

A Planning Application by

MR R CARTER

In respect of

**1-3 Priory Lane,
LITTLE WYMONDLEY**

Technical Note

2505-038/TN/01 | November 2025



Document Management

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Issued by:

Bristol
Cambridge
London
Welwyn Garden City

Transport Planning Associates
1 Giltspur Street
London
EC1A 9DD

020 7119 1155
london@tpa.uk.com
www.tpa.uk.com

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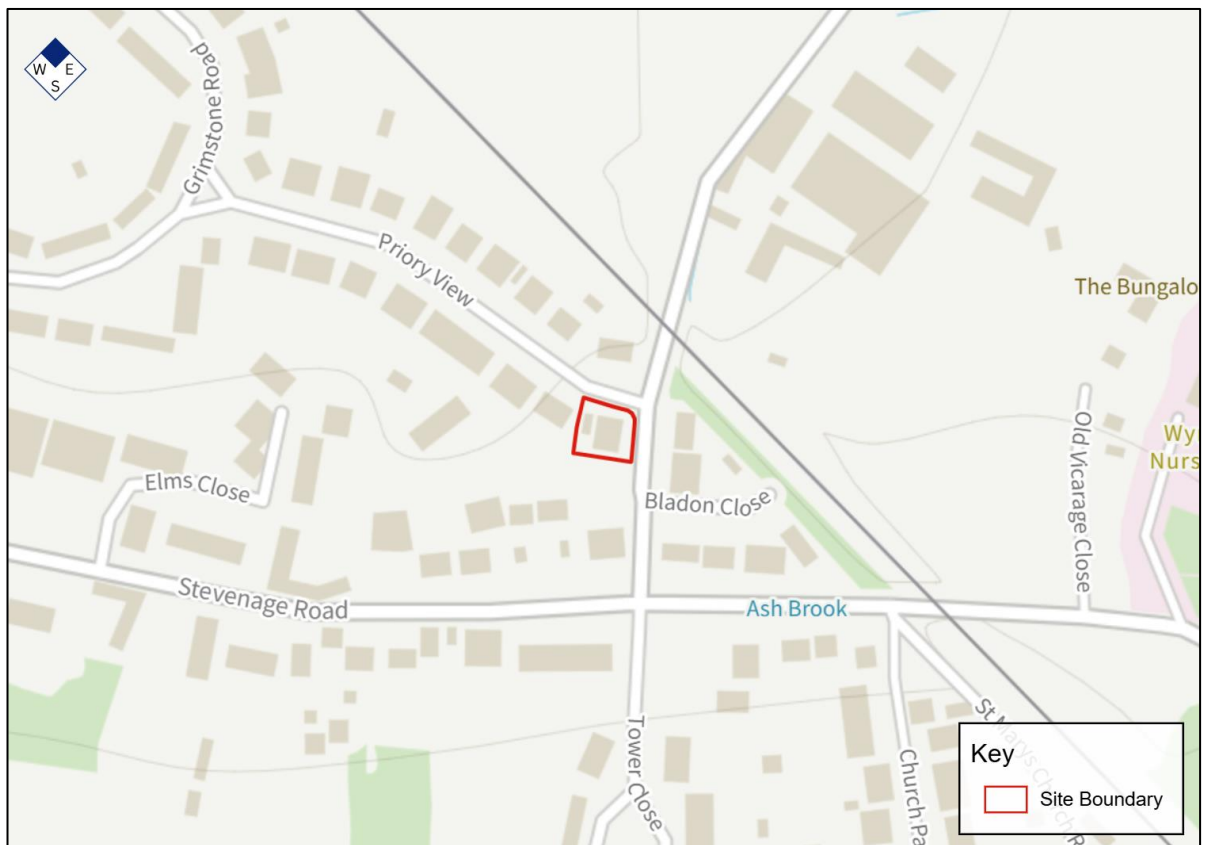
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1 Introduction

- 1.1 Transport Planning Associates has been appointed by Mr R Carter to provide transport and highways advice in relation to the proposed development at 1-3 Priory Lane, Little Wymondley.
- 1.2 The site is currently in commercial use, operating as a car sales / repair garage and funeral home. The location of the site is shown in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

Summary of the Proposals

- 1.3 The proposed development involves demolition of the existing commercial building and the erection of three residential dwellings, with associated amendments to landscaping and parking arrangements.

