



# **Ickleford Mill, Ickleford**

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## **Reserved Matters Application**

### **Transport Statement**

**February 2026**

|             |                           |
|-------------|---------------------------|
| Document:   | Transport Statement       |
| Project:    | Ickleford Mill, Ickleford |
| Client:     | Hill Residential Limited  |
| Job Number: | 25232                     |

| Issue | Date       | Status | Prepared | Reviewed | Approved |
|-------|------------|--------|----------|----------|----------|
| 1     | 19.02.2026 | Draft  | AS       | SM       | SM       |
| 2     | 25.02.2026 | Final  | AS       | SM       | SM       |

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## 1 INTRODUCTION

### 1.1 Summary

1.1.1 KMC has been appointed by Hill Residential for this Reserved Matters Transport Statement, which accompanies a Reserved Matters Application for a 55 proposed number of residential dwellings at Ickleford Mill on land to the west of Arlesey Road and north of the River Oughton in Ickleford, Hitchin, Hertfordshire.

1.1.2 The location of the Site is presented in **Figure 1.1**.

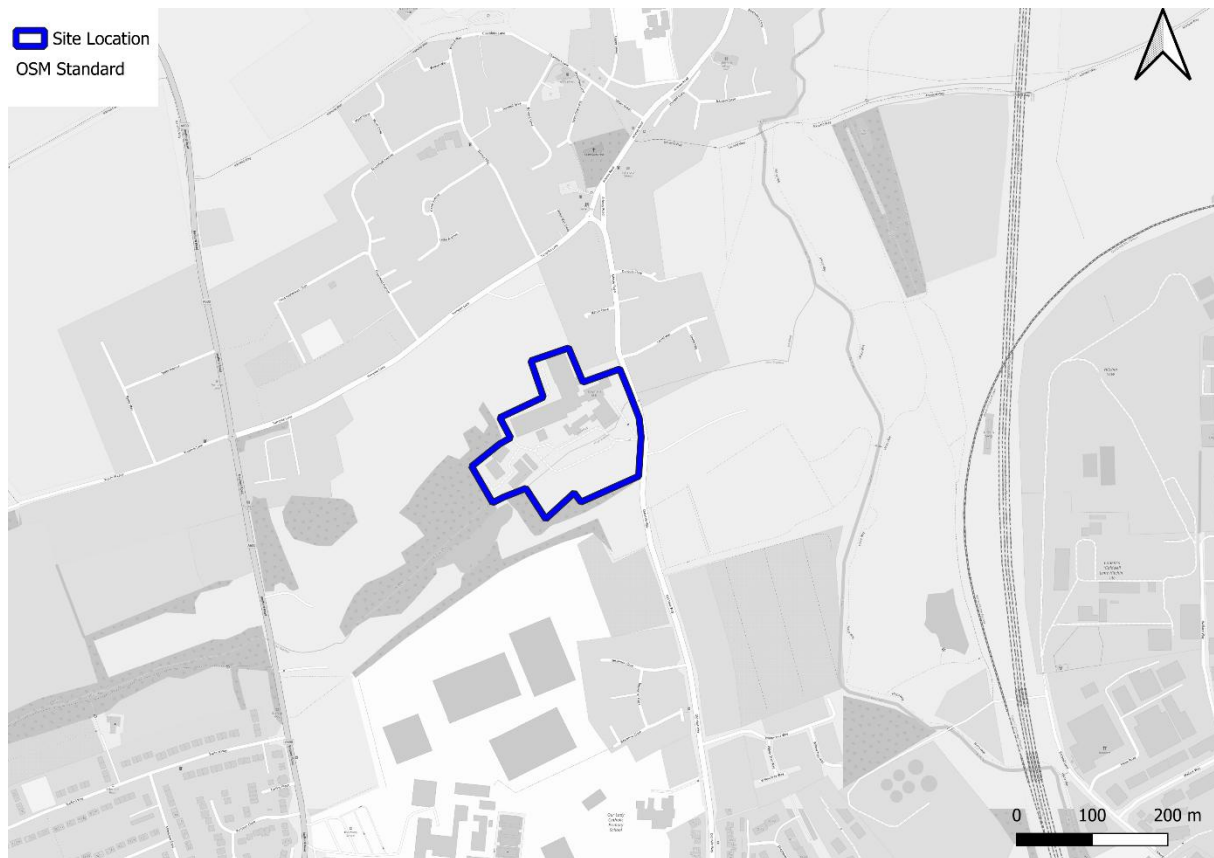


Figure 1.1 Site Location

1.1.3 The applicant is bringing forward a reserved matters application for 55 homes following outline planning permission for the site for the delivery of 71 homes (Ref: 17/019055/1).

1.1.4 In addition to this reserved matters application, a separate Section 73 application is also being submitted to North Hertfordshire District Council to make minor amendments to the scheme. Insofar as transport matters are concerned, the additional submission will seek approval for changes to the location of the emergency access from Arlesey Road which was secured through the outline permission and introduce improvements to the approved design.

## 1.2 Report purpose

- 1.2.1 The principle of the development has been established through the outline planning permission. Transport effects were considered by the highway authorities and no objections were raised. Therefore, it is not necessary to undertake further transport assessments or analysis as part of the Reserved Matters application.
- 1.2.2 The purpose of this report is to outline conformity with the outline planning permission and provide details relevant to the reserved matters application.

## 1.3 Report structure

- 1.3.1 The report is structured as follows:
- **Section 1:** Introduction
  - **Section 2:** Outline planning permission
  - **Section 3:** Planning policy
  - **Section 4:** Development proposal
  - **Section 5:** Proposed car and cycle parking
  - **Section 6:** Forecast trip generation
  - **Section 7:** Summary

## **2 OUTLINE PLANNING PERMISSION**

### **2.1 Outline Planning Permission (Ref: 17/019055/1)**

- 2.1.1 The site benefits from Outline Planning Permission (Ref: 17/019055/1), granted by North Hertfordshire District Council.
- 2.1.2 The planning permission was for a development of up to 71 homes. Outline planning consent was granted, with all matters reserved except access.
- 2.1.3 A Transport Assessment prepared by Wormald Burrows Partnership Limited was submitted as part of the outline planning application. The Highway Authority, Hertfordshire County Council considered the impact of the proposal acceptable, subject to the imposition of conditions.
- 2.1.4 Conditions 11 and 14 of the Decision Notice outline requirements for off-site highway works, referencing drawing number E3631/700/E.
- 2.1.5 The outline permission established a means of access from Arlesey Road, comprising a reconfigured existing access junction for residential use. This included provision of a 5.5 m access road with 2 m footways on both sides at the site entrance together with associated access requirements such as visibility splays.
- 2.1.6 The outline permission also included off-site measures for pedestrian access on Arlesey Road, including the delivery of a pedestrian crossing. Improvements to bus stops were also proposed.. The outline permission secured an emergency access from Arlesey Road towards the northern end of the development, with restrictions to prevent general vehicular use.
- 2.1.7 In addition, sustainable transport measures are secured through planning conditions requiring EV charging and cycle parking.

### 3 PLANNING POLICY

#### 3.1 Introduction

- 3.1.1 This section of the Transport Statement summarises planning policy relevant to development proposals.

#### 3.2 National policy and guidance

##### National Planning Policy Framework (December 2024)

- 3.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.
- 3.2.2 Section 9 of the NPPF sets out the national policy on promoting sustainable transport.
- 3.2.3 Paragraph 109 sets out the reasons why transport issues should be considered from the earliest stages of plan-making and development proposals.
- 3.2.4 Paragraph 110 goes on set out how maximising sustainable transport solutions may vary between urban and rural locations.

