



PLANNING BY DESIGN

FROM CONCEPT TO COMPLETION

Barn conversion to residential dwelling and front extension at Eiling Lodge, Drivers End Lane, Hitchin, SG4 8TP

Transport Statement

Written and prepared by Planning by Design on behalf of Neil Smallwood

Version	Date	Prepared by
1	08.02.2026	CA

1 Introduction

1.1 Introduction

Planning By Design (**The agent**) has been instructed to act on behalf of Neil Smallwood (**the applicant**) to prepare and submit a Full Planning Application to North Hertfordshire District Council (**the Planning Authority**) for a Barn conversion to residential dwelling and front extension (**the proposal**) at Eiling Lodge, Drivers End Lane, Hitchin, SG4 8TP (**the site**).

In support of this application, the following Transport Statement has been constructed to demonstrate the suitability of this site for this proposal and evaluate its accordance with national and local transport policy along with supplementary design guidance.

This document should be read in conjunction with the accompanying Planning Statement.

1.2 The Site

The site is a barn adjacent to the existing Eiling Lodge property, located in Drivers End, Hertfordshire. The property is currently an ancillary outbuilding to Eiling Lodge, a four-bedroom property located east of the Drivers End Lane / B656 junction. The barn is located to the east of Eiling Lodge, accessible via Drivers End Lane.

The site is within the Green Belt.

The Site Location Plan is provided in Figure 1.



Figure 1: Site Location Plan

1.3 Previous Applications

The planning history of the site is detailed in Table 1.

Ref.	Application	Decision
10/02097/1PUD	Single storey rear and side extensions to detached recreation/games room	Refused
10/02452/1HH	Single storey rear and side extensions to detached recreation/games room	Approved
11/00941/1	Single storey rear extension to outbuilding to form two bedroom dwelling.	Refused
11/01764/1	Single storey rear extension to outbuilding to form two bedroom dwelling.	Refused

Table 1: Planning History

The most recent application (11/01764/1) was also then dismissed upon appeal. The council refused the application for the following reasons:

- 1. Given the lack of essential services in the vicinity, the proposed dwelling would be heavily dependent on services provided outside of the immediate area, giving rise to a significant reliance on private transport. In the absence of any other measures or reasons which may offset this unsustainable impact, the proposal would be contrary to Planning Policy Statement 1: Delivering Sustainable Development and Planning Policy Statement 3: Housing.*
- 2. The vehicle to vehicle inter-visibility associated with this site has not been demonstrated. The recommended visibility splay of 2.0 metres x 25 metres along Drivers End Lane in each direction has not been demonstrated as being achievable. This is to provide adequate visibility for drivers leaving the site. This would lead to vehicles leaving the site coming into conflict with all users of the adjacent Drivers End Lane. Thereby causing interference to the safe and free flow of all traffic on the highway. This would be prejudicial to general provisions of highway safety and convenience and contrary to Planning Policy Guidance 13 (Design and Safety) and not in accordance with the minimum sightline provision at junctions contained within Manual for Streets.*

1.4 Purpose of this Document

The purpose of this Transport Statement is to provide a detailed assessment of the existing transport conditions at the site and to evaluate the potential impact of the proposed development on the local highway network. As previous refusals were based on transport-related concerns, this document specifically addresses those issues and demonstrates that the earlier reasons for refusal are no longer applicable, taking into account both updated policy and current on-site conditions.

2 The Proposal

2.1 Overview

The following are proposed:

- Change of use of the outbuilding to an independent dwelling
- Single-storey extension
- Internal configurations

An existing access from Drivers End Lane will be used for vehicles parking at the site.

