms of emergency vehicle access, it is understood that the Applicant has also held discussions with Hertfordshire Fire and Rescue during the pre-application stage with the result of these discussions confirming that the proposals for emergency service access represents a workable solution. More details of access for emergency vehicles are set out in Section 6.0 of the supporting Planning Statement.

Car Parking

- 4.16 The proposed development proposes a total of 22 parking spaces, including two for each of the townhouses and 12 to the rear of the commercial units inclusive of two visitor spaces

and one accessible space. This provision results in each residential dwelling having two parking spaces. No dedicated parking is provided for the commercial units.

- 4.17 A drawing presented in **Appendix C** demonstrates that a large car is able to satisfactorily access all spaces within the site.
- 4.18 It is also noted that the access road to the parking area is 3.5m wide and is therefore only wide enough to accommodate single way working. To overcome this, a passing bay has been provided outside Plot 4. Use of the passing bay is supported by swept path analysis which is presented in **Appendix D**.
- 4.19 The proposed parking provision at the site complies with NHC SPD 2011's parking standards which are shown below in **Figure 4.2**.

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

Figure 4.2: NHC Parking Standards (2011)

- 4.20 The current proposals include two visitor parking bays. NHC parking standards require 0.25 visitor spaces per dwelling and the strict application of these standards would result in a need for three visitor spaces.
- 4.21 However in relation to visitor parking the SDP states that a reduction will be considered where:
- Alternative publicly available off-street parking is available within 2 minutes walk of the site;
 - Where visitor parking arising from small scale (i.e. infill) development can be accommodated on-street without compromising highway safety, the amenity of existing residents or the ability for businesses to operate.
- 4.22 The location of the site satisfies both points on the basis that the Sainsbury's car park and the Brand Street car park are both within a 2 minute walk of the site and there are opportunities for on-street parking throughout the town centre including on Hermitage Street which is also within a 2-minute of the site..

Cycle Parking

- 4.23 NHC cycle parking requirements are set out in **Figure 4.2** and it is shown that one secure space is required per dwelling.
- 4.24 Secure cycle parking will be provided in units H3, H4 and H5 in the basement level of the dwellings, and in units H1 and H2 this will be provided in the garden in the form of a bike store. For the apartments, 5 Sheffield stands with capacity to park 10 bicycles is proposed to the rear of the commercial units. This cycle parking will be secure and covered and by



exceeding the number of spaces required by the standards, will encourage residents to own and use a bicycle.

5 Forecast Trip Attraction and Traffic Impact Assessment

Introduction

- 5.1 When considering a residential development, it is generally accepted that the critical periods, in terms of traffic impact on the adjacent highway network, are the weekday morning and evening peak hours - when traffic flows associated with the site combined with the traffic flows on the adjacent highway network are at their greatest. It follows that should the impact of development traffic on the local road network be considered acceptable during these periods, then it would also be acceptable during other, less busy times of the day.

Existing Trip Generation

- 5.2 The current use of the site for car parking results in a regular flow of vehicles in and out of the site. At present the car park provides 66 parking spaces, and it is understood that it is well used on a daily basis. While the number of vehicle movements associated with the use of the site for parking has not been quantified, the redevelopment of the site will result in these movements being removed from the highway network in the vicinity of the site.

Forecast Traffic Generation

- 5.3 The latest version of the TRICS database (version 7.11.4) has been consulted to determine the forecast trip generation potential of the proposed development. TRICS provides trip rate information for a range of land uses throughout the United Kingdom and in this instance sites in the *houses privately owned* category of the *residential* land use have been used.
- 5.4 Site selection has been filtered to include developments in the range of 5-50 dwellings, with sites in Greater London and Ireland being excluded from the assessment and only sites located at the Edge of Town Centre Locations being included to provide a robust forecast trip generation assessment. Five sites were identified within the TRICS data base matching the selection criteria.
- 5.5 The peak hour and 12-hour vehicle trip rates are shown in the table below. Trip rates are expressed as trips per dwelling. The TRICS data is presented in **Appendix E**.

Land Use	AM Peak (8am-9am)		PM Peak (5pm-6pm)		12-Hour (7am-7pm)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Residential	0.156	0.328	0.320	0.195	2.250	2.210

Table 5.1: Proposed Residential Vehicle Trip Rates from TRICS

- 5.6 The trip rates presented above have been applied to the 10 residential units being proposed and the resultant trip generation is set out in the table below.