*"...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*

- 3.2.5 The key test for transport within the NPPF is set out in paragraph 116 which identifies the only reasons why development proposals might be found unsuitable on transport grounds:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

- 3.2.6 Paragraph 117 continues to recognise that there is a hierarchy of modes with priority given first to pedestrian and cycle movements and second, so far as possible, to public transport use.

#### 3.3 Regional policy and guidance

##### Hertfordshire County Council Local Transport Plan 2018-2031 (May 2018)

- 3.3.1 The HCC Local Transport Plan (LTP) 4 2018-2031 sets out how transport can help deliver a positive future vision for Hertfordshire until 2031. This plan accelerates the transition from the previous transport strategy that was largely car-based to a more balanced approach which caters for all forms of transport and seeks to encourage a switch from the private car to sustainable transport wherever possible.

3.3.2 The following policies are relevant to the proposed development site:

- **Policy 2 ‘Influencing Land Use Planning’** relates to encouraging the location of new development in areas served by, or that can be served by, passenger transport facilities, to provide an alternative to the car.
- **Policy 5 ‘Development Management’** specifies the county will aim to secure developer mitigation measures and require all developments to contain a travel plan up to ‘Hertfordshire’s Travel Plan Guidance’.
- **Policy 7 ‘Active Travel – Walking’** encourages and promotes walking through implementing measures increasing pedestrian priority, identifying and promoting networks of pedestrian priority routes, and delivering infrastructure to provide safer access to key services.
- **Policy 8 ‘Active Travel – Cycling’** outlines an aim to deliver a step change in cycling, through infrastructure improvements, implementing measures to improve the priority of cyclists, improved cycle safety provision, supporting cycle safety information campaigns, and facilitating provision of secure cycle parking.

Place & Movement Planning and Design Guidance for Hertfordshire (March 2024)

3.3.3 This is currently the adopted highway design guide for Hertfordshire and replaces the ‘Roads in Hertfordshire, Highway Design Guide (2011).’ It sets out the ‘framework of policy, advice and standards within which alterations and additions to the highway network in the County shall be planned.

**North Hertfordshire District Council – transport policy context (Local Plan and SPD)**

3.3.4 The North Hertfordshire Local Plan 2011–2031 forms part of the statutory Development Plan for the District and sets the strategic framework for growth and infrastructure delivery to 2031. In transport terms, the Plan’s approach is to ensure new development is located and designed to support sustainable travel choices, with any necessary mitigation and infrastructure secured so that development is accessible, safe and integrated with the existing movement network.

3.3.5 The following policies are relevant to transport and this reserved matters application.

- **Policy SP6 – Sustainable transport (North Hertfordshire Local Plan 2011–2031).** Policy SP6 seeks to deliver accessibility improvements and promote sustainable transport modes where reasonable and practicable. It supports development in locations that enable sustainable journeys to key services, and requires working with the Highway Authority and other providers to ensure a range of sustainable transport options are available, including improvements to pedestrian, cycle and passenger transport links. The policy also expects early delivery of sustainable travel infrastructure and supporting travel

planning where appropriate, and it requires development proposals to be assessed against the Plan's parking standards and relevant supplementary guidance, whilst protecting existing rights of way and cycle/equestrian routes (or providing suitable replacements where diversion is unavoidable).

- **Policy T1 – Assessment of transport matters (North Hertfordshire Local Plan 2011–2031).** Policy T1 provides the main decision-making tests for transport. It requires proposals to avoid highway safety problems and unacceptable impacts on the highway network, and to secure any necessary sustainable transport measures and/or highway improvements through appropriate mechanisms. It also confirms that proportionate supporting evidence (such as a Transport Statement/Transport Assessment and, where required, a Travel Plan and supporting documents) should be provided, and for major development it expects applicants to demonstrate, as far as practicable, how proposals will be served by public transport and provide safe, direct and convenient pedestrian and cycle routes integrated with wider networks.
- **Policy T2 – Parking and Appendix 4 (North Hertfordshire Local Plan 2011–2031)** Policy T2 requires parking for residential development to be provided in accordance with the minimum standards set out in Appendix 4 of the Local Plan. Appendix 4 also includes key principles such as when garages can be counted towards provision and the requirement to add visitor/unallocated parking, alongside cycle parking expectations. In practice, this provides the basis for assessing whether the proposed reserved matters layout delivers adequate and usable car and cycle parking in a way that functions safely and does not create on-street obstruction or compromise servicing and emergency access delivered.

### Parking Standards

- 3.3.6 North Hertfordshire District Council's *Vehicle Parking at New Developments Supplementary Planning Document (SPD)* provides supplementary guidance on parking provision and design, setting out the Council's approach to parking standards and how they should be applied to new development.
- 3.3.7 The SPD supports a "minimum" parking approach for residential development (alongside design/layout guidance) and remains a relevant material consideration alongside Local Plan Policy T2 and Appendix 4 when assessing parking, visitor/unallocated provision. **Table 3.1** highlights the residential parking standards set out in the SPD.

Table 3.1 Residential parking standards

| Class Use C3 | Car/Van Parking                                                                                                                                                                                                                                                   | Cycle Parking                                                                                                                                                                    |
|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 Bedroom    | One space per dwelling minimum                                                                                                                                                                                                                                    | 1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling                                                                         |
| 2+ Bedrooms  | Two spaces per dwelling minimum                                                                                                                                                                                                                                   |                                                                                                                                                                                  |
| Visitor      | Between 0.25 and 0.75 spaces per dwelling (rounded up to nearest whole number) with the higher standard being applied where there are no garages in the schemes and the lower standard applied where every dwelling in the scheme is to be provided with a garage | For above C3 general housing - if no garage or secure area is provided within curtilage of dwelling then 1 covered and secure space per dwelling in a communal area for visitors |

## 4 DEVELOPMENT PROPOSAL

### 4.1 Overview

- 4.1.1 The proposals for the site comprise 55 homes which is below the consented 71 homes but is consistent with the quantum permitted through the outline planning permission.
- 4.1.2 The proposed site layout prepared by Hill Residential is contained in **Appendix A**.
- 4.1.3 An extract of the proposed site layout is presented in **Figure 4.1**.



Figure 4.1 Proposed site layout

4.1.4 The proposed development mix of homes is presented in **Table 4.1**.

Table 4.1 Proposed mix of homes

| Type of home  | Number of homes |
|---------------|-----------------|
| One bedroom   | 3               |
| Two bedroom   | 17              |
| Three bedroom | 21              |
| Four bedroom  | 8               |
| Five bedroom  | 6               |
| <b>Total</b>  | <b>55</b>       |

## 4.2 Access

4.2.1 The outline planning consent includes details relating to the main site access from Arlesley Road. The details of that layout incorporate a 5.5 metre wide carriageway which is consistent with the requirements of condition 10 of the Decision Notice and has been incorporated within the proposed site layout.

4.2.2 Whilst the internal streets are not intended for adoption as highway, the internal layout is designed in accordance with the principles set out in the HCC's design guide based on a hierarchy of street types. All streets will remain in private ownership maintained by a management company.

4.2.3 The streets within the layout are appropriate for the scale of development and is targeted at creating street for people, prioritising pedestrian movements and reducing the dominance of vehicles. Traffic calming is incorporated in the alignment of the streets, materials, and landscaping.

4.2.4 The northern emergency access will include bollards to ensure that private cars will not be able to enter the development using this access point.

4.2.5 The following street types have been used across the development:

- P2/M1 Street providing the main access into the site.
- Street type P3/M1 Mews cul-de-sacs serving up to 25 dwellings and Informal Streets serving up to 5 dwellings.