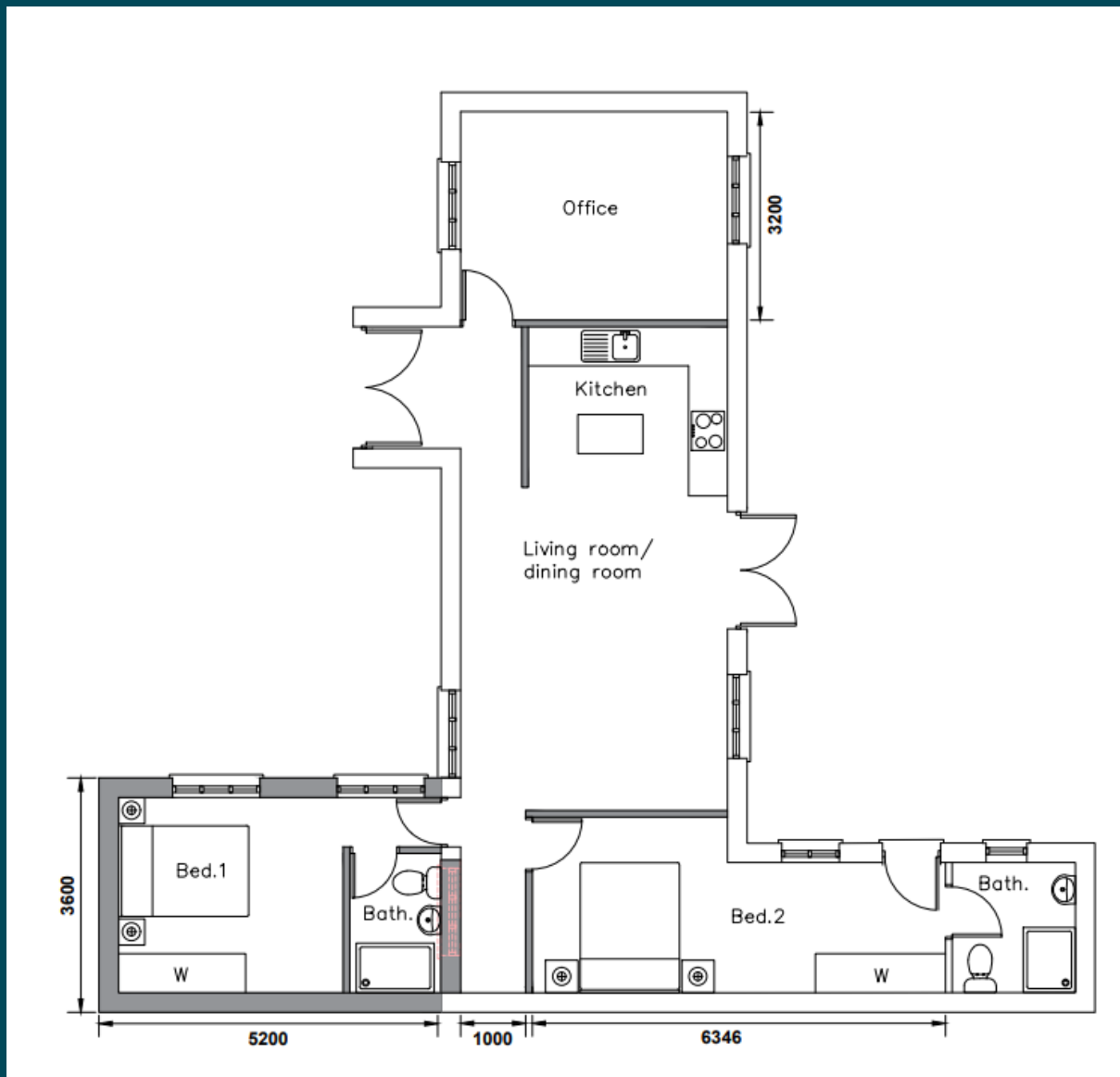


Figure 2: Proposed Floor Plans

3 Policy Considerations

3.1 Introduction

This section will outline the important policy considerations in the development of this Transport Statement.

3.2 National Policy – National Planning Policy Framework (NPPF)

Paragraph 115 states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- 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.*

Paragraph 116 states:

“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.”

3.3 Local Policy

North Herts Local Plan 2022

The Car Parking Standards are defined in Appendix 4 of the plan. For a 2-bedroom dwelling, the following should be provided:

- 2 car parking spaces
- 1 secure covered cycle space

3.4 Policy Compliance

The baseline transport conditions and trip generation outlined in Sections 3 and 4 will demonstrate how the proposals align with the above transport policies.

4 Transport Conditions

4.1 Introduction

This section will outline the transport conditions surrounding the site and demonstrates that the site is in an accessible location for staff and pupils. Car parking considerations are outlined in Section 5.

The site is well-connected by public and sustainable transport.

4.2 Local Highway Network

The site is accessed from Drivers End Lane, which is a single-carriageway road that provides access to multiple residential areas.

Drivers End Lane is accessed from the B656, A two-way B-road subject to a 30mph speed limit within the vicinity of the site. The B656 connects to the A1 at Junction 6, providing access to the motorways northbound on-slip, approximately 4.5km from Drivers End Lane.

4.3 Public Transport

This section provides an overview of the public transport services in close proximity to the site. Figure 3 shows the location of the nearest bus and tram stops and train station to the site.

