

A Planning Application by
PUNCH PARTNERSHIPS (PML) LIMITED

In respect of
**The Motte & Bailey,
PIRTON SG5 3QD**

Transport Statement

2507-035/TS/01 | November 2025



Document Management

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Document Review

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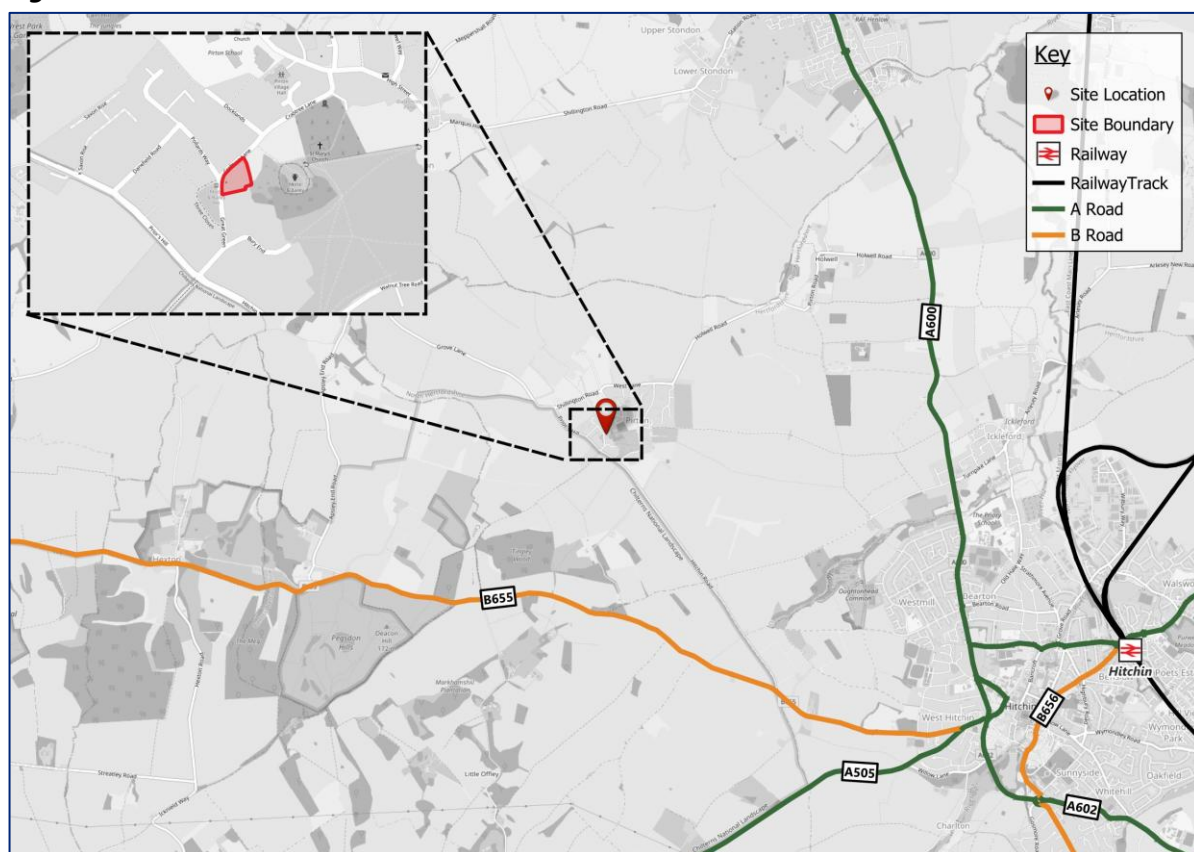
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1 Introduction

- 1.1 Transport Planning Associates (**TPA**) have been appointed by Punch Partnerships (PML) Limited with respect to a proposed development at The Motte & Bailey public house in Pirton, near Hitchin, Hertfordshire. The proposals relate to the erection of one residential dwelling, adjacent to the existing public house. The Motte & Bailey public house is situated at 1 Great Green, Pirton, Hitchin SG5 3QD.
- 1.2 The site is situated within the jurisdiction of North Hertfordshire District Council (**NHDC**) who are the Local Planning Authority, with Hertfordshire County Council (**HCC**) acting as the Local Highway Authority. The site's location within the context of the local area can be found illustrated in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap Contributors

