

A Planning Application by
BELLBOROUGH LIMITED

In respect of
**9-10 High Street
HITCHIN**

Residential Framework Travel Plan

June 2024



Document Management

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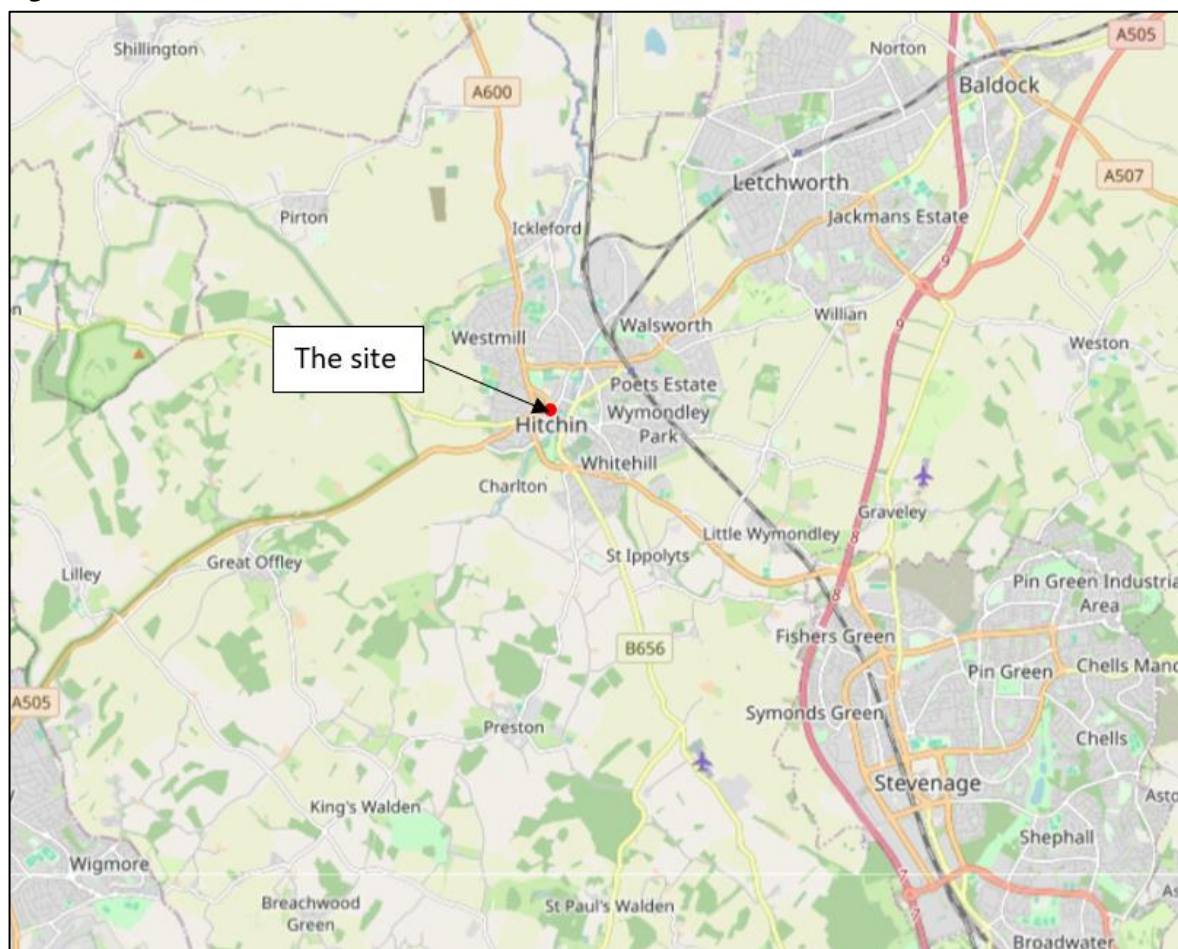
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1 Introduction

- 1.1 Transport Planning Associates has been appointed by Bellborough Limited to provide transport and highways advice in relation to the proposed redevelopment of 9-10 High Street, Hitchin (the site).
- 1.2 The site, which is situated between the High Street and the A505 Paynes Place consists of two retail units and a now unused rooftop car park. The location of the site in the context of the wider area is shown below in **Figure 1.1**.

Figure 1.1 Site Location



Source: © OpenStreetMap Contributors

The Proposed Scheme

- 1.3 The proposed redevelopment of the site would provide a total of 44 residential flats together with a single retail unit. The proposed basement and ground floor plans are reproduced at **Appendix A**.