Proposed Development	AM Peak (8am-9am)		PM Peak (5pm-6pm)		12-Hour (7am-7pm)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
18-19 Bancroft Hitchin	2	3	3	2	23	22

Table 5.2: Predicted Vehicle Trip Generation at Proposed Development

- 5.7 **Table 5.2** indicates that the proposed development is predicted to generate five vehicular trips at both the AM and PM peaks and 45 trips throughout a 12-hour period. This is likely to be significantly lower than the existing 66 space car park and it can therefore be concluded that the proposed residential development will result in a significantly lower number of trips on the surrounding highway network.

Development Impact

- 5.8 The development proposals include no dedicated parking for the proposed two commercial units. The expectation is that the vast majority of visitors to the commercial unit will arrive on foot often as part of another primary or linked trip to the town centre. Anyone arriving by car will be able to make use of on street parking present along Bancroft, Hermitage Street, the nearby Sainsbury's pay and display car park or the Portmill Lane East pay and display car park which is located approximately a 4 minute walk away.
- 5.9 It is expected that the proposed commercial units will generate significantly fewer trips compared with the existing use of the site on the basis that the proposed floor area will be significantly smaller and the use will be restricted to business / professional use such that there will not be a constant flow of people visiting the units. As such there will be a net reduction in the number of trips that will be added to the local highway network.
- 5.10 It is recognised that the commercial units will generate a small number of vehicle movements associated with servicing and deliveries. The frequency and type of vehicle used will be subject to the end occupiers which at this stage are unknown. However, on the basis that the units will be occupied by business and/or professional services, there will be a reduction in the number and size of vehicles used for servicing compared with the existing retail use of the site. It is understood that currently Poundland is served by a 12m rigid HGV and in the future the expectation is that both units will receive a maximum of two deliveries per day in a large transit van or equivalent.
- 5.11 Service and delivery vehicles arriving at the site will in most cases already be on the network and a visit to the proposed development will be part of a wider servicing and delivery schedule. Any impact will therefore be very localised, and it can be concluded that the impact of servicing and deliveries on the local and wider highway network would be negligible.
- 5.12 Due to the decrease of parking spaces at the site and low levels of forecast trip generation at the proposed site, the expectation is that there will be a net decrease in vehicle movements to and from the site when compared with the existing use of the site as a car park. As a result, the redevelopment of the site will have a positive impact on the operation of the local highway network.

6 Summary and Conclusions

Summary

- 6.1 Rappor Consultants Ltd. has been appointed by Selumi Investments Ltd. and Holt End House Investments Ltd. (the Applicants) to provide transport and highways advice in support of a planning application to be submitted to North Hertfordshire District Council (NHC) regarding proposed redevelopment of 18-19 Bancroft, Hitchin for 10 residential units and two commercial units located at the front of the site.
- 6.2 The site is located in the centre of Hitchin between Bancroft and Grammar School Walk which border the site to the east and west respectively. A mix of private residences and further commercial properties border the site to the north and south. The site is on a gradient with the land generally falling from the northwest to the south east.
- 6.3 The site is currently occupied by Poundland on the lower floor and a car park on the upper floor. Poundland moved into the former Wilko unit in October 2023 after Wilko went into administration. The car park provides 66 car parking spaces including five disabled bays plus seven operational staff parking bays adjacent to the current loading bay..
- 6.4 It is proposed to redevelop the site for five new town houses, five new apartments and two commercial units with a car park, new access junction and associated landscaping. Vehicular access is to be provided from Grammar School Walk, with pedestrian access to be taken both from Grammar School Walk and Bancroft. The five apartment units are to be situated above the commercial units and will have vehicular and pedestrian access from Grammar School Walk and also pedestrian and cycle access from Bancroft
- 6.5 The proposals include 22 parking spaces which meets NHC parking standards.
- 6.6 This Transport Statement has demonstrated the following:
 - a) The site can be considered a highly sustainable location within Hitchin town centre with a large number of local amenities and public transport services within easy walking and cycling distance;
 - b) A review of the local highway network and collision data indicates that there are no current problems in relation to the safety or current operation of the local highway network within the vicinity of the site;
 - c) Swept path analysis has demonstrated that the site can accommodate a large car and a standard sized delivery vehicle such that all vehicles are able to enter the exit the site in forward gear.
 - d) Cycle parking is proposed which exceeds NHC standards to maximise ownership and uses of bicycles by future residents of the site;
 - e) The forecast trip generation indicates that trips generated by the proposed development will result in an overall reduction in vehicle movements compared with the existing use of the site as a car park and the removal of large commercial delivery vehicles. The development will therefore have a positive impact on the operation of the surrounding highway network; and
 - f) Service and delivery vehicles arriving at the site will already be on the network and a visit to the proposed development will be part of a wider servicing and delivery schedule. Any impact will therefore be very localised, and it can be