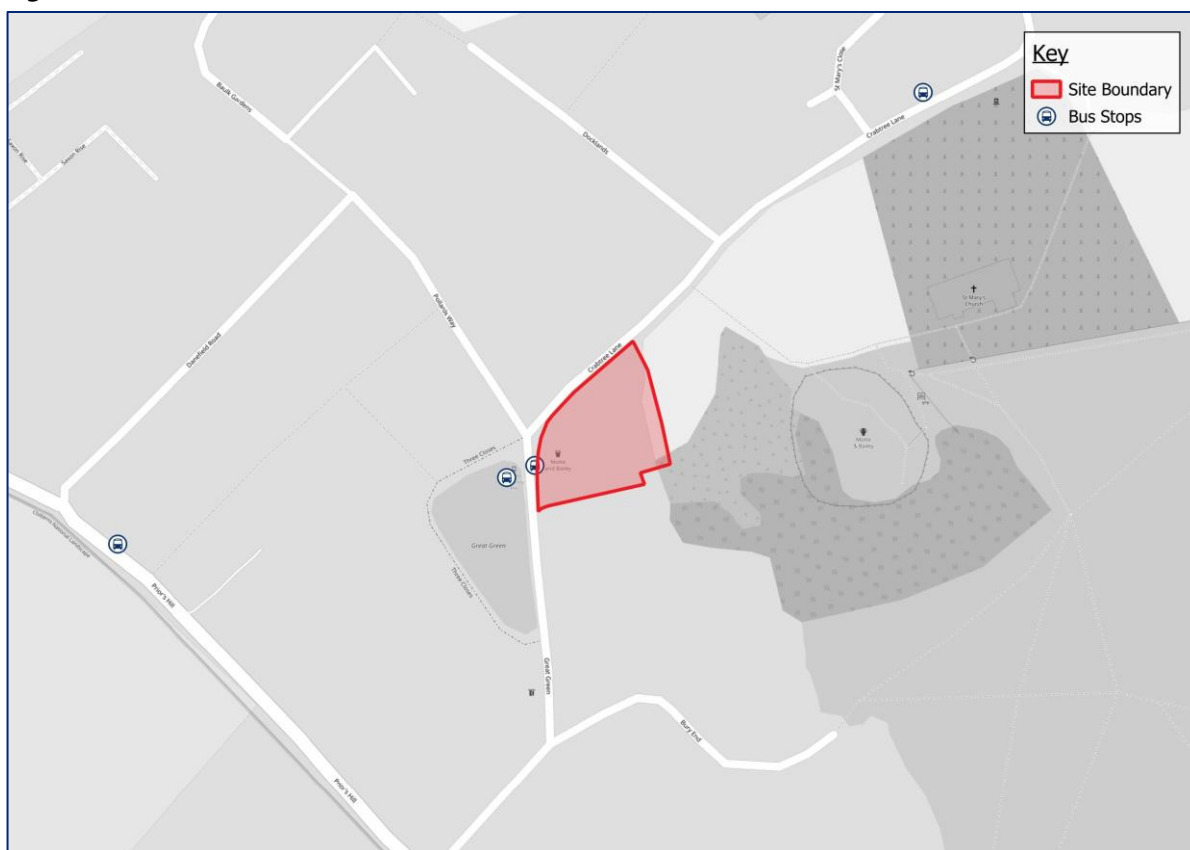
- 1.3 The proposed scheme relates to the provision of one four-bedroom dwelling with access taken from Crab Tree Lane which runs north of The Motte & Bailey public house.

2 Transport Baseline

The Site

- 2.1 The site is located along the eastern side of Great Green, adjacent to its junction with Crab Tree Lane, adjacent to The Motte & Bailey, 1 Great Green, Pirton, Hitchin SG5 3QD. The wider context for the site is provided in **Figure 1.1**, with its local context outlined in **Figure 2.1**.