Purpose of this Report

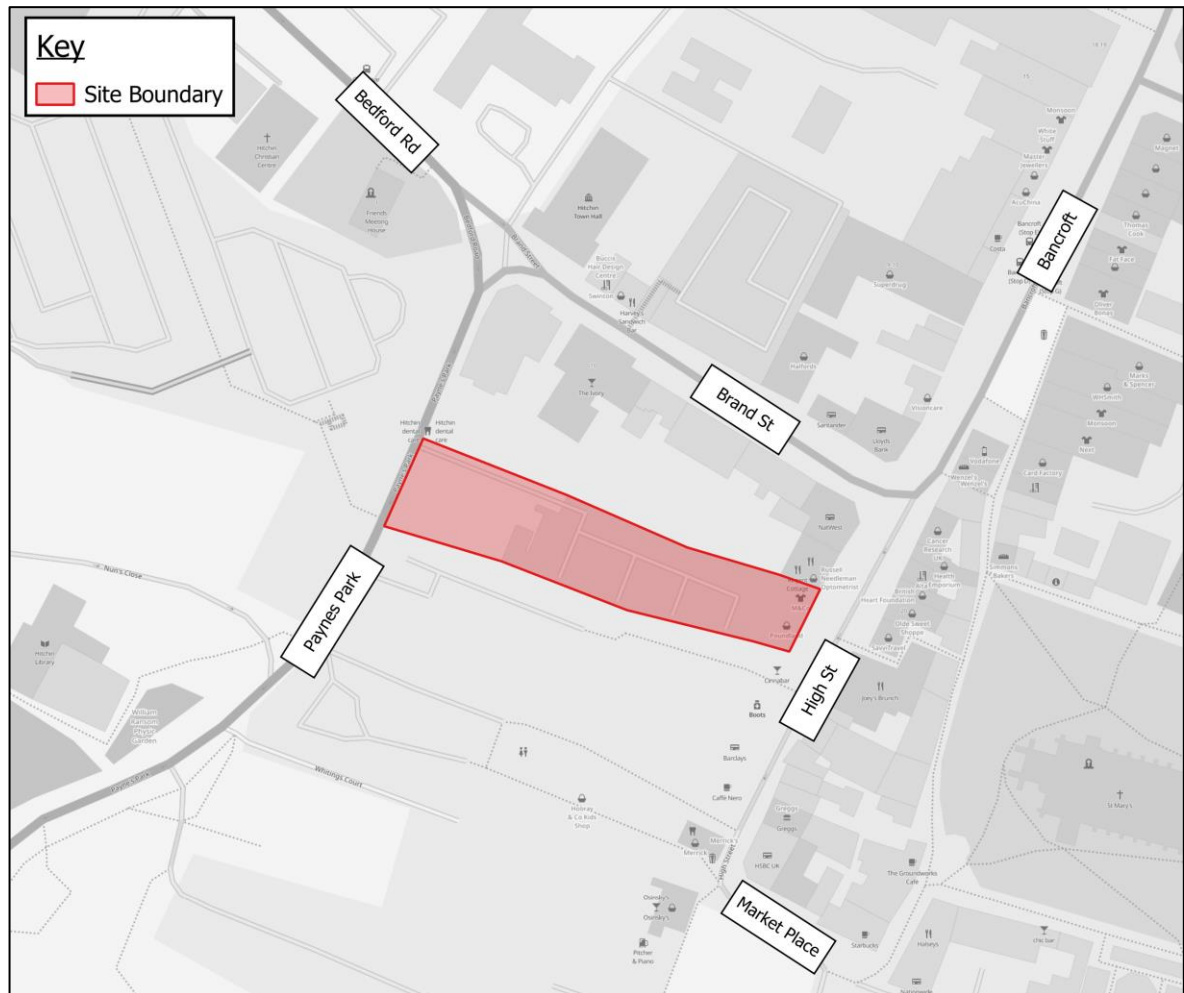
- 1.4 This framework TP is intended for the future residents at the site. It sets out how a future full Travel Plan will influence the travel patterns and behaviours of residents to reduce reliance on the use of private cars in travelling to work, and in carrying out their daily duties, through the encouragement of greater use of public transport and other sustainable modes of travel.

2 Baseline Transport Conditions

The Site

- 2.1 The existing site sits between the High Street and Paynes Park (A505). It currently comprises two retail units at ground floor level with a rooftop car park accessed from Paynes Park. The car park is no longer in use.
- 2.2 While **Figure 1.1** shows the sites location in relation to the wider regional area, below, **Figure 2.1** shows the sites context in relation to the local area.

Figure 2.1 Site Location Plan – Local Context



Source: © OpenStreetMap Contributors

Pedestrian Accessibility

- 2.3 Pedestrian access to the existing retail units is taken from the High Street, which features wide footways to either side of a reduced width carriageway. It operates as a pedestrianised route on Saturdays where traffic is banned between 10:00 – 16:00. The High Street includes street lighting and is subject to a 20 mph speed limit.
- 2.4 Paynes Place includes circa 2.0 m wide footways to either side of the road. The western footway widens to approximately 5.0 m in the vicinity of the adjacent Waitrose store and multi storey car park. A signal controlled crossing is located immediately to the south of the site, providing access from the High Street to the Waitrose store and car park. Paynes park is a one way road, subject to a 30 mph speed limit and is illuminated.