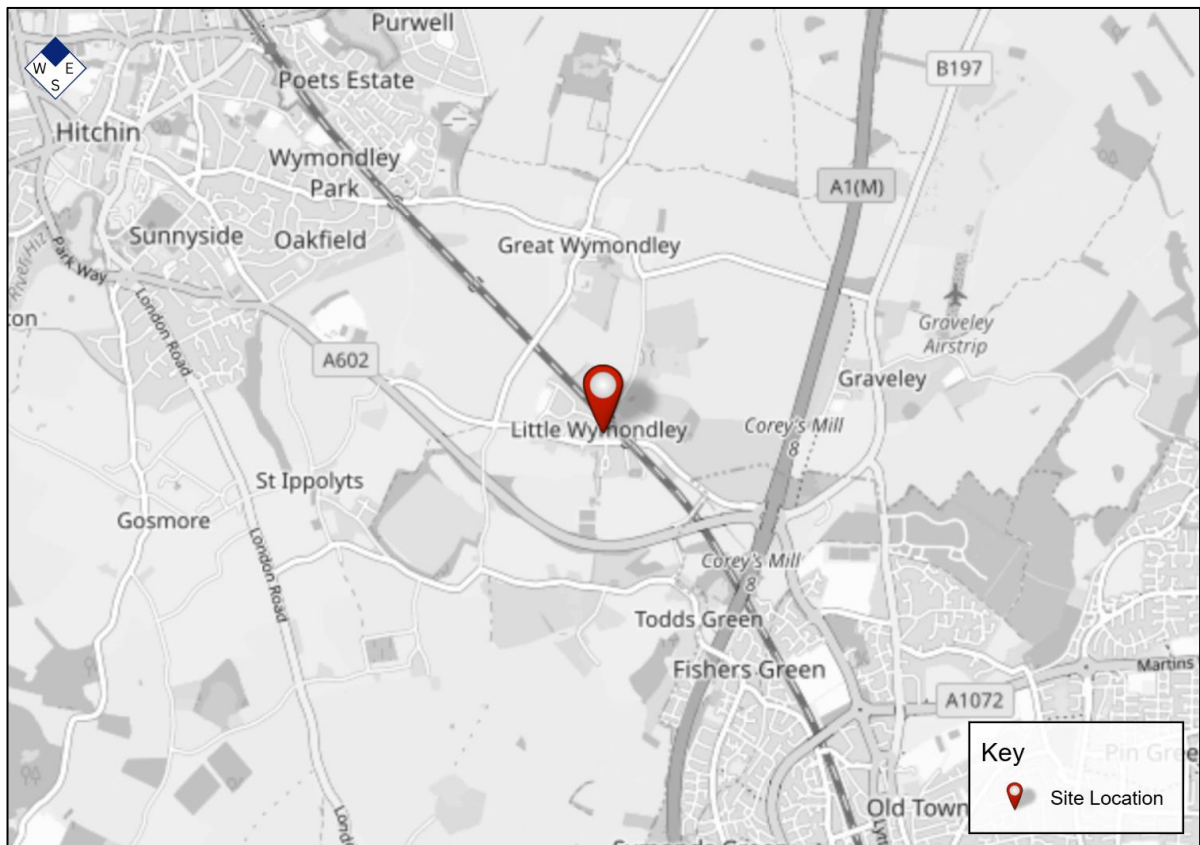
2 Existing Transport Context

- 2.1 This chapter of the Transport Statement sets out the proposed site in the context of the local highway network and describes infrastructure and opportunities for pedestrians, cyclists and public transport users in relation to it.

Site Location

- 2.2 The site is located in Little Wymondley, between Hitchin and Stevenage. The indicative site location is displayed in **Figure 2.1** below.

Figure 2.1 Site Location – Local Context



Source: @ OpenStreetMap Contributors

Pedestrian and Cycling Accessibility

Pedestrians

- 2.3 Pedestrian footways are provided on the north and east sides of the site, on Priory View and Priory Lane. Street lighting is provided on both roads.
- 2.4 The Institution of Highways & Transportation (IHT) publication '*Providing for Journeys on Foot*' identifies the desirable, acceptable, and preferred maximum walking distances to various amenities. The distances in **Table 2.1**, taken from that publication, set out the thresholds considered appropriate to access local services and amenities.