Figure 2.1 Site Location Plan – Local Context



Source: © OpenStreetMap Contributors

Local Amenities

- 2.2 In relation to acceptable walking distances, Manual for Streets (**MfS**) 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."

- 2.3 An alternate reference (the (then) Institution of Highways and Transportation (**IHT**) publication "*Providing for Journeys on Foot*") sets out *preferred maximum* walking distance guidelines replicated in **Table 2.1** below.

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: *Providing for Journeys on Foot*, IHT

- 2.4 More recently, 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"

- 2.5 Based on the evidence above, it can be considered that the IHT's *preferred maximum* walking distances are acceptable. The distance to local facilities and services are set out in **Table 2.2** located overleaf.

Table 2.2 Local Amenities

Amenities		Time (minutes)	Distance (metres)
Transport	Motte & Bailey PH Bus Stop	0.75	52
	War Memorial Bus Stop	2	150
	Post Office Bus Stop	3.5	280
Services and Facilities	St Mary's Church	3	230
	Ansell Village Stores	3.75	290
	Pirton Post Office	3.75	290
	Pirton Village Hall	3.5	275
	Pirton Methodist Church	4.75	370
Education	Pirton School	3.75	300

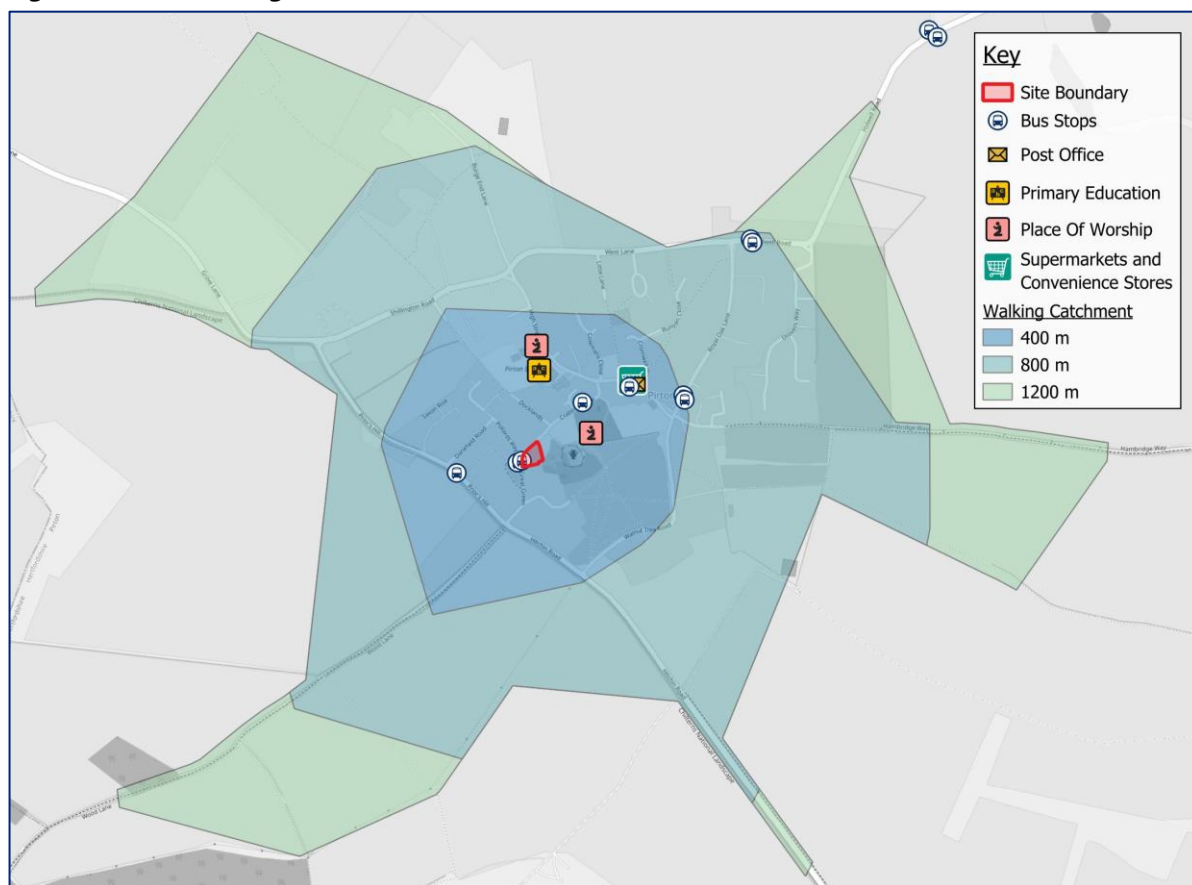
Note: Walking times based on a walking speed of 80 m per minute.