Local services and amenities

- 2.5 The CIHT's Planning for Walking (2015) quotes the Department for Transport's (DfT) document "Building Sustainable Transport into New Developments" (2008), which states:

"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 The (then) 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 below are taken from Table 3.2 of that publication and set out the thresholds considered appropriate for local services and amenities.

Table 2.1 IHT Suggested Walking Distance Thresholds

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

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

- 2.7 Based on the evidence above, it is considered that the IHT *preferred maximum* walking distances are still valid. These have been used to identify the local amenities and services within walking distance of the site, as set out at Error! Reference source not found.. This table presents the walking distance to these facilities and services in metres, as well as the walking distance in minutes based on an average walking speed of 80 m per minute.

Table 2.2 Facilities and Services Located within Walking Distance of the Site

Facility	Walking distance from the site (m)	Walking time from the site (minutes)*
Fussey & Baer (Café)	50	1
Café Nero	80	1
Natwest	80	1
Barclays	80	1
Puregym Hitchin	80	1
Post Office	160	2
Hitchin Dental Care	160	2
St Mary's Church	160	2
M&S Simply Food	200	3
Courtenay House Surgery	200	3
The Rose & Crown (Public House)	200	3
Playbox Pre-school	320	4
Hitchin Boy's School (secondary)	400	5
Waitrose & Partners Hitchin	450	6
Samuel Lucas Junior Mixed & Infant School	600	8

Note: walking time rounded up to nearest minute

- 2.8 As can be seen, the above distances compare favourably to the walking thresholds set out in the above table.

Cycle Accessibility

- 2.9 The nearest cycle route to the site runs from Park Road to the south through the villages of Charlton and Preston. The local cycle network in the vicinity of the site is shown at **Figure 2.2**.

Figure 2.2 Local cycle routes



Source: © OpenStreetMap Contributors

- 2.10 The site's connectivity to the wider local area is shown below in **Figure 2.3** that shows a cycle isochrone for a journey of 15 and 30 minutes. As can be seen, Baldock, Letchworth and Stevenage railway station can be reached within a 30 minute cycle ride.

Figure 2.3 Cycle Isochrone

Source: ©OpenStreetMap Contributors

Public Transport

Bus

- 2.11 The closest bus stop to the site is approximately 135 m north of the site on Bedford Road. This provides access to more than 10 bus routes. The bus stop comprises a simple pole and flag and includes timetable information. Further bus stops are located on Bancroft to the north of the site, which provide access to an additional 4 services. The stops include shelters, seating and timetable information. The following table provides a summary of the routes and service frequencies.

Table 2.3 Bus Frequency

Bus route	Description	Frequency/hour		
		Mon - Fri	Sat	Sun
9A	Bedford Bus Station – Stevenage Bus Station	2	1	-
9B				
9C				
9D				
74	Bedford - Biggleswade - Hitchin	1	1	-
80	Stevenage - Hitchin	1	1	-
81	Westmill Estate - Hitchin Town Centre & High Dane	1	1	-
88	Luton - Hitchin	6 / day	4 / day	-
89	Hitchin - Henlow Camp	9 / day	7 / day	-
100	Luton - Stevenage	1-2	1-2	0.5
101	Luton - Stevenage	1-2	1-2	0.5
304	Hitchin - St Albans	4 / day	5 / day	-
W12*	Meppershall - Shillington - Barton-Le-Clay - Hexton - Pegsdon - Hitchin	1 / day (AM)	-	-
W12B*	Meppershall - Campton - Upper Gravenhurst - Barton - Hexton - Pegsdon - Hitchin	1 / day (AM)	-	-
FL10	Maulden - Clophill - Silsoe - Wardhedges - Flitton - Greenfield - Pulloxhill - Hitchin	1 / day (AM)	-	-
314	Hitchin - Welwyn Garden City	5 / day	5 / day	-
315	Hitchin - Welwyn Garden City	5 / day	5 / day	-

Notes: * - Tuesdays Only

Source: www.bustimes.org

Rail

- 2.12 The closest railway station to the site is Hitchin, which is located approximately 1,300 m to the north-east of the site. The station can be reached within a circa 20 minute walk (at 80 m/minute), or alternatively a six minute cycle ride. The station can also be accessed via a bus journey of circa 8 minutes.
- 2.13 Hitchin railway station provides access to Great Northern and Thameslink railway services. These operators provide services to a range of destinations including Brighton, London Kings Cross,

Cambridge, London Bridge and London St. Pancras. Table 2.4, below, outlines the rail stops and frequencies.