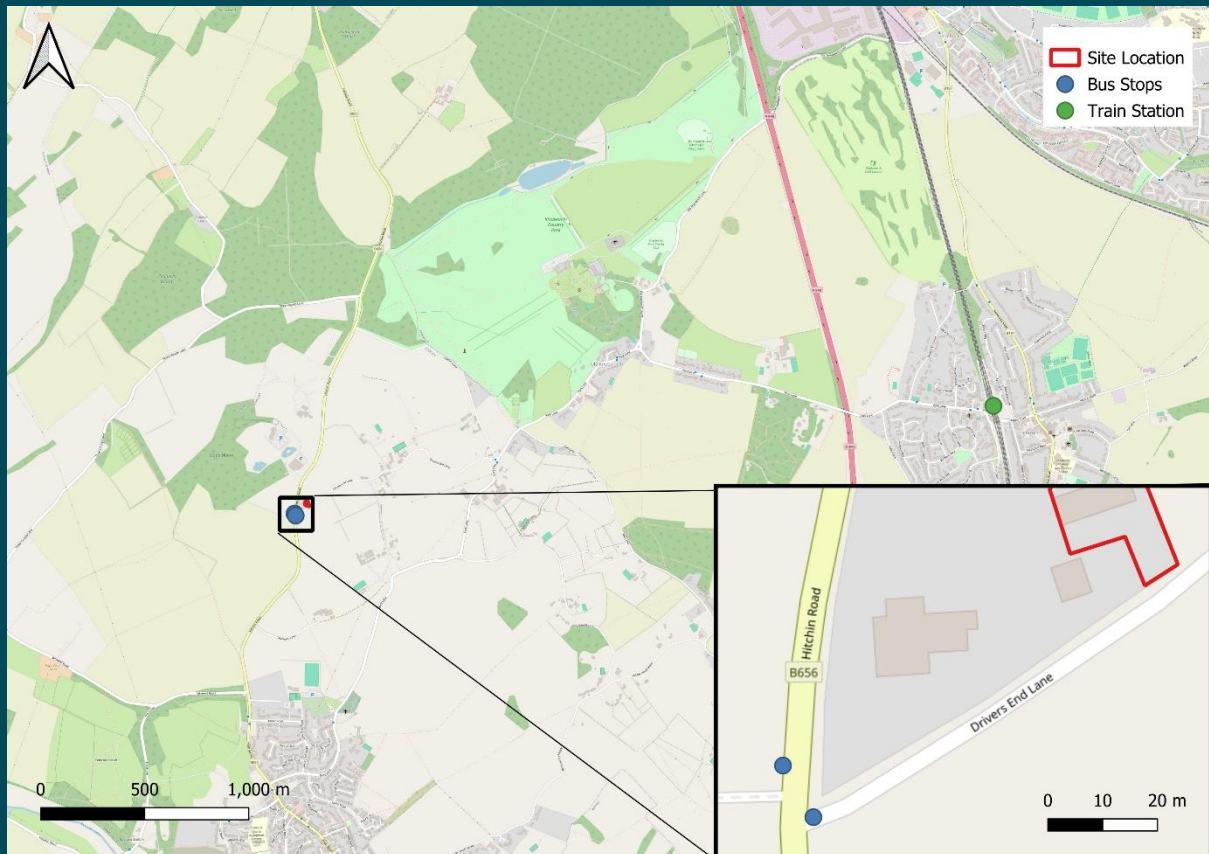


Figure 3: Public Transport

Bus

Bus stops are located on B656, approximately a one minute walk from the site. All services are operated by centre bus. There are various bus stops nearby, including a school bus that runs into Welwyn.

A summary of the services are provided in Table 2.

Bus Service	Destinations	Operator	Frequencies
314	Hitchin – Kimpton – Codicote – Welwyn – Welwyn Garden City	Centre bus	7 times a day (Mon-Fri) 5 times a day (Sat)
44	Stevenage – Codicote – Peters Green - Luton	Centre bus	4 times a day (Mon-Sat)
45	Stevenage – Knebworth – Codicote - Luton	Centre bus	2 times a day (Mon-Fri)
215	Codicote – Monks Walk School	Centre bus	2 times a day (Mon-Fri)

Table 2: Bus Services

Train

The nearest train is Knebworth train station, located approximately 3.8km east of the sight. The station is an approximate 11 minute cycling journey from the site.

Knebworth train station is managed by Great Northern rail, running along the East Coast mainline. The line provides access to various cities like Cambridge and London. A summary of the trains are provided in Table 3.