Table 2.1 IHT suggested Walking Distance Thresholds

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

Source: Table 3.2 of *Providing for Journeys on Foot* (IHT)

- 2.5 In addition, and more recently, 'Building Sustainable Transport into New Developments' (DfT, 2008) gives the following advice on pedestrian catchment areas:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

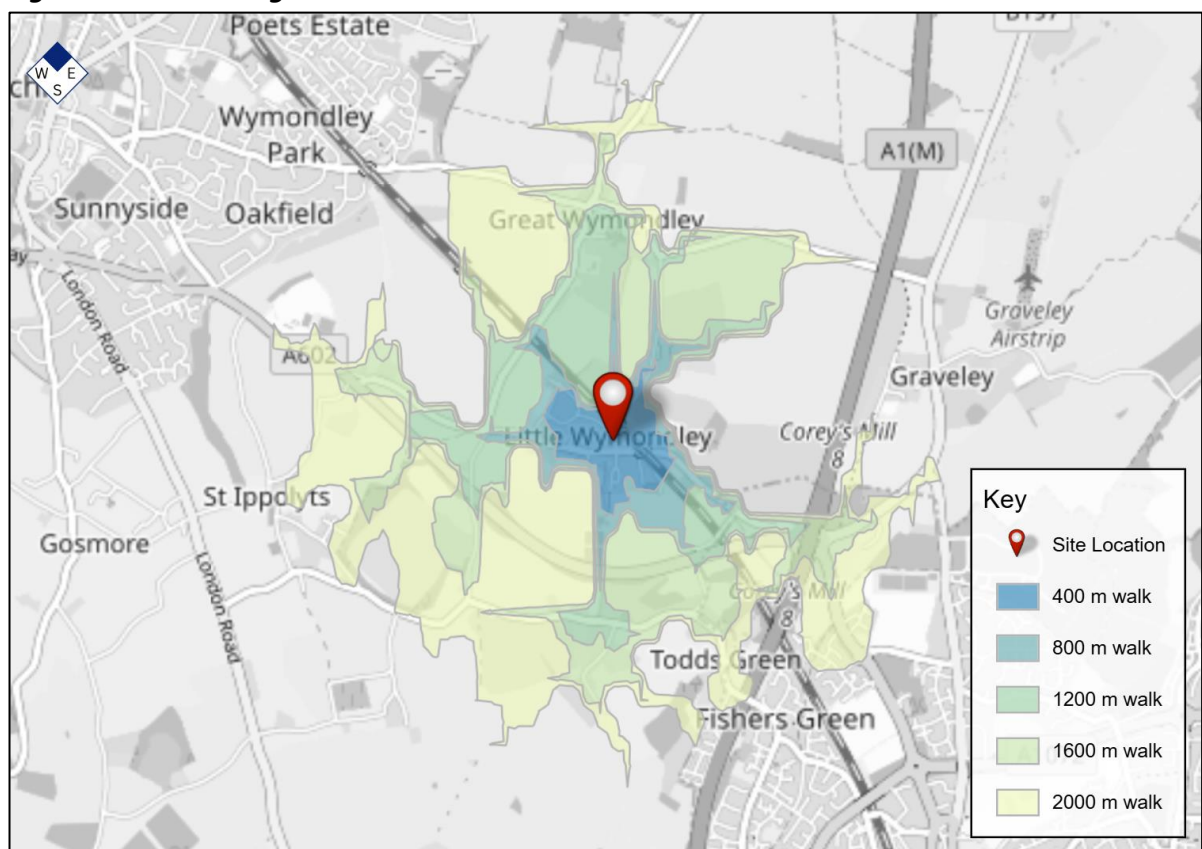
- 2.6 That concept is expanded further in other documents such as CIHT's guidance 'Planning for Walking' (2015), in addition to the 'Manual for Streets' (2007), which offers the following guidance in Section 4.4 "The Walkable Neighbourhood":