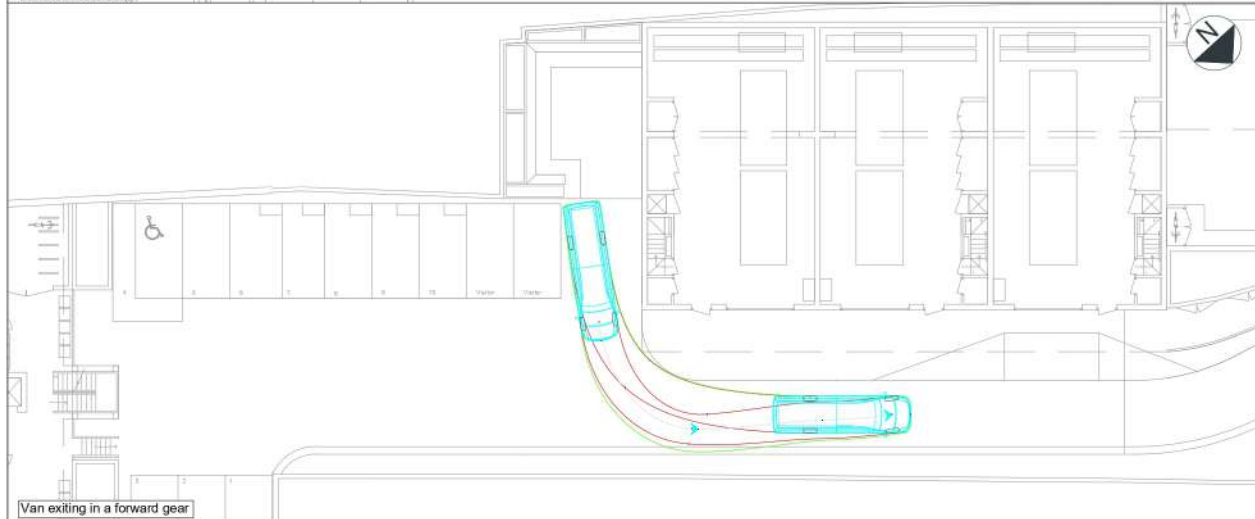
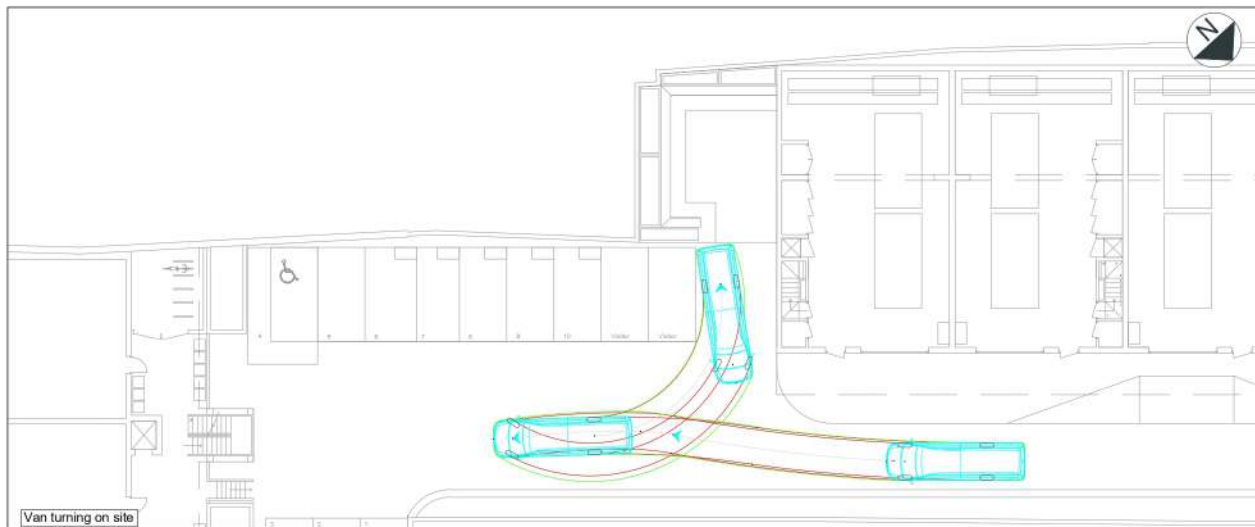
concluded that the impact of servicing and deliveries on the local and wider highway network would be negligible.