- 2.6 The site is clearly well served by local amenities within walking or cycling distance, allowing healthy and sustainable travel mode choices to be made by future residents.

Pedestrians and Cycle Accessibility

Pedestrian Infrastructure

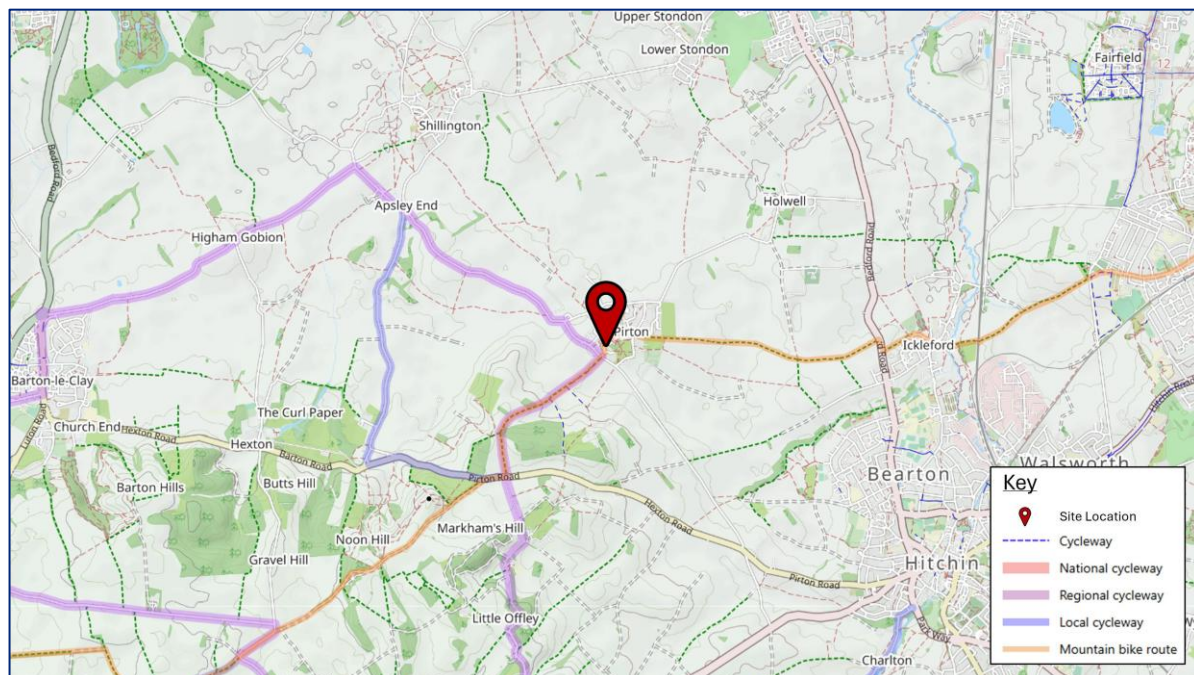
- 2.7 Footways are provided along the northern side of Crab Tree Lane; the footway has a width of circa 2.0m. The footway provides connections to the local amenities and facilities and benefit from street lighting.
- 2.8 **Figure 2.2** below shows the walking catchment areas for 5, 10, and 15 minute walks from the site, the local amenities listed in **Table 2.2** above are all within a 5 minute walk of the site location.