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and ... walking offers the

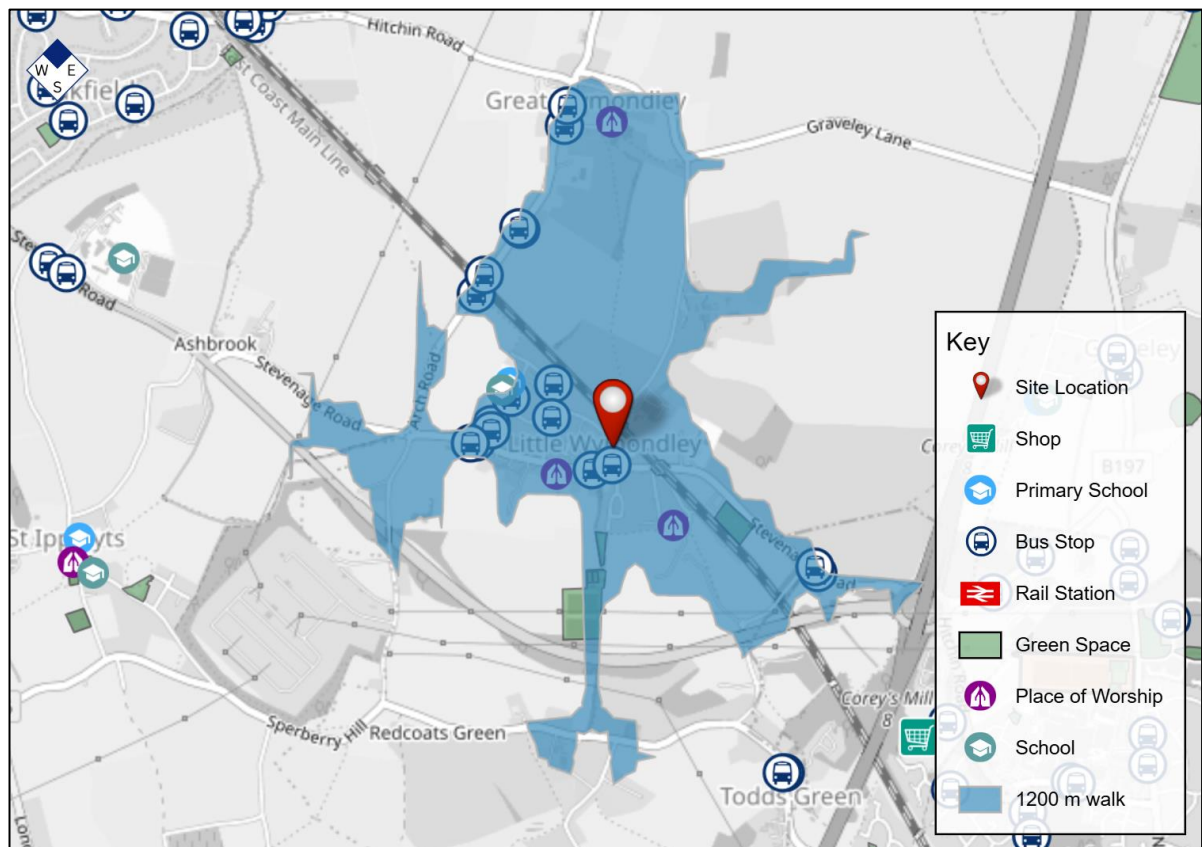
greatest potential to replace short car trips, particularly under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents."

- 2.7 Based on the evidence above, it is considered that the IHT's preferred maximum walking distances remain valid. These have been used to identify the local amenities and services within walking distance of the site, as set out below.
- 2.8 **Figure 2.2** and **Figure 2.3** illustrate the local transport network and local amenities respectively within the vicinity of the site with the context of an approximate 400 m, 800 m and 1,200 m walking catchment.