Conclusions

- 6.7 In conclusion, it is considered that the proposed development is acceptable in transport and traffic terms and meets the policy requirements as set out in paragraph 115 of the NPPF as:
- a) Appropriate opportunities for travel by sustainable transport modes can be taken up;
 - b) Safe and suitable access to the site can be achieved;
 - c) The design of the access and parking areas reflects current national guidance; and
 - d) There will be no significant impacts from the development on the transport network in terms of both capacity and congestion or highway safety.
- 6.8 As such, the proposed development will not result in an unacceptable impact on highway safety and the residual cumulative impact on the road network will not be severe such that there are no highways and transport reasons why the proposed development cannot be granted planning permission.

Appendix A – Proposed Site Plan

Appendix B – Swept Path Analysis: Delivery Vehicle



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by Colin Eades and Amy Moss, drawing number 004, received March 2025.
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Key:

7.35
1.00 4.33

2012 Mercedes Sprinter XL
meters

Width : 1.99
Track : 1.95
Lock to Lock Time : 6.0
Steering Angle : 41.0

Rev	Date	Details	By	Chkd

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CLIENT:
Selum Investments Ltd and Holt End House Investments Ltd

PROJECT:
Redevelopment of 18-19 Bancroft, Hitchin

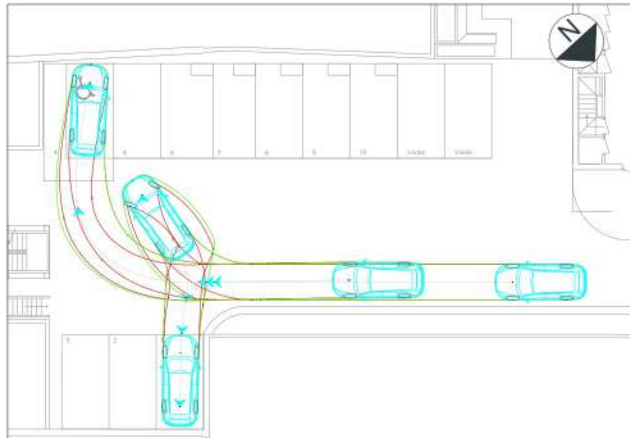
TITLE:
Swept Path Analysis
7.35m Mercedes Sprinter Van Turning

SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:200	25.03.2025	BB	JA	CE

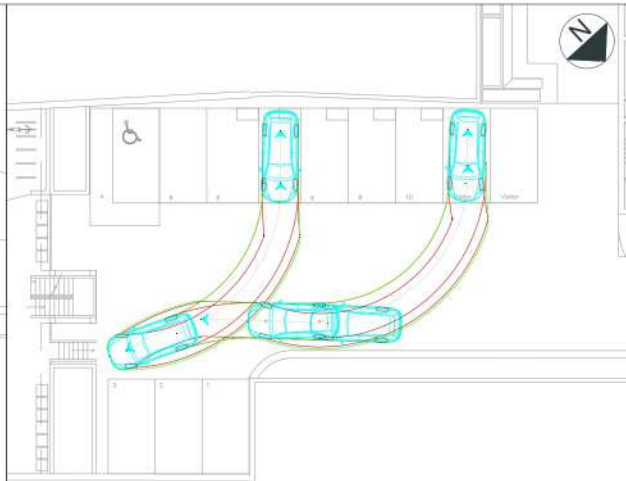
STATUS:	INFORMATION	REVISION
	240405-RAP-XX-XX-DR-TP-4100	-

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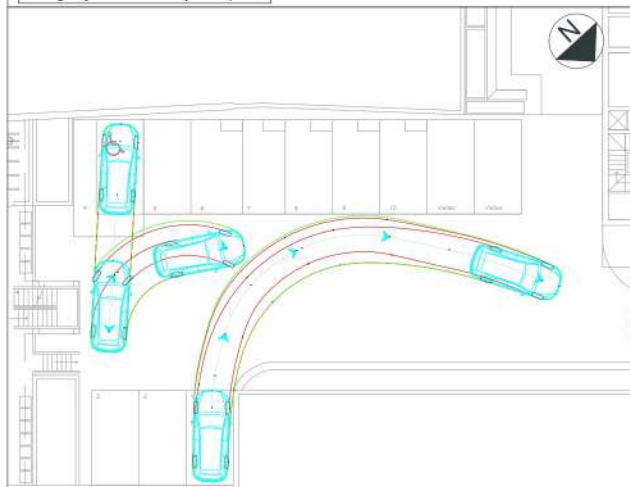
Appendix C – Swept Path Analysis: Large Car