4.2.6 A network of footpaths is proposed across the site for people to walk through the site. The open space to the west incorporates footpaths to ensure it is accessible to the public.

4.2.7 Swept path analysis for a large car has been undertaken for selected parking spaces within the development and is included in KMC25232\_TR02\_A – V.S.P.A contained in **Appendix B**.

### 4.3 Refuse collection

- 4.3.1 Vehicle swept path analysis for a refuse vehicle has been undertaken to show how waste might be collected for all homes. The swept path analysis indicates the routes available for the collection vehicle and the turning areas required across the site.
- 4.3.2 Waste collection will be from the street, with homes located within appropriate drag distances from where a refuse vehicle can alight. The location of the bin collection point will ensure a refuse collection vehicle can travel within a 25 metre drag distance.
- 4.3.3 The swept path analysis of a refuse vehicle is provided in drawing KMC25232\_TR02\_A - V.S.P.A. using 12.1-metre-long refuse vehicle contained in **Appendix B**.

### 4.4 Emergency Access

- 4.4.1 The proposed site layout has been assessed to ensure a fire tender can access homes and move around the streets within appropriate parameters.
- 4.4.2 The swept path analysis of a fire tender vehicle is presented in drawing KMC25232\_TR01\_A - V.S.P.A. using 10.5-metre-long fire tender vehicle as presented in **Appendix B**.

## 5 PROPOSED CAR AND CYCLE PARKING

- 5.1.1 Allocated car parking provision is provided through a combination of on-plot driveways and garages.
- 5.1.2 The provision of allocated car parking spaces has been derived with regard to local parking standards. A summary of car parking requirements with reference to the development schedule and bedroom sizes, together with overall provision, is presented in **Table 5.1**.

Table 5.1 Summary of car parking provision

| Type of home  | Number of homes | Requirements according to NHDC parking standards | Proposed car parking provision |
|---------------|-----------------|--------------------------------------------------|--------------------------------|
| One bedroom   | 3               | 3                                                | 3                              |
| Two bedroom   | 17              | 34                                               | 30                             |
| Three bedroom | 21              | 42                                               | 42                             |
| Four bedroom  | 8               | 16                                               | 24                             |
| Five bedroom  | 6               | 12                                               | 24                             |
| <b>Total</b>  | <b>55</b>       | <b>103</b>                                       | <b>123</b>                     |

- 5.1.3 The analysis presented in **Table 5.1** indicated that across the site, 123 allocated spaces are proposed. This level of provision is in line with the minimum requirements identified in the local standards.
- 5.1.4 The car parking standards include a provision of 0.25 visitor car parking spaces per home for homes without garages and 0.75 visitor parking spaces per home for homes with garages. A total of 13 homes are proposed with garages and 42 without. Applying the standards would suggest a provision of 21 visitor car parking spaces.
- 5.1.5 The proposed site layout provides for 9 visitor car parking spaces. These are located across the Site in the form of parallel parking spaces. The development provides 20 spaces above the minimum standard providing opportunity for visitor parking on-plot. The street design also allows for on street parking in a number of locations.

### 5.2 Cycle Parking

- 5.2.1 Cycle parking for the development has been designed to meet North Hertfordshire District Council's SPD. The SPD standards set out the minimum requirement for C3 residential dwellings as one secure covered space per dwelling.
- 5.2.2 The development proposal includes 13 houses where garages are provided. Garages have been designed to be suitable for the storage of cycles.

- 5.2.3 For houses that do not incorporate garages within the ownership (total 35 houses), cycle parking will be facilitated through garden sheds.
- 5.2.4 A total of 7 flats are included in the development schedule. Residents of these flats will be provided with a dedicated cycle store.

## 6 FORECAST TRIP GENERATION

- 6.1.1 The Transport Statement that supported the outline planning application included a forecast of the number of vehicle trips that the residential development may generate.
- 6.1.2 This methodology was reviewed and accepted by the highway authority.
- 6.1.3 The resulting trip rates for the original 71 dwellings are included in **Table 7.1**.

Table 7.1 Forecast vehicle trip rates and trips - Outline Scheme

|                            | Morning Peak Hour<br>0800-0900 |        | Evening Peak Hour<br>1700-1800 |        |
|----------------------------|--------------------------------|--------|--------------------------------|--------|
|                            | Arrive                         | Depart | Arrive                         | Depart |
| Vehicle Trip Rate Per Home | 0.174                          | 0.421  | 0.421                          | 0.251  |
| Vehicle Trips              | 12                             | 30     | 30                             | 18     |
| <b>Total</b>               | 42                             |        | 48                             |        |

- 6.1.4 **Table 7.2** uses the vehicle trip rates from the outline Transport Statement which have been applied to the proposed reserved mater scheme of 55 homes to provide an indication of the forecast vehicle trip generation that may be associated with the Site during the morning and evening peak hours.

Table 7.2 Forecast vehicle trip rates and trips - Proposed 55 homes

|                            | Morning Peak Hour<br>0800-0900 |        | Evening Peak Hour<br>1700-1800 |        |
|----------------------------|--------------------------------|--------|--------------------------------|--------|
|                            | Arrive                         | Depart | Arrive                         | Depart |
| Vehicle Trip Rate Per Home | 0.174                          | 0.421  | 0.421                          | 0.251  |
| Vehicle Trips              | 10                             | 23     | 23                             | 14     |
| <b>Total</b>               | 33                             |        | 37                             |        |

- 6.1.5 The figures presented in **Table 7.2** represent a forecast trip generation lower than the assumptions made and agreed as part of the outline planning permission as presented in **Table 7.1**. The trip rates assumed did not distinguish between houses and apartments or consider bedroom size.

## **7 SUMMARY**

- 7.1.1 Hill Residential Limited is bringing forward a reserved matters planning application to deliver a residential development following outline planning permission under permission Ref: 17/019055/1.
- 7.1.2 This Transport Statement provides details relating to the reserved matters application for 55 homes which is a reduction compared to the 71 homes secured through the consented scheme.
- 7.1.3 The Transport Statement identifies how the proposal conforms with the outline consent and provides further details relevant to transport matters and the reserved matters planning application.
- 7.1.4 The provision of 55 new homes is consistent with the outline consent. Transport effects were considered as part of the outline planning application and the principle of development accepted.
- 7.1.5 Internal streets have been appropriately designed and vehicle swept path analysis identifies how refuse will be collected and how emergency services may access the site.
- 7.1.6 Allocated cycle and car parking provision meets local standards. Visitor car parking is provided across the Site.
- 7.1.7 Alongside this reserved matters planning application, a further application will be submitted which will detail related off-site works to improve pedestrian connectivity, crossing facilities and bus stop upgrades.