Figure 2.2 Walking Catchment



Source: © OpenStreetMap contributors

Figure 2.3 Walking Catchment - Amenities

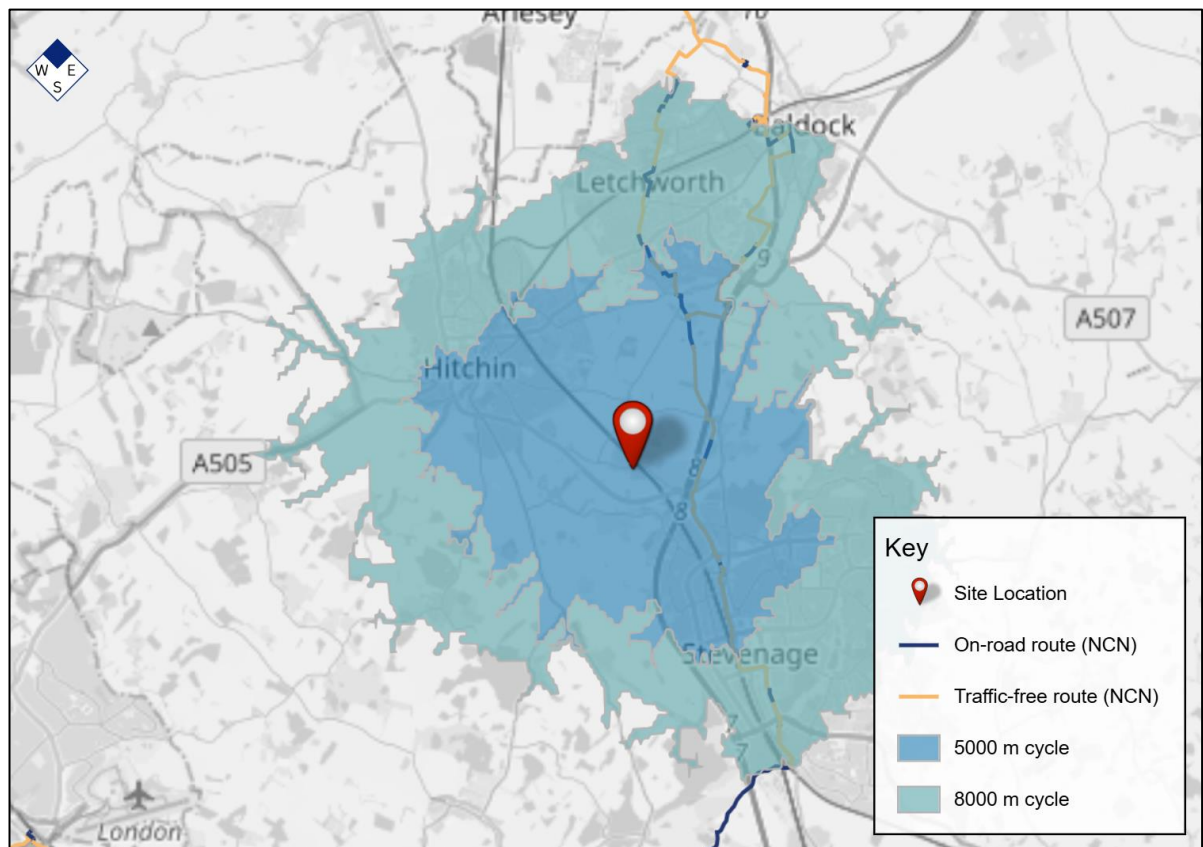
Source: © OpenStreetMap contributors

- 2.9 As shown in **Figure 2.2** and **Figure 2.3** several bus services and amenities are available within a short walking distance of the site.

Cycling

- 2.10 The bicycle is an effective mode of transport for short trips up to five to eight km (20 – 35 minutes respectively)¹. **Figure 2.4** provides a cycle isochrone plot shows that the areas that can be reached within a 20 and 35 minute cycle ride from the site respectively.