Figure 2.2 Walking Catchments

Source: © OpenStreetMap Contributors

Cycle Infrastructure

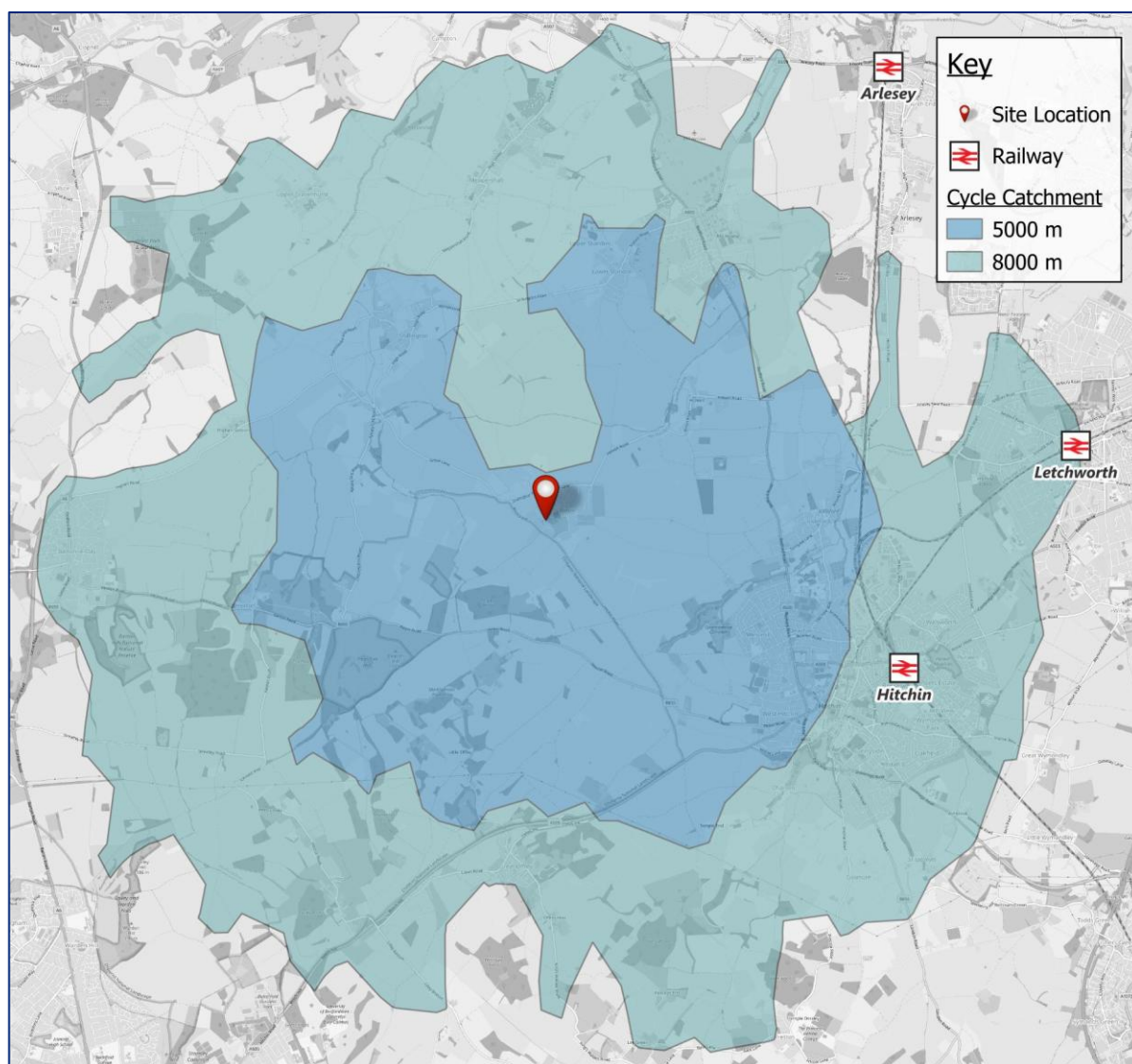
- 2.9 There is a Mountain Bike Route which runs from south of Thetford to southwest of Princes Risborough on a regional level, whilst more locally it provides routes to Letchworth and Baldock to the northeast and Houghton Regis and Dunstable to the southeast.
- 2.10 The Mountain Bike Route provides links to the National Cycle Route (**NCR**) 6 to the west of Houghton Regis and Dunstable and NCR 12 at Letchworth and Baldock. A map of the wider cycle network is shown in **Figure 2.3** below.