## Appendix A      Proposed Site Layout



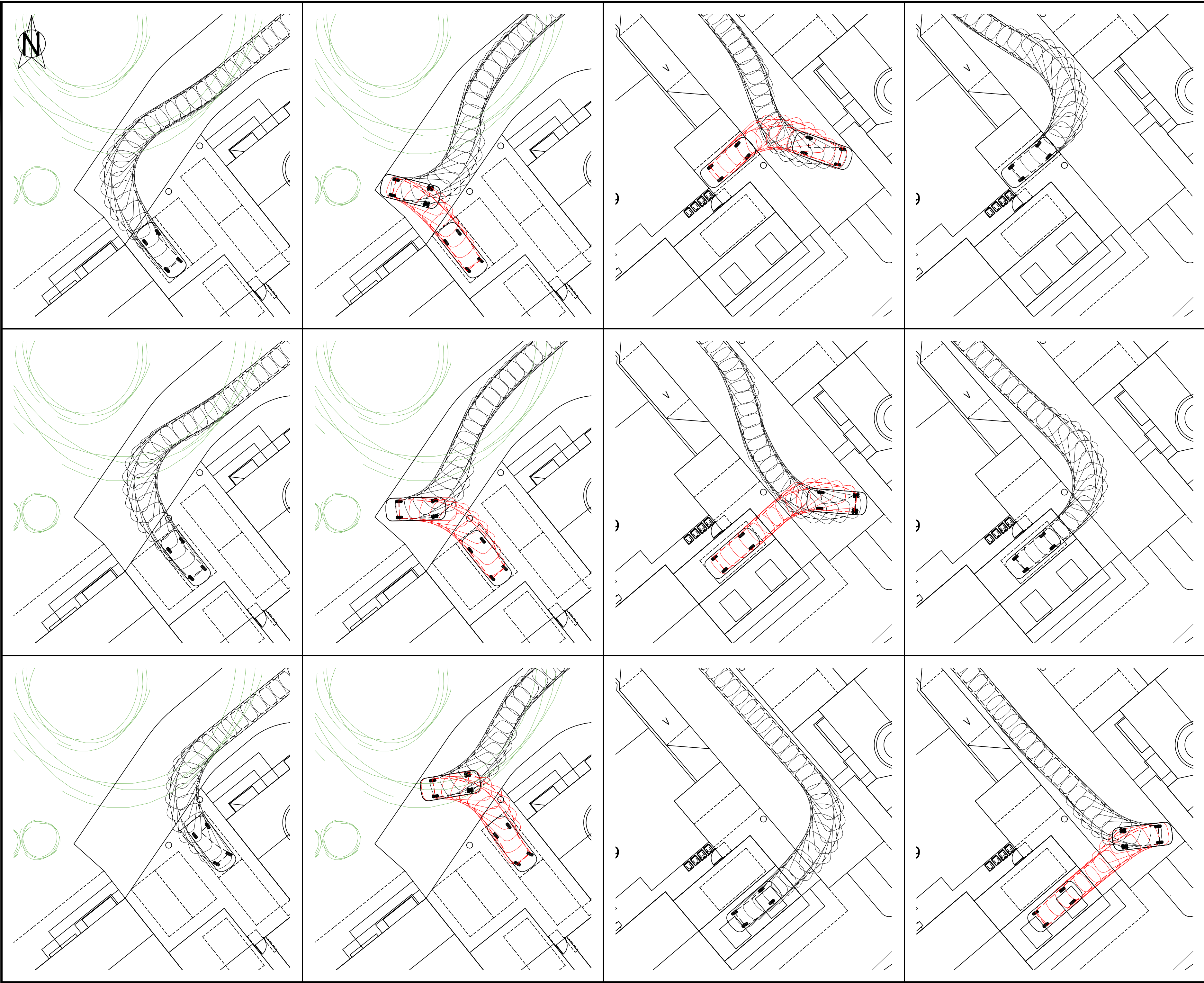
Client:  
Hill Residential Limited  
The Courtyard, Abbey Barns,  
Ickleton, CB10 1SX

Project:  
Ickleford Mill  
Ickleford, Hitchin  
Hertfordshire

Drawing:  
Proposed Site Layout

|                    |                    |                            |
|--------------------|--------------------|----------------------------|
| Scale:<br>1:500@A1 | Date:<br>June 2025 | Rev. No.:                  |
| Drawn By:<br>CK    | Checked By:<br>PD  | Drawing No.:<br>185-PA-103 |
| CAD Ref:           |                    | Rev. No.:<br>N             |

## Appendix B      Swept Path Analysis



**NOTES :**

1. (C) This drawing is copyright.
2. All dimensions to be checked on site.
3. Do not scale from this drawing; only figured dimensions are to be worked from.
4. Any discrepancies must be reported immediately before proceeding.
5. This drawing to be read & printed in colour.

**LARGE SIZE CAR (Jaguar S-Type)**

Overall Length 4.939m  
Overall Width 1.878m  
Overall Body Height 1.474m  
Min Body Ground Clearance 0.259m  
Max Track Width 1.544m  
Lock to Lock Time 4.00s  
Kerb to Kerb Turning Radius 6.000m

|  |                                                     |
|--|-----------------------------------------------------|
|  | <b>FORWARD MOVEMENTS</b><br>(design speed - 5kph)   |
|  | <b>REVERSE MOVEMENTS</b><br>(design speed - 2.5kph) |

1:200

|     |            |                      |  |     |      |      |
|-----|------------|----------------------|--|-----|------|------|
| A   | 18.02.2026 | Site layout updated. |  | DW  | AS   | KMcM |
| REV | DATE       | DESCRIPTION          |  | DRN | CHKD | APRD |

**Issue Status**

|                                                 |                                         |
|-------------------------------------------------|-----------------------------------------|
| <input type="checkbox"/> CONCEPT                | <input type="checkbox"/> CONSTRUCTION   |
| <input checked="" type="checkbox"/> PRELIMINARY | <input type="checkbox"/> AS BUILT       |
| <input type="checkbox"/> TENDER                 | <input type="checkbox"/> H&S FILE ISSUE |