¹ *Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)*

Figure 2.4 Cycling Isochrones

Source: © OpenStreetMap contributors

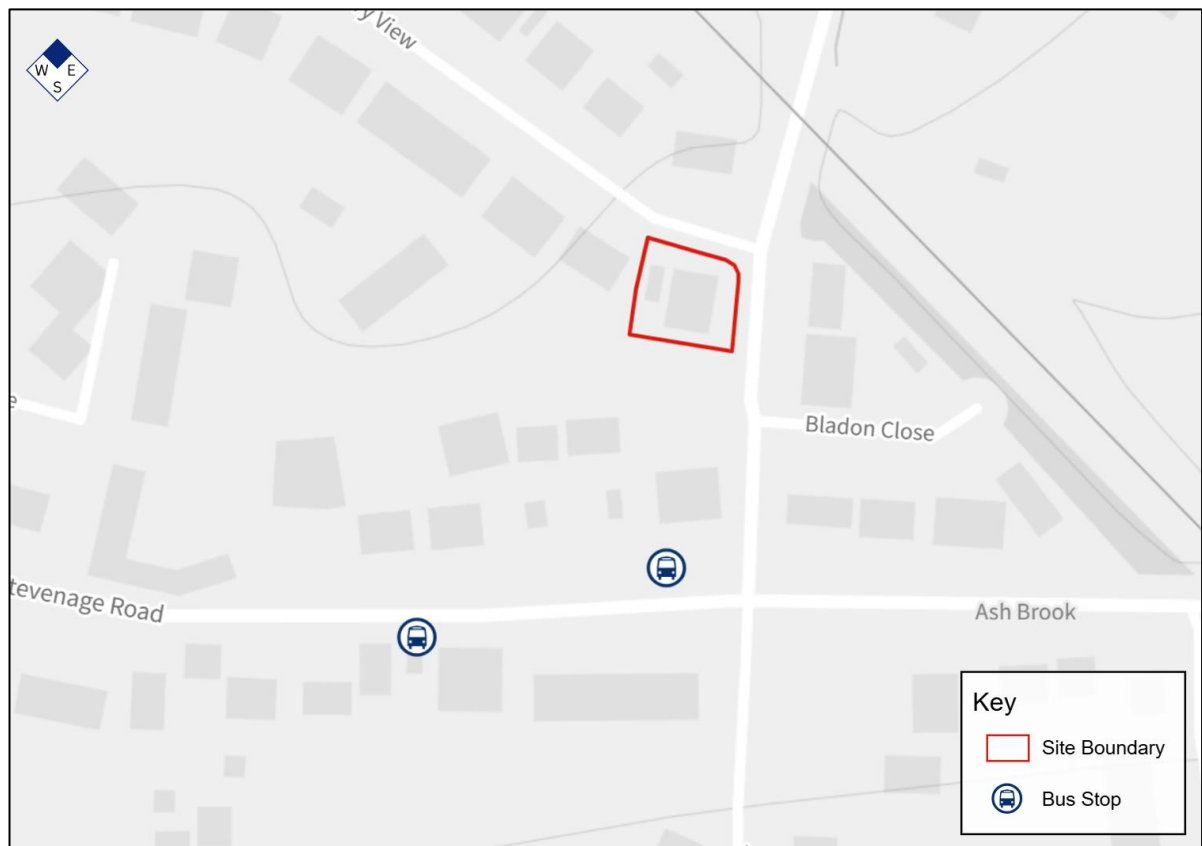
- 2.11 The site is located conveniently between Stevenage and Hitchin, allowing access to either town and their associated amenities / transport connections, via bicycle.

Public Transport

Buses

- 2.12 There are a number of bus stops available within close proximity to the site. The nearest bus stop to the site is Plume of Feathers PH located approximately 110m from the site, enabling access to bus service 80.
- 2.13 **Figure 2.5** below illustrates the local bus stops in the proximity of the site. A summary of the local bus routes and their service frequencies is summarised in **Table 2.2** below.
- 2.14 As can be seen in the below table, the Site lies close to a number of bus routes that provide access both within the area and further afield.

Figure 2.5 Local Bus Network



Source © OpenStreetMap contributors and © DfT

Table 2.2 Summary of Bus Services

Service	Bus Stop	Route	Average Frequency		
			Monday – Friday	Saturday	Sunday
80	Plume of Feathers PH	Stevenage - Hitchin	12 per day	11 per day	No service
80	Priory View	Hitchin - Stevenage	4 per day	4 per day	No service

Source: Department for Transport

Rail

- 2.15 Hitchin is the nearest station to the site and is located approximately 4.1 km from the site, which corresponds to a 15 minute cycle. The station can be accessed by bus in 18 mins.
- 2.16 **Table 2.3** displays a summary of rail services available from Hitchin. Destinations such as London St Pancras and Stevenage are available with regular services throughout the day.

Table 2.3 Summary of Rail Services

Station	Destination	Approx Frequency (Monday – Friday)	Approx Journey Time
Hitchin	London St Pancras	4 / hour	34 mins
Hitchin	Stevenage	5 / hour	5 mins
Hitchin	Farringdon	4 / hour	38 mins
Hitchin	Letchworth Garden City	4 / hour	4 mins
Hitchin	London Blackfriars	4 / hour	43 mins
Hitchin	Finsbury Park	5 / hour	25 mins
Hitchin	Cambridge	3 / hour	33 mins
Hitchin	City Thameslink	4 / hour	40 mins
Hitchin	Knebworth	2 / hour	7 mins
Hitchin	Arlesey	2 / hour	5 mins
Stevenage	London Kings Cross	4 / hour	22 mins
Stevenage	London St Pancras	4 / hour	28 mins
Stevenage	Hitchin	6 / hour	5 mins
Stevenage	Finsbury Park	7 / hour	19 mins
Stevenage	Letchworth Garden City	4 / hour	11 mins
Stevenage	Farringdon	4 / hour	32 mins
Stevenage	City Thameslink	4 / hour	34 mins
Stevenage	Welwyn Garden City	2 / hour	8 mins
Stevenage	Leeds	1 / hour	1 hour 50 mins
Stevenage	Cambridge	3 / hour	39 mins