Destination	Journey Time	Frequency
Cambridge	49 minutes	2 per hour
London Kings Cross	36 minutes	2 per hour
Royston	28 minutes	1 per hour
Stevenage	4 minutes	2 per hour

Table 3: Train Services

4.4 Active Travel and accessibility

There are a number of amenities within walking and cycling distance of the site. The site is within walking distance of the village of Codicote, with features a number of key amenities.

Guidance from the Institution of Highways and Transportation (IHT) in their publication “Guidelines for Providing for Journeys on Foot” (2000) suggests that for commuting, school, and recreational trips, a walking distance of up to 2000m is considered the preferred maximum. Within this range, distances of 500m are deemed 'desirable' and 1000m metres 'acceptable'.

It is also noted that longer walking journeys are frequently undertaken in practice.

Assuming a walking speed of 1.4m/s, Table 4 summarises the walk journey times for each category.

IHT Standard	Distance (m)	Time (minutes)
Desirable	500	6
Acceptable	1000	12
Preferred Maximum	2000	25

Table 4: IHT Walk Journey Times

National and local planning policy place a strong emphasis on ensuring that new developments are sustainably located and provide convenient access to essential day-to-day amenities. In line with guidance set out in the National Planning Policy Framework (NPPF), Manual for Streets, and the Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot, developments should be located within walking or cycling distance of key services.

These typically include:

- GP surgery or health centre;
- Primary school;
- convenience store or food shop;
- post office;
- pharmacy;
- public transport stops; and
- public open space or recreational areas.

The availability of these amenities within reasonable distances supports the reduction of car dependency, encourages active travel, and contributes to the creation of healthy, inclusive, and well-connected communities.

The locations of amenities within the ideal walking distances are shown on Figure 5 and described in Table 4.

Map No.	Amenity	Name	Location	Walking Distance (approx.)
1	Garden Centre	Vanstone Park Garden Centre	Codicote	480m
2	Cafe	The Greenhouse Cafe	Codicote	400m
3	Pharmacy	Codicote Pharmacy	Codicote	1770m
4	Community Centre	John Clement's Sports & Community Centre	Codicote	2000m
5	Pub	The Lytton Arms Pub	Old Knebworth	1600m
6	Shop	Costcutter	Codicote	1600m
7	Restaurant	Codicote Spice	Codicote	1600m
8	Primary School	Codicote C of E Primary School	Codicote	2000m

Table 4: Amenities

As shown, the location is sustainable with many amenities within the preferred walking distance. The Community Centre and primary school are slightly over the maximum, however the distance can be shortened using the 314 bus. This would lead directly into Codicote and shorten the walk significantly.