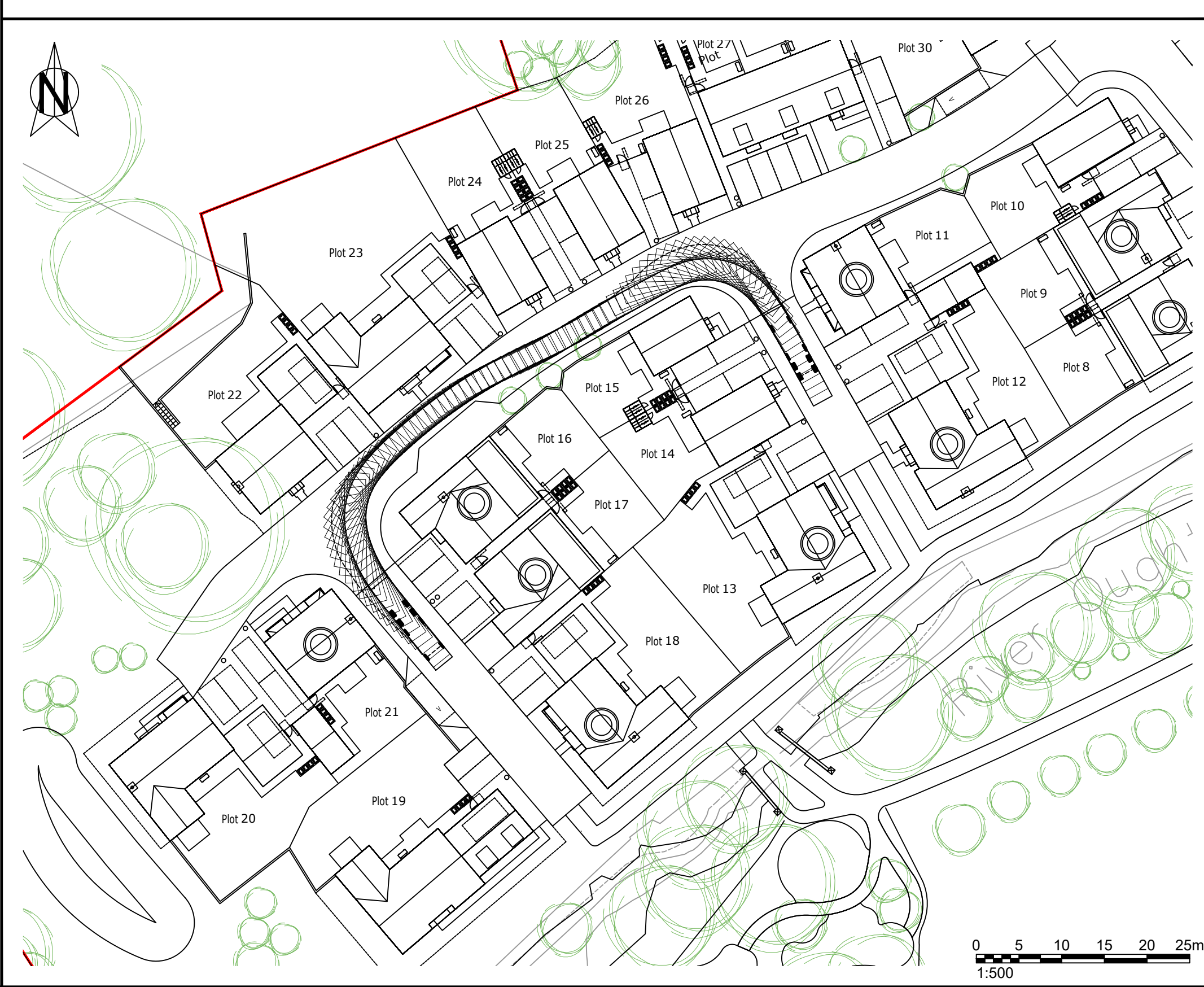
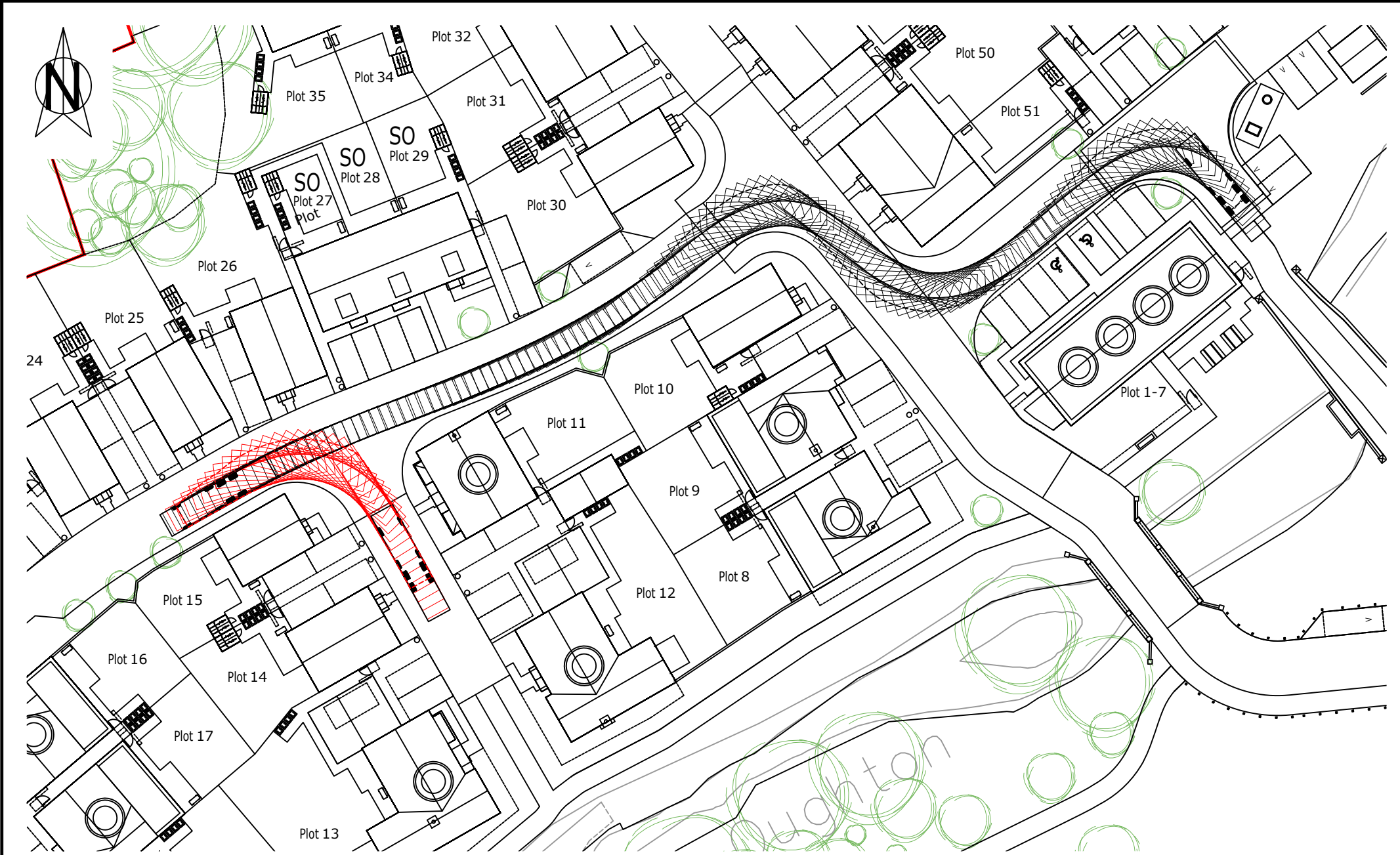
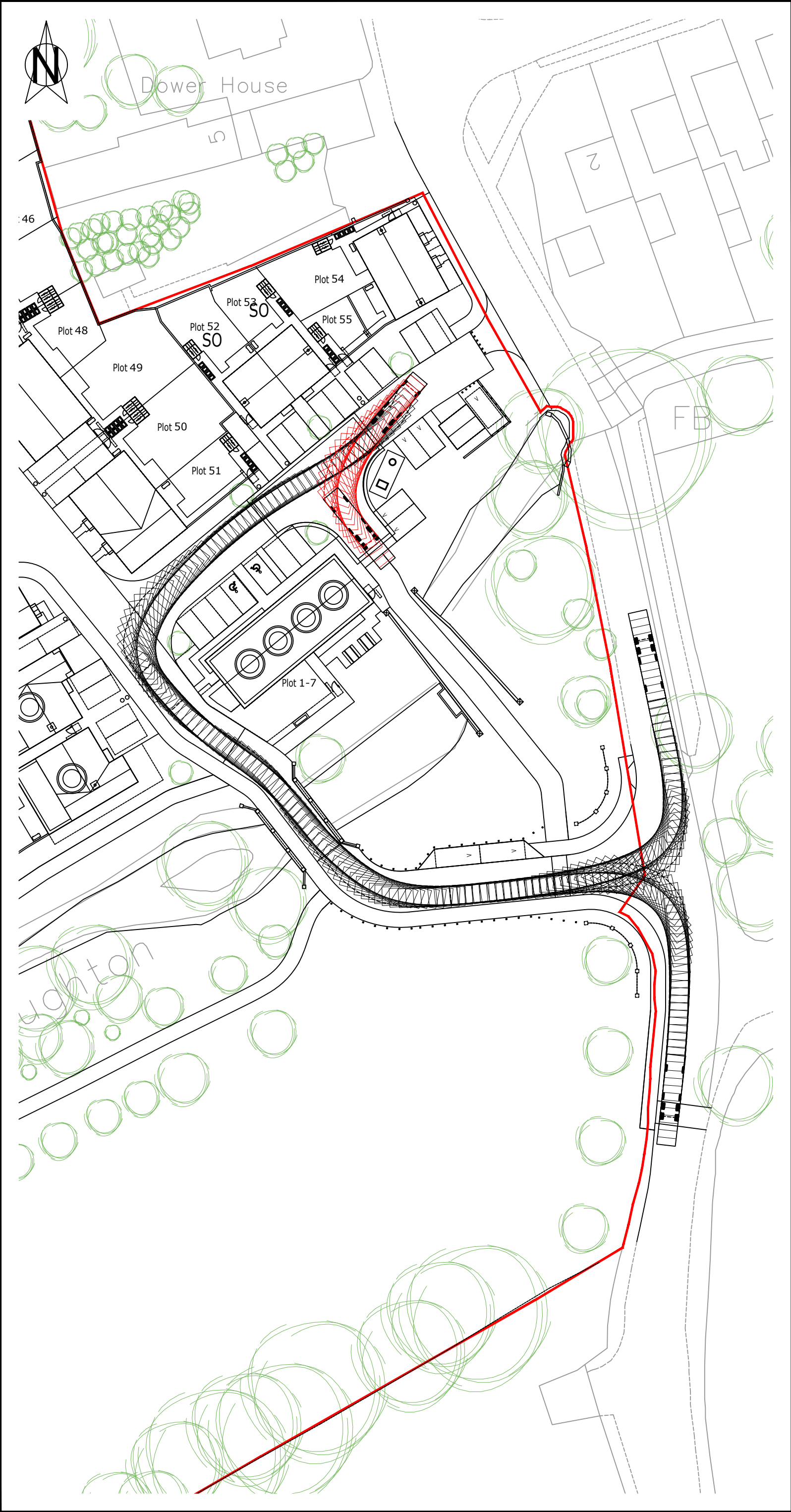
**Client**  
Hill Residential Ltd