Figure 2.3 Local Cycle Network

Source: © OpenStreetMap Contributors

- 2.11 In terms of transport accessibility, the bicycle is an effective mode of transport for short trips for five to eight kilometres (a journey time of 20-35 minutes)¹. With this in mind, **Figure 2.4** below shows cycle catchments that illustrate that part of Hitchin and parts of Letchworth can be reached within an 8,000m cycle from the site.

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

Figure 2.4 Cycle Catchments

Source: © OpenStreetMap Contributors

Public Transport Accessibility

Bus Services

- 2.12 The closest bus stops to the site are Motte & Bailey PH Bus Stop, War Memorial Bus Stop, and Post Office Bus Stop all of which are only served by one route, the Centrebus (South) route 89, which provides a total of 7 services across the stops from Hitchin to Henlow Camp and 7 services from Henlow Camp to Hitchin.

Rail Services

- 2.13** There are two railway stations located within a suitable (8km) cycle distance of the site: Hitchin and Letchworth. The service frequencies and destinations are outlined in **Table 2.3**.

Table 2.3 Local Rail Services

Terminal Destination	Via	Frequency		
		Monday to Friday	Saturday	Sunday
Hitchin				
Cambridge	Letchworth Garden City, Baldock, Ashwell & Morden, Royston	3 / hr	3 / hr	2 / hr
Ely	Letchworth Garden City, Baldock, Ashwell & Morden, Royston, Cambridge	1 / day	2 / day	1 /day
Horsham	Stevenage, London St Pancras (Intl), City Thameslink, London Blackfriars, London Bridge, East Croydon, Redhill, Gatwick Airport, Three Bridges	2 / hr	2 / hr	-
Letchworth Garden City	Letchworth Garden City	1 / hr	1 / hr	3 / day
London Kings Cross	Stevenage, Welwyn Garden City, Hatfield, Potters Bar	2 / hr	2 / hr	2 / hr
Peterborough	Biggleswade, St Neots, Huntingdon	2 / hr	2 / hr	1 / hr
Letchworth Garden City				
Cambridge	Baldock, Ashwell & Morden, Royston	3 / hr	3 / hr	2 / hr
Ely	Baldock, Ashwell & Morden, Royston, Cambridge	3 / day	4 / day	-
Kings Lynn*	Royston, Cambridge, Cambridge North, Waterbeach, Ely, Downham Market, Watlington	3 / 2hrs	1 / hr	2 / day
London Kings Cross	Hitchin, Stevenage, Welwyn Garden City, Hatfield, Potters Bar	2 / hr	2 / hr	2 / hr

Source: <https://timetables.greatnorthernrail.com>

Note : *Services from 16:00 on Weekdays, and 19:00 on Saturdays

Local Highway Network

- 2.14** The site is situated on Great Green with the north boundary of the site being Crab Tree Lane. Great Green is a single-carriageway road measuring approximately 7.5 m in width, adjacent to the site. Crab