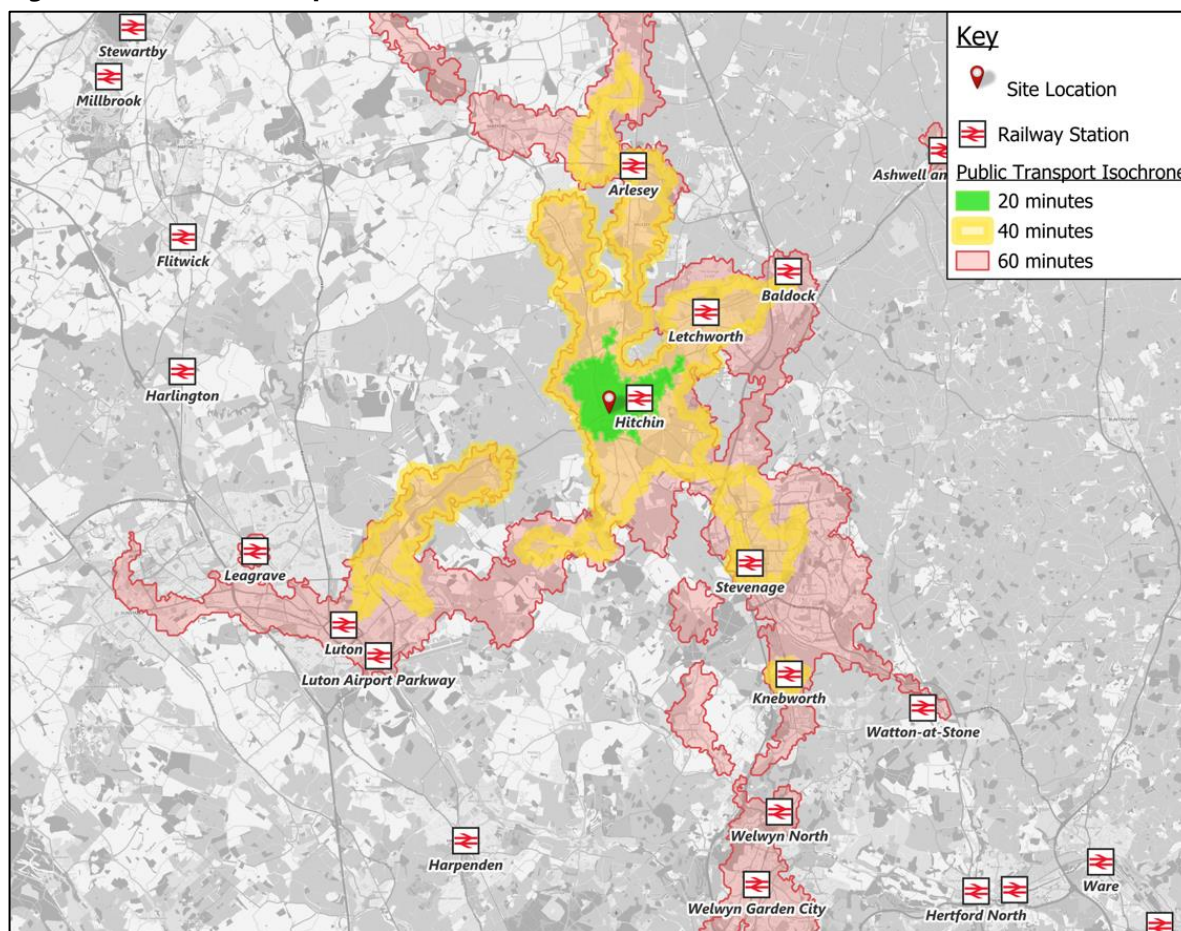
Table 2.4 Hitchin railway station service frequencies

Destination	Route	Frequency		
		Mon - Fri	Sat	Sun
Cambridge	Letchworth Garden City – Royston – Shepreth - Foxton	2 / hr	2 / hr	2 / hr
Horsham	Stevenage – St Pancras Int – London Bridge – East Croydon – Redhill – Gatwick – Three Bridges – Faygate - Littlehaven	2 / hr	2 / hr	-
Peterborough	Arlesey – Biggleswade – Sandy – St Neots - Huntingdon	2 / hr	2 / hr	1 / hr
Brighton	Stevenage – St Pancras Int – London Bridge – East Croydon – Gatwick – Burgess Hill	2 / hr	2 / hr	1 / hr
London Kings Cross	Stevenage – Knebworth – Welwyn Garden City – Potters Bar – Alexander Palace	2 / hr	2 / hr	1 / hr
Letchworth Garden City	<i><u>THIS TRAIN IS DIRECT</u></i>	4 / hr	4 / hr	2 / hr

Source: www.nationalrail.co.uk

Public Transport Accessibility

- 2.14 To demonstrate the accessibility of the site by public transport, **Figure 2.4** below shows the extent of a 20, 40 and 60 minute public transport isochrone. As can be seen, Stevenage, Letchworth and Luton can all be reached within 40 minutes travel by public transport, thereby providing ready access to potential employment, retail and leisure opportunities.

Figure 2.4 Public transport isochrone

Source: © OpenStreetMap Contributors, QGIS Traveltime

Local Highway Network

- 2.15 The A505 Paynes Park is an approximately 6.5 m wide 2 lane, one way road in the vicinity of the site. The road is subject to a 30 mph speed limit and is illuminated. The road is also subject to No Waiting restrictions. The site is accessed via a crossover, which leads to areas of car parking to the rear of the site and at rooftop level. The site access has a visibility splay to the right of 2.4 x 43 m.
- 2.16 The High Street is a single carriageway road, approximately 3.6 m wide and is a one way road. The road is illuminated and is subject to a 20 mph speed limit. As noted in Chapter 2, the road is closed to traffic on Saturdays.