**Project**  
Ickleford Mill, Ickleford, Hertfordshire

**Drawing Title**  
Vehicular Swept Paths Analysis  
using Large Size Car

|                     |              |                    |
|---------------------|--------------|--------------------|
| Scale @ A2<br>1:200 | Drwn<br>DW   | Chkd<br>AS         |
|                     | Aprd<br>KMcM | Date<br>12.01.2026 |

|                                |          |
|--------------------------------|----------|
| Drawing Ref<br>KMC25232 / TR03 | Rev<br>A |
|--------------------------------|----------|



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**Hertfordshire CC Standard Refuse Vehicle  
(12.1m Mercedes Econic 3233LL 8x4)**

Overall Length 12.100m  
Overall Width 2.490m  
Overall Body Height 3.749m  
Min Body Ground Clearance 0.302m  
Track Width 2.490m  
Lock to Lock Time 4.00s  
Wall to Wall Turning Radius 11.250m

**FORWARD MOVEMENTS**  
(design speed - 5kph)

**REVERSE MOVEMENTS**  
(design speed - 2.5kph)

|     |            |                      |    |    |      |
|-----|------------|----------------------|----|----|------|
| REV | DATE       | DESCRIPTION          | DW | AS | KMcM |
| A   | 18.02.2026 | Site layout updated. | DW | AS | KMcM |

**Issue Status**

|                                                 |                                         |
|-------------------------------------------------|-----------------------------------------|
| <input type="checkbox"/> CONCEPT                | <input type="checkbox"/> CONSTRUCTION   |
| <input checked="" type="checkbox"/> PRELIMINARY | <input type="checkbox"/> AS BUILT       |
| <input type="checkbox"/> TENDER                 | <input type="checkbox"/> H&S FILE ISSUE |

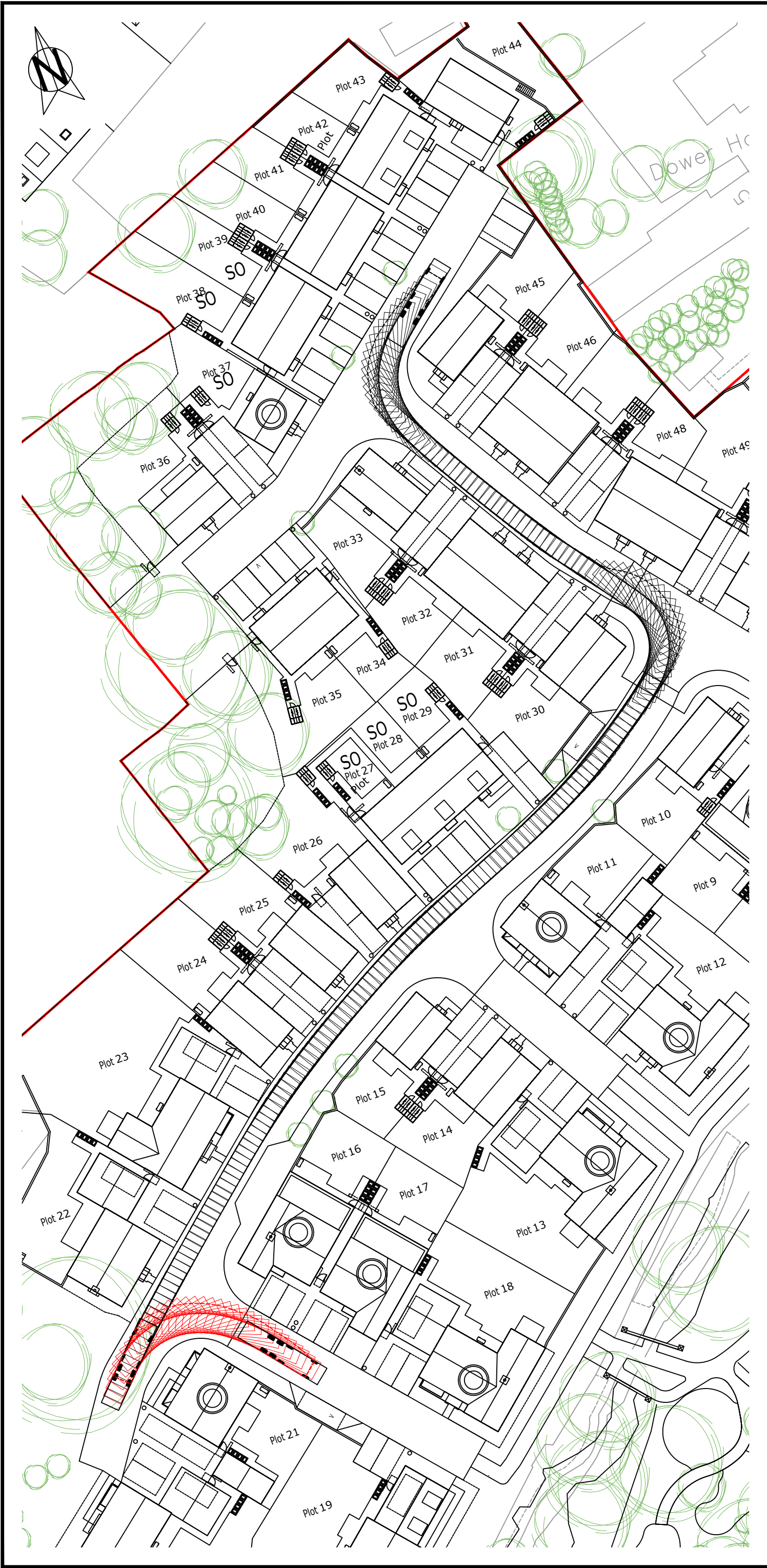
**Client**  
Hill Residential Ltd

**Project**  
Ickleford Mill, Ickleford, Hertfordshire

**Drawing Title**  
Vehicular Swept Paths Analysis  
using Hertfordshire CC Standard 12.1m RCV  
(Sheet 1 of 2)

|            |      |      |      |            |
|------------|------|------|------|------------|
| Scale @ A2 | Drwn | DW   | Chkd | AS         |
| 1:500      | Aprd | KMcM | Date | 09.01.2026 |

|                     |     |
|---------------------|-----|
| Drawing Ref         | Rev |
| KMC25232 / TR01 (1) | A   |