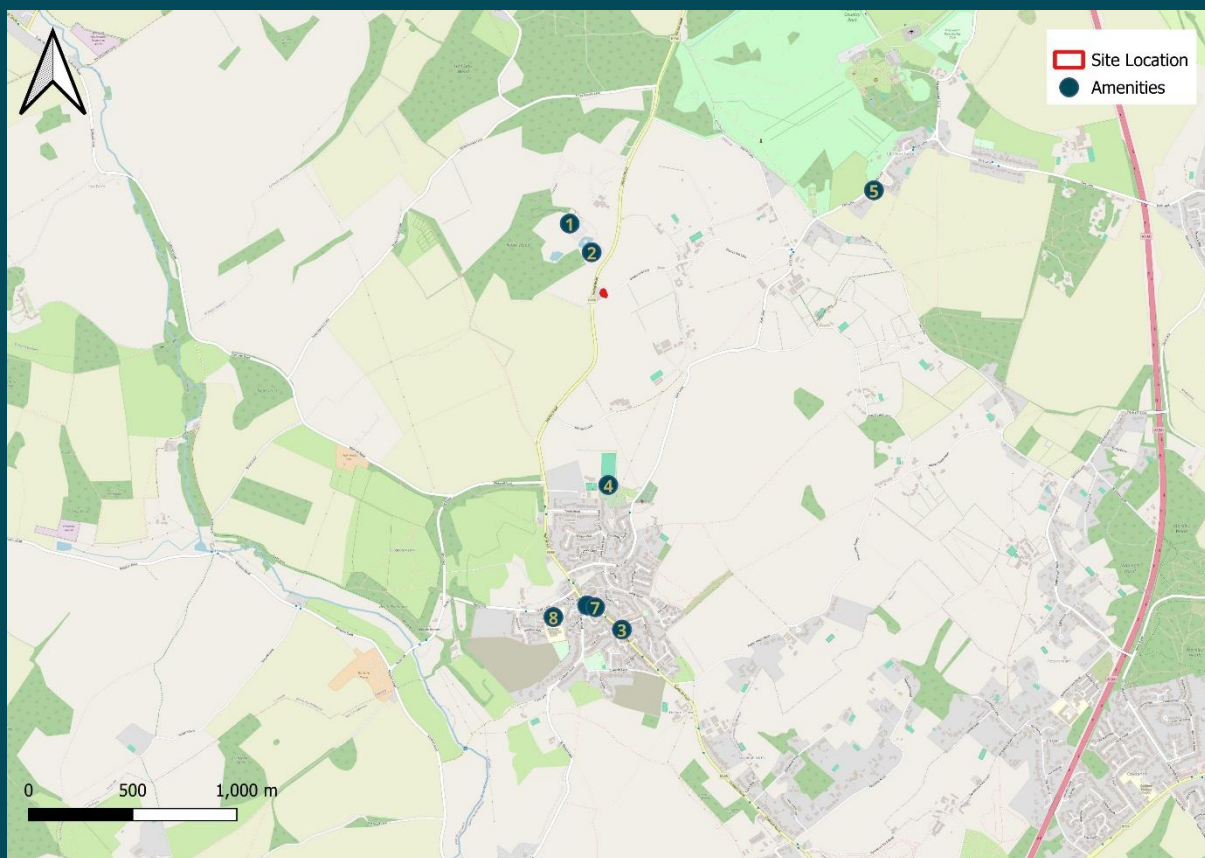


Figure 5: Amenities

4.5 Highway Safety

The proposal is not expected to result in a significant increase in car trips, as the proposal only contains one additional dwelling.

Data has been retrieved from Crashmap.co.uk to determine whether there are any existing highway safety issues. As shown in Figure 6, there have been no collisions within the study area within the most recent five-year period (2019 – 2023).

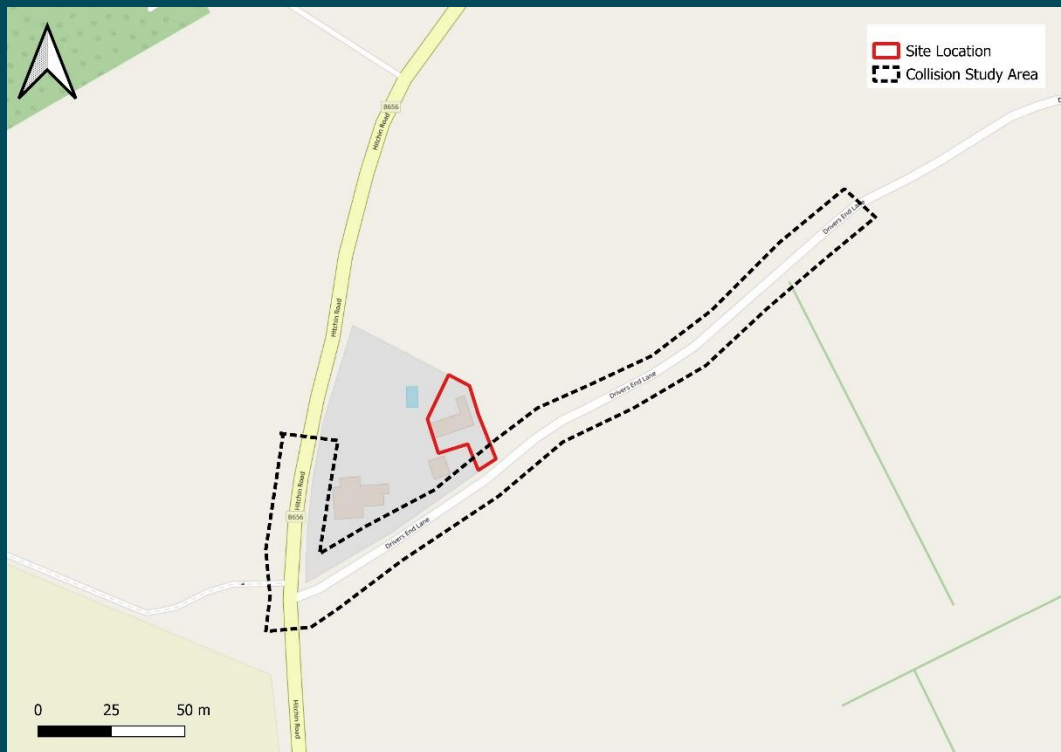


Figure 6: Collision Study Area

5 Parking and Access

5.1 Introduction

This section will outline the key parking and access considerations.