Summary

- 2.17 The site is in a sustainable location, with good access to local amenities, pedestrian and cycle infrastructure. It also benefits from good public transport accessibility, in the form of bus and rail services available within a short walk from the site, and within a short bus ride to Hitchin Railway Station.

3 Development Site

The Proposed Uses

- 3.1 The proposed redevelopment of the site would provide a ground floor retail unit fronting the High Street and a total of 44 residential units over 4 floors. The proposed redevelopment would comprise:

- 335 m² retail unit
- 21 1-bed flats
- 23 2-bed flats

Access

- 3.2 The existing access location on the A505 Paynes Park would be retained to provide access to the site. The access would lead onto a small service area for the proposed dwellings and a basement car park. The retail unit would be serviced from the High Street using existing loading bays.
- 3.3 Pedestrian and cycle access to the proposed dwellings would also be taken from the site access on Paynes Park. Pedestrian access would also be provided from the High Street.

Parking

Cars

- 3.4 The proposed development would include a total of 32 parking spaces for the residential units, including 5 disabled spaces for the accessible flats. All spaces would be provided with EV charging facilities. The proposed retail unit would not be provided with parking. The spaces would be located at basement level and would be accessed via a signal controlled ramp.
- 3.5 As demonstrated in Chapter 2 of this TP, the site is in a sustainable location and benefits from a good level of pedestrian infrastructure, in the form of footways, lighting, crossings and tactile paving, which connect it to the surrounding areas, public transport services and the wider pedestrian network in Hitchin.

4 Aims and Objectives

- 4.1 This section of the TP will outline the aims and objectives that could be adopted following the redevelopment of the site. These are intended to facilitate a reduction in the use of the private car when travelling to the site.

Aims

- 4.2 The aims of this TP are:
- To mitigate against any potential transport impacts which could result from the development;
 - To create a safer, more sustainably driven environment for residents accessing the site; and
 - To encourage the use of sustainable transport modes to reduce the need for trips to be undertaken to the development in a private car.

Objectives

- 4.3 Objectives are the high-level aspirations of the TP. They help to focus the TP and ensure that the TP remains within the remit of its overarching Aims. The specific objectives set out for this TP include;
- To raise awareness of sustainable, active, and healthy modes of travel (e.g. walking and cycling) available to residents;
 - To reduce the congestion in the neighbouring streets by discouraging car use;
 - To remove the barriers, both perceived and actual, to walking, cycling and using public transport;
 - To educate residents on road safety and alternative means of travel;
 - To increase the number of residents cycling and using sustainable modes of travel; and,
 - To increase the number of residents choosing 'active travel' options over the private car.
- 4.4 The measures that will assist in achieving these objectives are outlined later in this TP.

The Focus of the Travel Plan

- 4.5 This framework TP is focused on the future residents residing at the site and the measures proposed are intended to encourage residents to vary or change their reliance on private car travel to/from the site.
- 4.6 This focus on residents has been adopted as it is considered more realistic to seek to implement quantifiable initiatives with residents than visitors whose travel patterns are more variable.

- 4.7 It is recognised that not all visitors to the site will have access to a car and there is the potential to influence visitor travel behaviour to a degree. Visitors will be made aware of the rail and bus services to the site, and local cycle routes.

Targets

- 4.8 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets should be "SMART" – specific, measurable, achievable, realistic and time-bound; as described below.
- **Specific** – A specific overall reduction in vehicular travel associated with the site has been defined which will be achieved through the development of realistic Travel Plan measures.
 - **Measurable** – The number of trips by mode will be monitored against the targets on a regular basis. Further initiatives and measures will be investigated and pursued should the development fail to meet these targets.
 - **Achievable** – Travel Plan measures will be implemented, and their effectiveness monitored in order to ensure they are achievable by all site users.
 - **Realistic** – Realistic targets have been based upon a reduction of the trips as observed six months after first occupancy.
 - **Time-bound** – The targets will be reviewed annually in order to clarify whether they are being achieved.
- 4.9 This framework TP will evolve over time, and the targets for travel will be monitored and reviewed on a regular basis. The initiatives and measures included in this TP are also subject to change, if they are found to be impractical, or if the identified targets are not met.
- 4.10 Initial car driver targets for the site have been derived from travel mode split identified within the 2011 Census data
- 4.11 Indicative targets for an increase in cycling, public transport use and car sharing that could balance the decrease in car drivers are provided in Table 5.1 for illustrative purposes only, as the real target is the reduction in car drivers.