Road Safety

- 2.17 Personal Injury Collision (PIC) data has been obtained from the Department for Transport (DfT) for the area surrounding the Site for the most recently available data in the period up to 2023. The data shows no recorded incidents within 200m of the site.[Anchor for Highway Safety Summary](#)

3 Planning Policy

- 3.1 This Chapter provides a policy context to the development proposals, focusing on national planning transport policy and guidance.

National Planning Policy Framework

- 3.2 The Government's revised National Planning Policy Framework ('NPPF') retains the core principles local authorities and developers rely on when making decisions regarding future developments.

- 3.3 The NPPF defines a sustainable transport mode as follows:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport" (annex 2, p. 79).

- 3.4 The NPPF states in paragraph 115 that development proposals should ensure:

- "a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.."*

- 3.5 NPPF (Paragraph 117) requires applications for developments to:

- "a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

3.6 Additionally, in paragraph 118:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

3.7 Paragraph 116 of the NPPF states that:

"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."

3.8 The proposed development is in accordance with the NPPF and aligns with the criteria above.

4 Development Proposals

Proposed Development

- 4.1 The proposed development will result in demolition of the existing commercial building and erection of three residential dwellings, each with four bedrooms. The proposed site layout plan is provided at **Appendix A**.

Access

- 4.2 The two southern most houses will take vehicular access from Priory Lane, with the northernmost house taking access from Priory View. Visibility splays at each access are compliant with Manual for Streets guidance, as illustrated on the plan at **Appendix B**.

Parking

Cycle

- 4.3 Each dwelling will be provided with covered and secure storage for two bicycles, which is in excess of the requirements set out in the North Hertfordshire Local Plan (Appendix 4).

Car

- 4.4 Each dwelling will be provided with two car parking spaces, in accordance with Local Plan guidance. Visitor parking is available on street in the vicinity of the site, where there is ample spare capacity.

Servicing and Refuse Collection

- 4.5 Servicing and refuse collection will be from the public highway, in line with arrangements for neighbouring dwellings.

Traffic impact

- 4.6 Three residential dwellings will generate significantly fewer vehicle trips than the existing commercial property, thus there will be a deintensification of use of the application site and a net benefit to the public highway and highway safety.

5 Summary and Conclusions

Summary

- 5.1 Transport Planning Associates has been commissioned by Mr R Carter to provide transport and highways advice for the proposed development at 1-3 Priory Lane, Little Wymondley.
- 5.2 The local highway's characteristics make the site easily accessible for cyclists, with regional and local cycleways near the proposed development.
- 5.3 There are bus stops available within close proximity to the site. The nearest bus stop to the site is Plume of Feathers PH located approximately 110m from the site, enabling access to bus service 80.
- 5.4 The site benefits from local amenities in Hitchin, which is a 15 minute Cycle from the site or can be accessed in 18 minutes by bus. Hitchin rail station provides access to rail to destinations such as London St Pancras.
- 5.5 The development will result in a reduction in traffic associated with the site and thus a net benefit to highway safety and traffic conditions.

Conclusion

- 5.6 The proposals have been developed in the context of national, regional, and local policies and good practice and would not result in a material impact on the existing transport or highway network.
- 5.7 In conclusion there are no transport or highway reasons for which the proposed development should not be granted planning consent.

APPENDIX A

APPENDIX B

A3
ORIGINAL
PLOT SIZE



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Bristol
Cambridge
London
Welwyn Garden City



1 Giltspur Street
London
EC1A 9DD
020 7119 1155
www.tpa.uk.com

CLIENT:

PROJECT:
**1-3 Priory Lane
Little Wymondley**

TITLE:
**Visibility splays
at site access points**

STATUS:
FOR INFORMATION

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