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**Hertfordshire CC Standard Refuse Vehicle  
(12.1m Mercedes Econic 3233LL 8x4)**

|                             |         |
|-----------------------------|---------|
| Overall Length              | 12.100m |
| Overall Width               | 2.490m  |
| Overall Body Height         | 3.749m  |
| Min Body Ground Clearance   | 0.302m  |
| Track Width                 | 2.490m  |
| Lock to Lock Time           | 4.00s   |
| Wall to Wall Turning Radius | 11.250m |

|  |                                                     |
|--|-----------------------------------------------------|
|  | <b>FORWARD MOVEMENTS</b><br>(design speed - 5kph)   |
|  | <b>REVERSE MOVEMENTS</b><br>(design speed - 2.5kph) |

|     |            |                      |     |      |      |
|-----|------------|----------------------|-----|------|------|
| A   | 18.02.2026 | Site layout updated. | DW  | AS   | KMcM |
| REV | DATE       | DESCRIPTION          | DRN | CHKD | APRD |

Issue Status

|                                                 |                                         |
|-------------------------------------------------|-----------------------------------------|
| <input type="checkbox"/> CONCEPT                | <input type="checkbox"/> CONSTRUCTION   |
| <input checked="" type="checkbox"/> PRELIMINARY | <input type="checkbox"/> AS BUILT       |
| <input type="checkbox"/> TENDER                 | <input type="checkbox"/> H&S FILE ISSUE |

Client

Hill Residential Ltd

Project

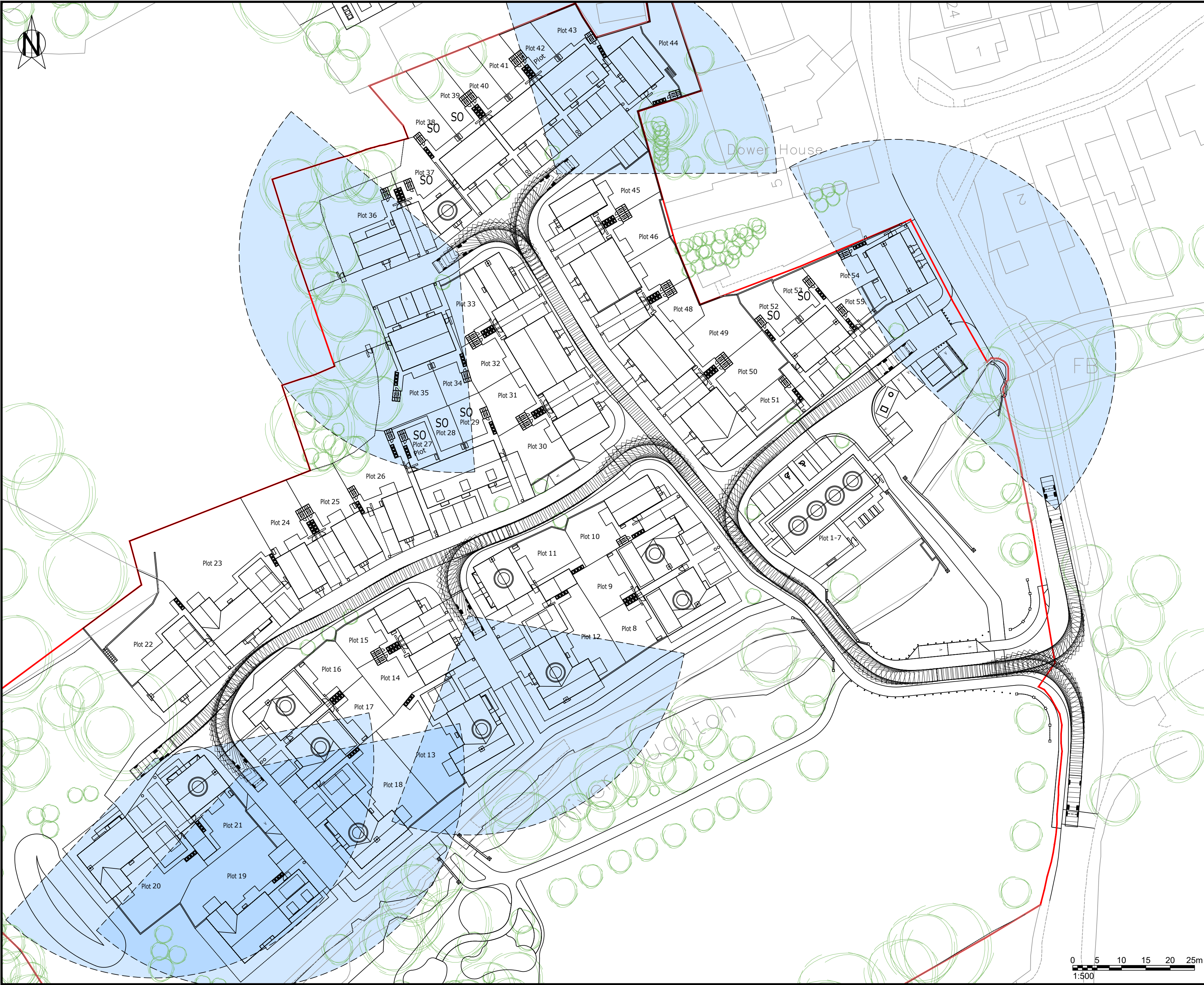
Ickleford Mill, Ickleford, Hertfordshire

Drawing Title

Vehicular Swept Paths Analysis  
using Hertfordshire CC Standard 12.1m RCV  
(Sheet 2 of 2)

|            |      |      |      |            |
|------------|------|------|------|------------|
| Scale @ A2 | Drwn | DW   | Chkd | AS         |
| 1:500      | Aprd | KMcM | Date | 09.01.2026 |

|                     |     |
|---------------------|-----|
| Drawing Ref         | Rev |
| KMC25232 / TR01 (2) | A   |



**NOTES :**

1. (C) This drawing is copyright.
2. All dimensions to be checked on site.
3. Do not scale from this drawing; only figured dimensions are to be worked from.
4. Any discrepancies must be reported immediately before proceeding.
5. This drawing to be read & printed in colour.

