



134 High Street Kimpton SG4 8QP

Transport Statement

July 2026

To be included with the planning application reference number 26/01724/FP

To be read in conjunction with the drawings, Design and Access Statement and the Energy and Sustainability Statement.

Erection of two semi-detached 3-bed dwellings following demolition of existing dwelling and double garage including landscaping, parking, bin and bike storage and installation of two air source heat pumps. Installation of pedestrian access.



Transport Statement July 26 V2

Architecture Studio 5 Ltd

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Introduction

The following statement has been prepared to accompany the Full Plans Planning Application being made to North Hertfordshire District Council, following Pre-Application reference **25/03081/PRE**

This is in line with the requirements of the Sustainability Supplementary Planning Document adopted by the Council in September 2024

Description of Proposed Development

Erection of two semi-detached 3-bed dwellings following demolition of existing dwelling and double garage including landscaping, parking, bin and bike storage and installation of two air source heat pumps. Installation of pedestrian access.

Existing use of the site

Detached 3 bedroom house with double garage.

There is a combined vehicular and pedestrian access at the western end of the street frontage opening onto a long narrow drive, one car's width, up to and beyond the house, leading to double garage behind the house. There is currently turning space behind the house.

Both house and garage are to be demolished.

Sustainable Travel Proposal

Whilst the addition of one additional 3 bed house to the site will in broad terms generate double the amount of vehicle movements, it is considered that the overall benefits of making better use of the site, and providing one more home, outweigh the disadvantages.

Car Parking:

A dedicated parking area for 2 cars per house, including space to manoeuvre within the site and enter and leave in forward gear is an improvement to the layout over the previous single car width, long drive. This will be a much safer arrangement for all users including pedestrians and cyclists passing the site entrance.

The Manual for Streets, published by the Department of Transport, and Car Parking Design published by the Institute of Structural Engineers (June 23 edition) were referred to when setting out the parking and turning spaces. Drawing 113 uses swept path analysis diagrams to demonstrate the use of each parking space.

EV charging points

Building Control Approved Document S

There is one electric vehicle charging point for each house adjacent to the parking area.

Connection to Larger Towns:

There are 7 roads leading into and out of Kimpton allowing car travel and cycle routes to the surrounding villages and beyond to the larger towns of Luton, Hitchin, Stevenage, Welwyn and Harpenden.

Public Transport:

There are 6 bus routes serving 21 bus stops going through the village.

Luton, Hitchin, Stevenage, Welwyn and Harpenden each have a railway station with direct links to London and to the North.

Walking:

This site is within walking distance of the village amenities such as the primary school and nursery school, Budgens supermarket, Parish Church of St Peter and St Paul, The Boot public house, the cricket club and the event space at the Dacre Rooms. A new pedestrian access, at the eastern end of the street frontage, closer to the village amenities, is proposed. This will serve both houses, as there is a pedestrian route through the onsite car parking area, improving safety for those entering or leaving the site on foot. The bins can be brought down this path to the dedicated collection point on bin day.

Cycling:

Whilst it is recognised that not everyone is comfortable sharing country roads with motorised vehicles, for those brave enough, it is possible to cycle to nearby villages and towns. Cycling within the village of Kimpton itself is more feasible.

Covered, secure cycle storage for 2 cycles will be provided for each house, in a shed to the rear, to encourage cycling within the village and the surrounding countryside and villages. There is also space for a hooped stand to the front of each house for 2 cycles to be left securely. The large gardens provide ample space for future larger cycle stores if required.

As the village grows, resident numbers increase and more facilities are provided, it is hoped that more journeys will be made on foot or by bike by the residents, reducing the dependence on the car.

Occasional Visitors and Deliveries

The High Street running past the front of the site provides additional on street parking. In situations such as this, where the houses front through roads carrying traffic which has come into the village from a national speed limit area, parked cars help to reinforce that they are now in a built-up area, and should slow down. There is a tarmac speed table over both directions of travel directly outside the house, making the High Street safer.

During construction

Construction sites generate higher levels of traffic to the site for the extent of the build. During construction the contractor will encourage shared lifts within his own employees and those of the subcontractors. However rural working and living does not always facilitate this. The front area of the site, forward of the construction area itself can be used for site parking. As everyone on site is known to each other, double parking can be accommodated at busy times.

After demolition, there will be no access to the rear of the houses for operatives' vehicles. Site plant and work sequencing will be carefully managed to build forward from the rear during the works.

References

North Hertfordshire Council planning website

Sustainability Design Supplementary Planning Document (SPD) Sept 24

Vehicle Parking at New Development SPD 2011

Manual for Streets published by the Department of Transport,

Car Parking Design published by the Institute of Structural Engineers (June 23 edition)