5 Travel Plan Targets

Indicative Baseline Modal Split

- 5.1 In the absence of a baseline survey, mode share data has been derived from 2011 Census data and an initial set of targets have been proposed. This will be reviewed once the site is operational.
- 5.2 The location of usual residence and place of work by method of travel to work data for those whose usual residence is within Hitchin and working in England and Wales were selected for analysis as the most appropriate to use for this site. The anticipated mode split obtained from MSOA E02004920: North Hertfordshire 012 as well as the future mode split targets are included within **Table 5.1**.
- 5.3 As shown in Table 5.1 below, the percentage of car drivers is approximately 60%, with the vast majority of the remaining 40% already using sustainable methods of travel (walk/ cycle / public transport), or car sharing.
- 5.4 Realistic yet challenging mode share targets for the first, third and fifth years of the development's occupation have been set for car drivers. These are also provided in Table 5.1.

Table 5.1 Indicative Mode Split Targets

Mode of Travel	Baseline Mode Split Census 2011	5 Year Target (% Change)	Indicative Car Driver Targets		
Walk	14%	+3%	Year 1	Year 3	Year 5
Cycle	2%	+2%			
Bus	3%	+1%			
Train / Underground	14%				
Motorcycle / Scooter	2%				
Car Driver	60%	-6% (10% of baseline)	59%	57%	54%
Car Share: Passenger	5%				
Total	100%				

Source: Nomis Census Data 2011

Notes: Any arithmetic errors due to rounding; "Taxi" and "Other" distributed across other modes

Baseline Survey

- 5.5 As noted, the actual baseline mode share and final targets will be determined following the first travel surveys. The first travel surveys will be undertaken within three months of full occupation of the site.

The targets set out in Table 5.1 will therefore be revised considering these surveys and agreed with the Travel Planning Officer at Hertfordshire County Council (HCC).

The Monitoring of Travel Plan Targets

- 5.6 Travel surveys will be carried out in order to monitor the progress of the TP in reducing use of private car travel and increasing more sustainable travel modes. The survey results will be used as an indicator of whether the targets are being achieved and whether they should be adjusted as necessary. A baseline travel survey will be undertaken within three months of the site being fully occupied, and then repeated during the first, third and fifth years of the site's operation. The monitoring strategy is outlined later in this report.

Travel Plan Coordinator

- 5.7 A Travel Plan Coordinator (TPC) will be appointed and will be responsible for implementing this TP and to lead the strategy for meeting its objectives. It is envisaged that the role of the TPC will comprise the following activities:

- Lead the strategy for meeting the TP's objectives;
- Coordinate data collection to develop the TP;
- Act as point of contact for residents requiring additional information and a point of contact for the local highway authority, when required;
- Be responsible for the submission of monitoring reports;
- Ensure all information regarding cycle routes and bus service time tables are kept up to date and readily available; and,
- Be responsible for the maintenance of the community notice board.

- 5.8 In the absence of a TPC at pre-planning stage, contact details for a member of the project team can be found below. These details will be updated once the site appoints a TPC, with contact details being supplied to HCC as appropriate.

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- 5.9 It is estimated that the TPC will be employed either for around 80 hours per year, with varying work load on a week-to-week basis. The TPC will be responsible for appropriating the Travel Plan Implementation budget.
- 5.10 In the event that the existing TPC can no longer maintain the role, it will be transferred to another suitable person and HCC officers will be informed. The TPC will nominate a deputy to minimise disruption during succession.

6 Measures and Initiatives

- 6.1 This section of the TP sets out the proposed measures and initiatives for the proposed refurbishment of the existing building. It will look to provide a series of measures to aid in the meeting of the targets and aim to promote the use of sustainable travel modes when travelling to and from the site.
- 6.2 These measures are to be introduced in line with the Action Plan included within this document.

Initiatives

- 6.3 In order to reduce single car travel, the TP should include a number of initiatives and measures. These could include:
- Reminders and requests to residents;
 - Measures to promote walking, cycling and use of public transport;
 - Discussions with new residents at appropriate meetings regarding expectations of car use.

Travel Information Pack

- 6.4 A Travel Information Pack is a useful implement in providing information on local sustainable transport links. A Travel Information Pack will include information on sustainable travel options, with particular attention paid to the range of public transport services available locally. Information will also be provided on local car share schemes and cycle routes. Local maps will be provided to show the location of local services and bus stops.
- 6.5 More specifically, this Travel Information Pack will provide information on:
- **Walking:** information regarding pedestrian safety, information on local footpaths;
 - **Cycling:** details of cycle routes in the area, details of the onsite facilities for those who cycle (i.e. cycle parking), and information about national cycling events (i.e. Cycle to Work Week); and
 - **Public Transport:** information outlining local bus and rail services and frequency patterns. Including information on local park and ride facilities.
- 6.6 Residents at the development will be provided with a Travel Information Pack and the TPC will be responsible for creating and distributing the packs.

Walking

- 6.7 To increase the uptake of walking, details of walking routes and information regarding the health benefits that walking can offer should be provided in the Travel Information Packs. Plans should be provided to show the location of, and routes to, the local pedestrian network and any key services along the routes.
- 6.8 A National Walking Month scheme will be promoted by the TPC via online services as well as newsletters and other appropriate avenues.