**10.5m SCANIA FIRE TENDER**

|                             |         |
|-----------------------------|---------|
|                             |         |
| Overall Length              | 10.500m |
| Overall Width               | 2.550m  |
| Overall Body Height         | 3.700m  |
| Min Body Ground Clearance   | 0.416m  |
| Track Width                 | 2.490m  |
| Lock to lock time           | 5.00s   |
| Kerb to Kerb Turning Radius | 9.900m  |

|  |                                                     |
|--|-----------------------------------------------------|
|  | <b>FORWARD MOVEMENTS</b><br>(design speed - 5kph)   |
|  | <b>REVERSE MOVEMENTS</b><br>(design speed - 2.5kph) |

**KEY :**

|  |                  |
|--|------------------|
|  | 45m REACH RADIUS |
|--|------------------|

|     |            |                      |     |      |      |
|-----|------------|----------------------|-----|------|------|
| REV | DATE       | DESCRIPTION          | DRN | CHKD | APRD |
| A   | 18.02.2026 | Site layout updated. |     | DW   | AS   |

|                                                 |                                         |
|-------------------------------------------------|-----------------------------------------|
| Issue Status                                    |                                         |
| <input type="checkbox"/> CONCEPT                | <input type="checkbox"/> CONSTRUCTION   |
| <input checked="" type="checkbox"/> PRELIMINARY | <input type="checkbox"/> AS BUILT       |
| <input type="checkbox"/> TENDER                 | <input type="checkbox"/> H&S FILE ISSUE |

|                      |  |
|----------------------|--|
| Client               |  |
| Hill Residential Ltd |  |

|                                          |  |
|------------------------------------------|--|
| Project                                  |  |
| Ickleford Mill, Ickleford, Hertfordshire |  |

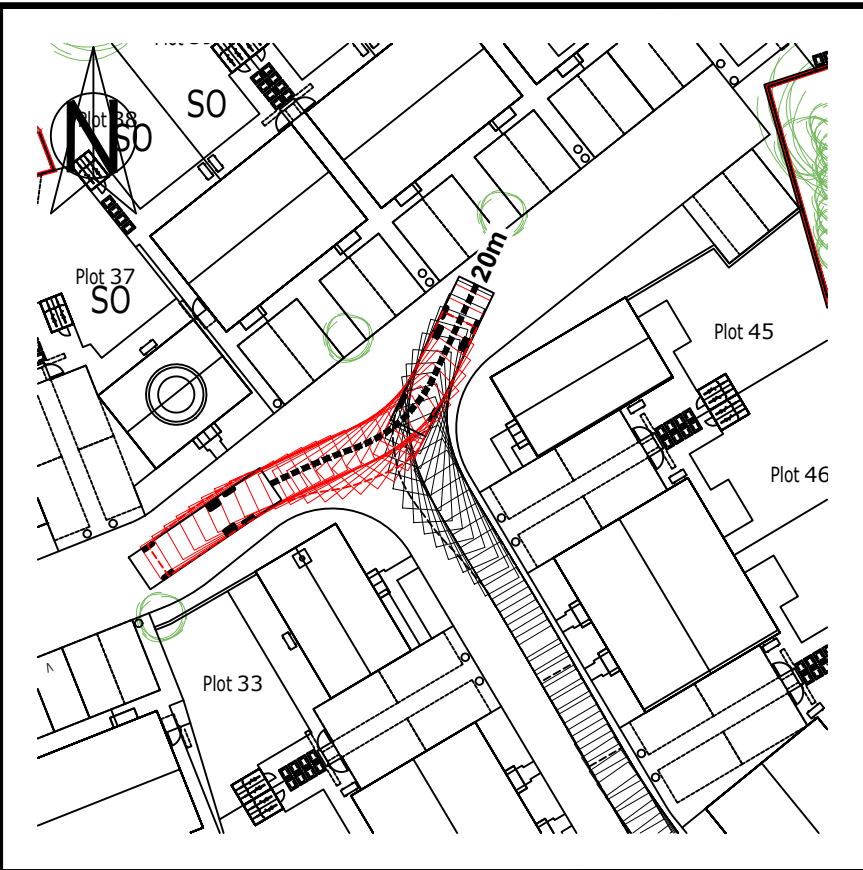
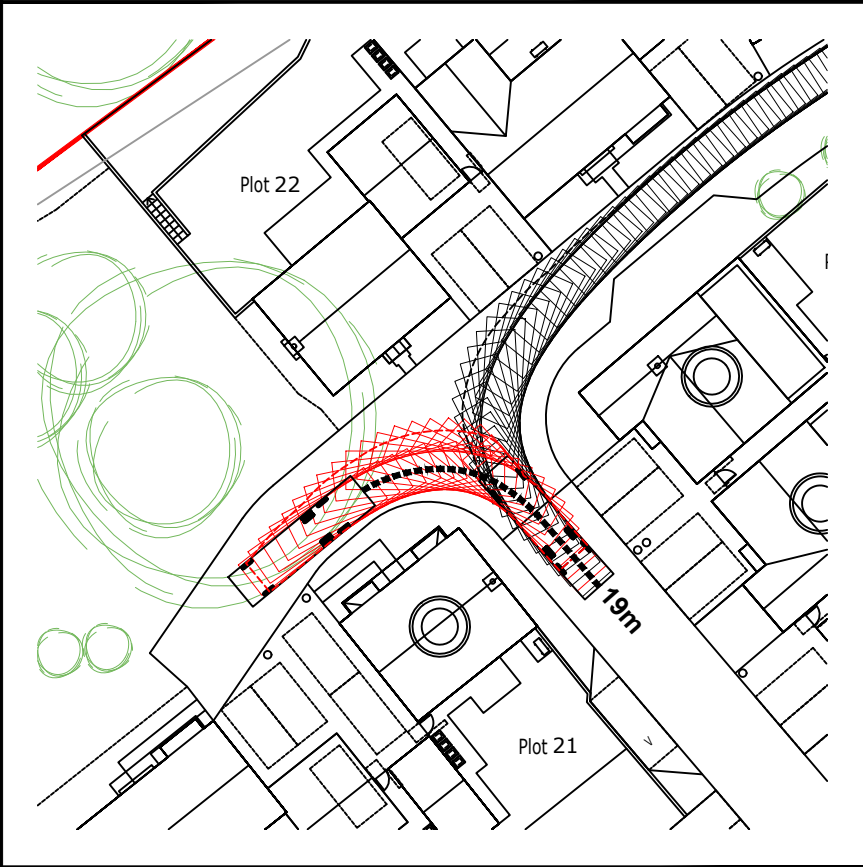
|                                                                                            |  |
|--------------------------------------------------------------------------------------------|--|
| Drawing Title                                                                              |  |
| Vehicular Swept Paths Analysis<br>using 10.5m 3-Axle Fire Tender Vehicle<br>(Sheet 1 of 2) |  |

|            |      |      |      |            |
|------------|------|------|------|------------|
| Scale @ A2 | Drwn | DW   | Chkd | AS         |
| 1:500      | Aprd | KMcM | Date | 09.01.2026 |

|                     |     |
|---------------------|-----|
| Drawing Ref         | Rev |
| KMC25232 / TR01 (1) | A   |

transport planning

1:500



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|  |                                                     |
|--|-----------------------------------------------------|
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|  | <b>REVERSE MOVEMENTS</b><br>(design speed - 2.5kph) |

|     |            |                      |     |      |      |
|-----|------------|----------------------|-----|------|------|
| A   | 18.02.2026 | Site layout updated. | DW  | AS   | KMcM |
| REV | DATE       | DESCRIPTION          | DRN | CHKD | APRD |

Issue Status

|                                                 |                                         |
|-------------------------------------------------|-----------------------------------------|
| <input type="checkbox"/> CONCEPT                | <input type="checkbox"/> CONSTRUCTION   |
| <input checked="" type="checkbox"/> PRELIMINARY | <input type="checkbox"/> AS BUILT       |
| <input type="checkbox"/> TENDER                 | <input type="checkbox"/> H&S FILE ISSUE |

Client

Hill Residential Ltd

Project

Ickleford Mill, Ickleford, Hertfordshire

Drawing Title

Vehicular Swept Paths Analysis  
using 10.5m 3-Axle Fire Tender Vehicle  
(Sheet 2 of 2)

|            |      |      |      |            |
|------------|------|------|------|------------|
| Scale @ A2 | Drwn | DW   | Chkd | AS         |
| 1:500      | Aprd | KMcM | Date | 09.01.2026 |

|                     |     |
|---------------------|-----|
| Drawing Ref         | Rev |
| KMC25232 / TR01 (2) | A   |