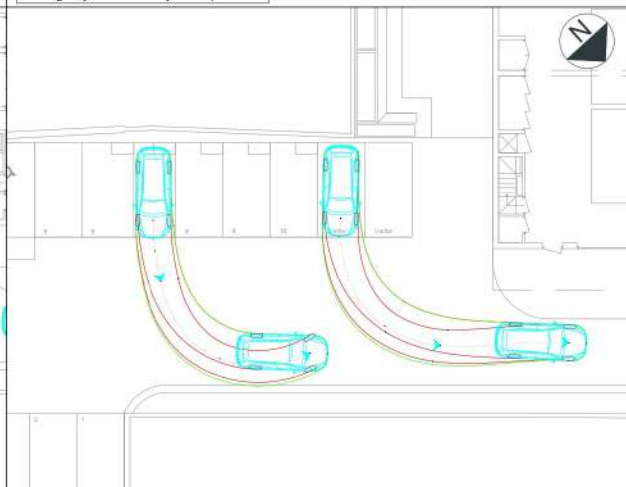
Parking Bay In: Disabled Bay and Space 1



Parking Bay In: Visitor bay and Space 7



Parking Bay Out: Disabled Bay and Space 1



Parking Bay Out: Visitor bay and Space 7

Notes

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by Colin Eades and Amy Moss, drawing number 004, received March 2025.
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Key:

2012 Ford Mondeo Wagon

metres

Width : 1.89
Track : 1.89
Lock to Lock Time : 6.0
Steering Angle : 34.7

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PROJECT:
Redevelopment of 18-19 Bancroft, Hitchin

TITLE:
Swept Path Analysis
Car Parking Spaces

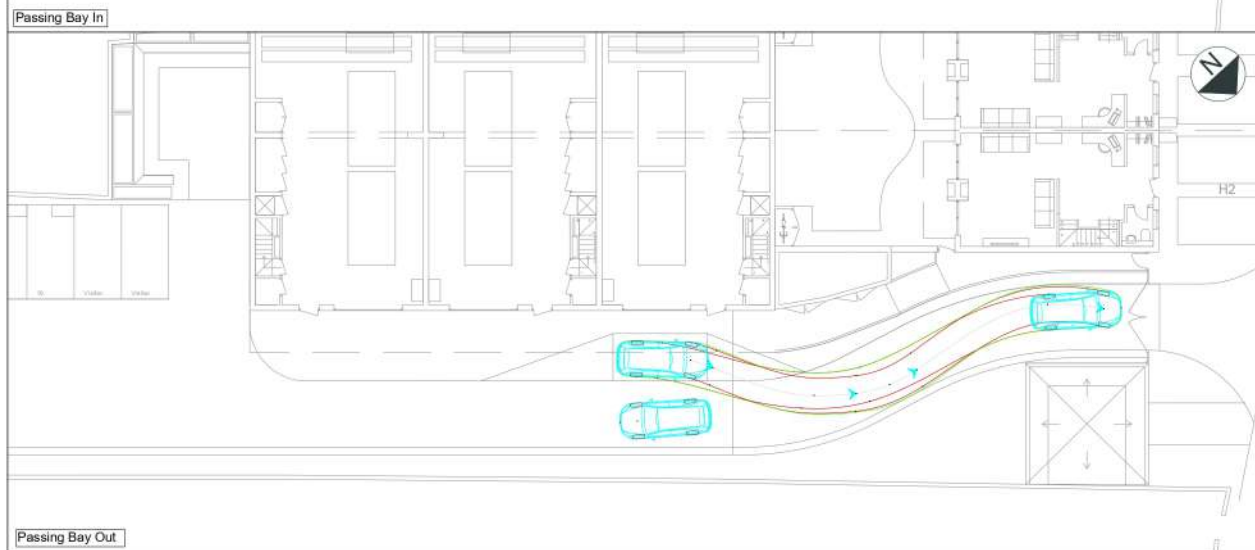
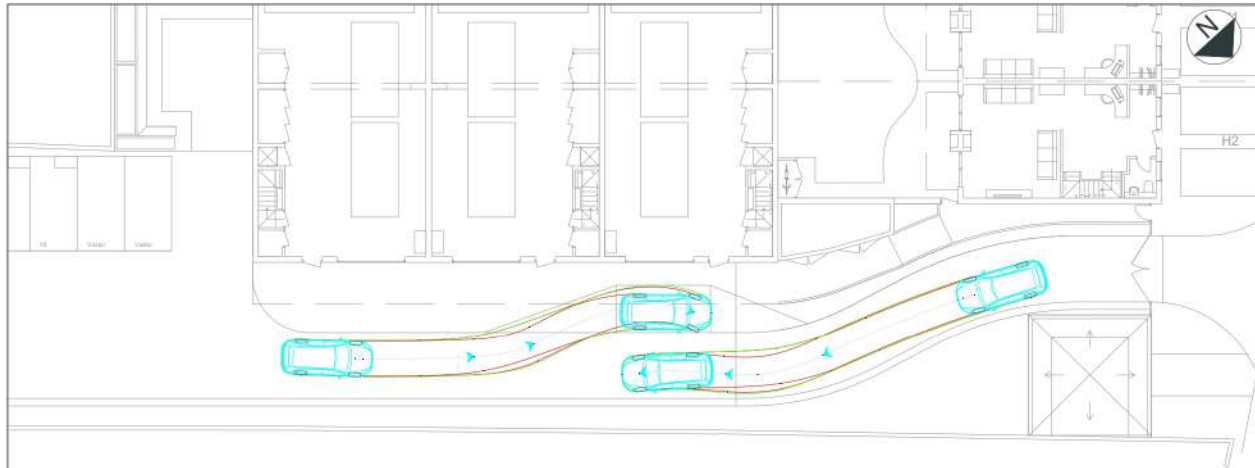
SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:200	25.03.25	BB	JA	CE