Cycling

- 6.9 Cycling is one of the most sustainable modes of transport to use and studies have shown it can offer many health benefits such as improving the immune system, reducing the risk of heart attacks and improving weight loss.
- 6.10 Good quality facilities and secure parking are often cited as most persuasive to cycling. Therefore, in a bid to encourage people to cycle to and from the site, secure cycle parking spaces will be provided on site. In addition, a puncture repair kit and other repair equipment will be provided on-site to allow residents to fix minor issues should they encounter them.
- 6.11 Details and information regarding local cycle routes, safe cycling corridors and local events such as 'bike week' will be provided in the Travel Information Packs.

Public Transport

- 6.12 The use of public transport in the form of bus, rail or taxis will be encouraged by providing:
- information on service frequency;
 - service operating times;
 - details of where to catch the services and interchange if needed.
- 6.13 The TPC will be familiar with these services and will be able to assist residents and visitors in their use. The TPC will regularly check public transport services and inform residents and visitors if any changes have been made.

Summary

- 6.14 The topics outlined above will form the basis of the series of initiatives and measures to be included in a full Travel Plan. Their scope and extent would be subject to review and amendment after each review period to ensure they continue to meet the requirements of the development.

7 Monitoring Strategy

- 7.1 An important part of the TP is the continual monitoring and review of its effectiveness. It is essential that a TP is not a one-off event, but rather is a continually evolving process. As such regular monitoring and reviewing of the process will help to gauge progress towards targets and objectives, and, if necessary, enable the TP to be refined and adapted in order to improve its progression.
- 7.2 As noted in the previous section, the effectiveness of the various measures identified will also be monitored, and reviewed if necessary to ensure that the aims and objectives of the TP are appropriately supported.

Stages

- 7.3 Monitoring will be carried out at the following stages during the occupation of the development;
- An initial survey directed at residents will be undertaken within 3 months after full occupation; and,
 - Surveys will be repeated in years 1, 3 and 5.

Procedure and Review

- 7.4 It is recognised that the TP needs to remain as a living document and will therefore be subject to regular monitoring and review. Monitoring the TP will ensure initiatives are being promoted and that resources such as cycle parking, are in line with demand.
- 7.5 It is recommended that monitoring surveys are undertaken in close liaison with the Local Authority. This ensures comparable and standardised survey results. The surveys will be made up of either online or paper questionnaire recording such things as 'mode of travel to work', 'mode of travel from work' 'measures which could encourage residents to travel to work by public transport, cycling or walking' and 'typical arrival and departure times to/from the site'. This will provide attitudinal information about measures which are likely to encourage a switch to sustainable alternatives.
- 7.6 Once the surveys have been completed, the TPC would then assess the results against the targets of the TP, to establish whether they have been achieved or not. The TP would then be updated accordingly, and appropriate mitigation measures identified should the targets be observed to have not been achieved.
- 7.7 The results of these TP monitoring surveys will be assessed by the TPC and potentially submitted to HCC during the review process if requested.

8 Delivering the TP

- 8.1 This section draws together the proposals for the TP implementation, monitoring and review. The actions which will be undertaken are summarised in the Action Plan, which indicates how the various elements of the plan will be drawn together and how measures will be prioritised.

Action Plan

- 8.2 The TPC will produce a TP Implementation Action Plan that provides details of the initiatives that form part of this framework TP. Wherever possible the measures will be implemented once the site becomes operational. Where this is not possible (e.g. promoting annual travel events), these will be promoted as and when required.
- 8.3 It is recognised that whilst some measures will be short term (e.g. Travel Information packs), some will be longer term on-going measures that will need to be regularly reviewed and amended where appropriate in order to maximise their appeal.
- 8.4 The anticipated timescales for the Travel Plan are:
- Construction completion;
 - *Initial Monitoring Survey*: three months after occupation;
 - Submission of *Post-occupation Travel Plan*: 2 months after initial monitoring survey;
 - *Year 1 Monitoring Survey*: 12 months after initial monitoring survey;
 - Year 1 Review and updating of the *Travel Plan* by the TPC: 2 months after *Year 1 Monitoring Survey*;
 - *Year 2 Monitoring Survey*: 24 months after initial monitoring survey;
 - Year 2 Review and updating of the *Travel Plan* by the TPC: 2 months after *Year 2 Monitoring Survey*;
 - *Year 3 Monitoring Survey*: 36 months after initial monitoring survey;
 - Review and updating of the *Travel Plan* by the TPC: 2 months after *Year 3 Monitoring Survey*;
 - *Year 4 Monitoring Survey*: 48 months after initial monitoring survey;
 - Year 4 Review and updating of the *Travel Plan* by the TPC: 2 months after *Year 4 Monitoring Survey*;
 - *Year 5 Monitoring Survey*: 60 months after initial monitoring survey; and
 - Review and updating of the *Travel Plan* by the TPC or: 2 months after *Year 5 Monitoring Survey*.