5.2 Parking

There will be two car parking spaces at the front of the property. Cycle storage will be accommodated in the existing shed that will sit within the curtilage of the new property.

5.3 Visibility

The application was refused for not having 25m of visibility in 2003. For 30mph zones now, the standard is for 43m to be achievable in either direction.

Visibility splays of 43m are achievable in both directions at the access if the existing outbuilding to the west of the proposed site are moved. The site owner plans to relocate this in order to facilitate the required visibility splays. The applicants would be happy to agree to a condition requiring this outbuilding to be repositioned prior to construction if deemed necessary. The proposed fence is lowered to 0.6m in the area of visibility, to ensure adequate visibility in either direction.

The location of the parking spaces and demonstration of the visibility splay is provided in Figure 7.

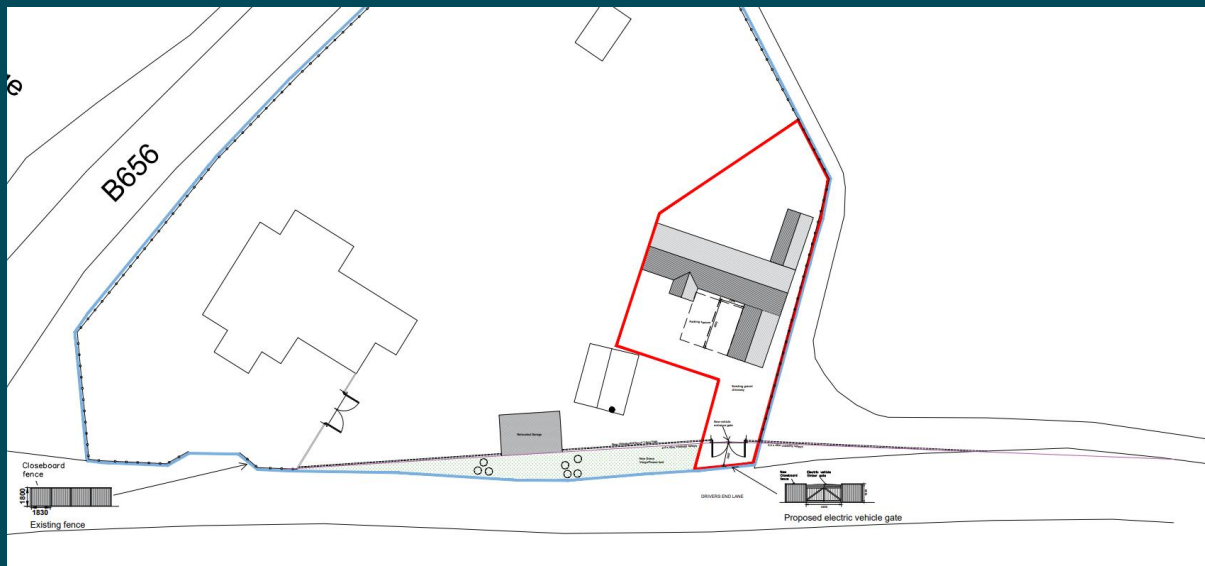


Figure 7: Visibility Splays

6 Summary and Conclusion

6.1 Summary

This Transport Statement has been prepared by Planning by Design on behalf of Neil Smallwood in support of a Full Planning Application for the conversion of the existing barn at Eiling Lodge, Drivers End Lane, Hitchin, into a residential dwelling with a single-storey extension.

The Statement has:

- Reviewed the planning history of the site and addressed previous refusal reasons.
- Considered relevant national and local transport policies, including the National Planning Policy Framework (NPPF) and the North Hertfordshire Local Plan (2022).
- Assessed the accessibility of the site by car, public transport, walking, and cycling, demonstrating that a range of essential services and amenities are available within acceptable travel distances.
- Examined highway safety, with collision data confirming no recorded accidents within the vicinity in the past five years.
- Demonstrated that visibility splays of 43m are achievable at the site access in line with current standards.
- Confirmed that the proposed development will provide appropriate parking provision (two on-site spaces) and secure cycle storage in accordance with the Local Plan requirements.

6.2 Conclusion

This report has demonstrated that the proposal will not have a negative impact on the highway network nor on highway safety. It is therefore concluded that the proposals align with national and local policy and implore the council to deem the proposals acceptable in highway and transport grounds.