STATUS: INFORMATION

DRAWING NO:	REVISION
240405-RAP-XX-XX-DR-TP-4101	-

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Appendix D – swept Path Analysis: Passing Place



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architect's layout by Colin Eades and Amy Moss, drawing number 004, received March 2025.
3. Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432.

Key:

2012 Ford Mondeo Wagon

metres

Width : 1.89
Track : 1.89
Lock to Lock Time : 6.0
Steering Angle : 34.7

Rev	Date	Details	By	Chkd

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CLIENT:
Selum Investments Ltd and Holt End House Investments Ltd

PROJECT:
Redevelopment of 18-19 Bancroft, Hitchin

TITLE:
Swept Path Analysis
Passing Cars using the passing bay

SCALE @ A1:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:200	25.03.2025	BB	JA	CE

STATUS:	INFORMATION	REVISION

DRAWING NO:
240405-RAP-XX-XX-DR-4102

REVISION:
-

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Appendix E – TRICS Data

Calculation Reference: AUDIT-701101-250312-0321

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 31 to 50 (units:)
Range Selected by User: 5 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday 2 days
Friday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre 3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:

C3 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	FU-03-A-02	DETACHED/TERRACED HOUSING	WESTMORLAND & FURNESS
	MACADAM WAY PENRITH		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	21/06/16	Survey Type: MANUAL
2	HC-03-A-30	TERRACED HOUSES	HAMPSHIRE
	MEUDON AVENUE FARNBOROUGH		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	31	
	Survey date: FRIDAY	14/10/22	Survey Type: MANUAL
3	NY-03-A-12	TOWN HOUSES	NORTH YORKSHIRE
	RACECOURSE LANE NORTHALLERTON		
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	47	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	43	0.102	3	43	0.219	3	43	0.321
08:00 - 09:00	3	43	0.156	3	43	0.328	3	43	0.484
09:00 - 10:00	3	43	0.227	3	43	0.188	3	43	0.415
10:00 - 11:00	3	43	0.125	3	43	0.156	3	43	0.281
11:00 - 12:00	3	43	0.133	3	43	0.125	3	43	0.258
12:00 - 13:00	3	43	0.180	3	43	0.203	3	43	0.383
13:00 - 14:00	3	43	0.156	3	43	0.148	3	43	0.304
14:00 - 15:00	3	43	0.148	3	43	0.156	3	43	0.304
15:00 - 16:00	3	43	0.234	3	43	0.203	3	43	0.437
16:00 - 17:00	3	43	0.281	3	43	0.141	3	43	0.422
17:00 - 18:00	3	43	0.320	3	43	0.195	3	43	0.515
18:00 - 19:00	3	43	0.188	3	43	0.148	3	43	0.336
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.250			2.210			4.460

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	31 - 50 (units:)
Survey date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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