APPENDIX A



Rev	Date	Description	By	Chkd
-	26/01/24	Draft Unit Mix Layout	RT	AA
A	23/02/24	Draft Layouts	RT	AA
B	21/03/24	Draft Gas and Section	RT	AA
C	09/04/24	Draft Gas	RT	AA
D	07/05/24	GA Issue	RT	AA

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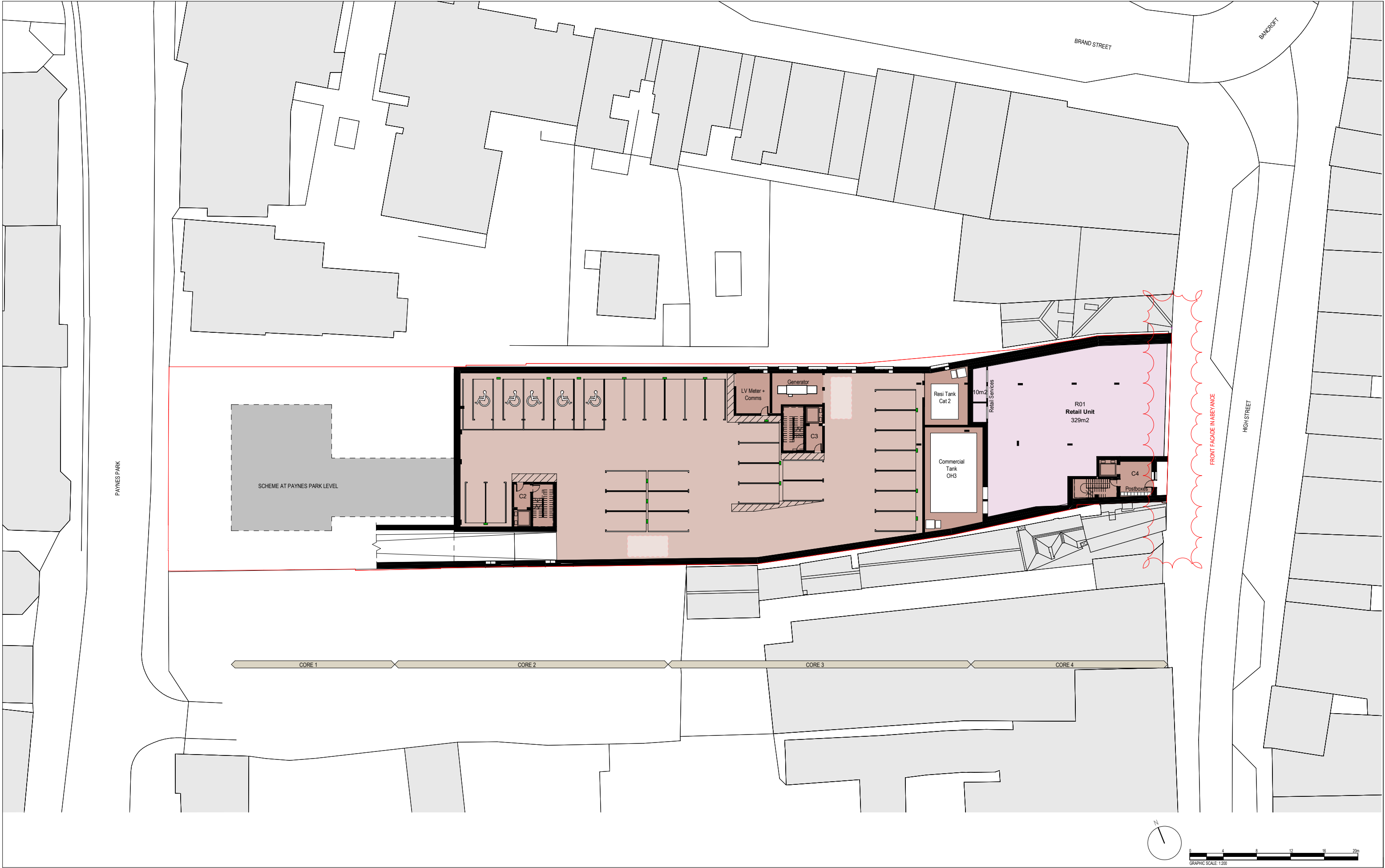
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Architecture Design Interiors

Project		9-10 High Street, Hitchin, SG5 1AT	
Title		Ground Floor Plan	
First Issue	Scale	Drawing no.	Rev.
03/28/18	1:200 @ A1 1:400 @ A3	270 - HH - P - 100	D



Rev	Date	Description	By	Chkd
-	26/01/24	Draft Unit Mix Layout	RT	AA
A	23/02/24	Draft Layouts	RT	AA
B	21/03/24	Draft Gas and Section	RT	AA
C	09/04/24	Draft Gas	RT	AA
D	07/05/24	GA Issue	RT	AA

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Project 9-10 High Street, Hitchin, SG5 1AT			
Title Lower Ground Floor Plan			
First Issue 11/07/22	Scale 1:200 @ A1 1:400 @ A3	Drawing no. 270 - HH - P - 104	Rev. D