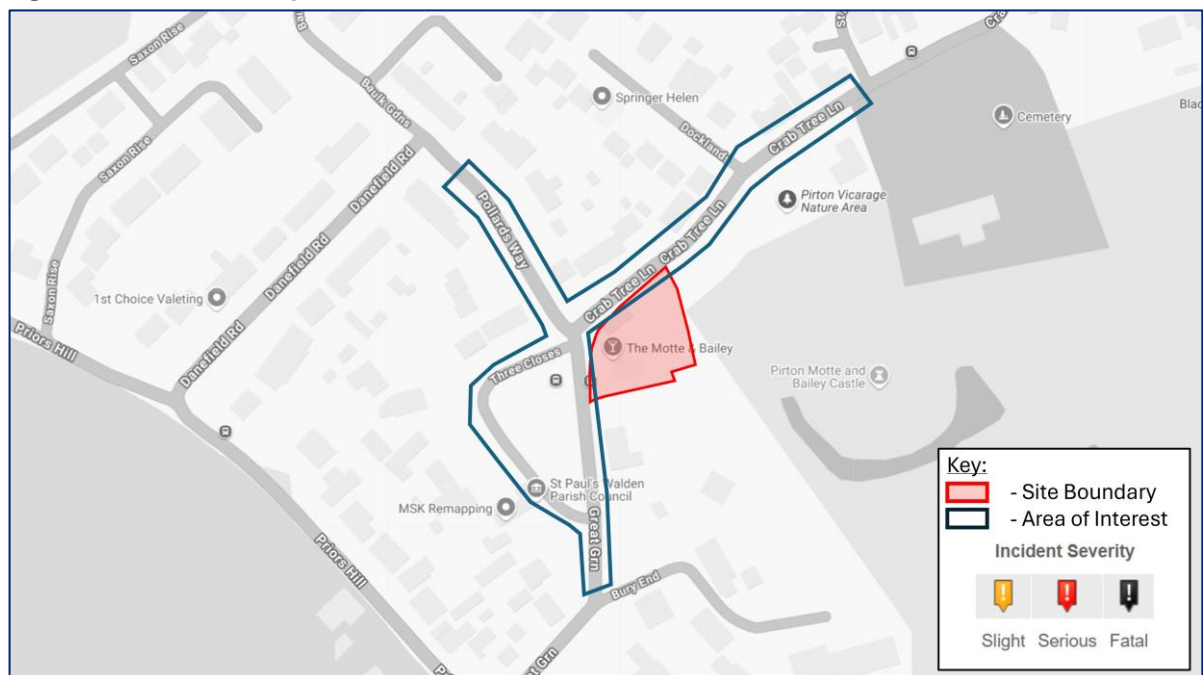
Tree Lane is a single-carriageway road measuring approximately 8.0 m in width, adjacent to the site. Both Great Green and Crab Tree Lane have a 20-mph speed limit.

- 2.15 Approximately 2,900m to South-East of the site, Hitchin Road connects with the B655 which provides connections to Hitchin to the East and Barton-Le-Clay to the West.

Road Safety

- 2.16 Personal Injury Collision (**PIC**) data for the most recent five-year period for the area surrounding the Site has been obtained from the CrashMap database. CrashMap compiles data collected by the police, where a road traffic collision results in injury, into an easy-to-use format.
- 2.17 A review of the CrashMap data shows that for the most recent five-year period available (2019-2023), shows that four incidents occurred within the proximity of the site. This is visible in **Figure 2.5** above.

Figure 2.5 CrashMap Data



Source: CrashMap.co.uk

- 2.18 As can be seen in **Figure 2.5**, no collisions occurred within the immediate vicinity of the site.

Summary

- 2.19 This section demonstrates the accessible nature of the site in context with access provided to public transport facilities, the local and strategic highway network, amenities and facilities as well as pedestrian and cycle facilities.

3 National and Local Transport Policy

3.1 This Chapter of the Transport Statement provides a policy context to the development proposals, focusing on both national and local planning transport policy and guidance. The documents, which have been reviewed in relation to this planning application, include:

- National Planning Policy Framework;
- North Herts Local Plan 2011-2031; and
- Pirton Neighbourhood Development Plan 2011-2031.

3.2 The key policies that have an influence upon the development proposals from a transport perspective are set out below, with other policies dealt with elsewhere in the supporting documentation.

National Policy and Guidance

National Planning Policy Framework 2025

3.3 The National Planning Policy Framework (**NPPF**), most recently updated in 2025, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

3.4 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. 102)

3.5 Regarding sustainability, it states that:

"The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs." (para 7).

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

"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 48 ; 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." (para 115)

3.7 Considering development proposals:

"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." (para 116).

3.8 According to the NPPF, applications for development should, among other things:

"(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.” (para 117).

3.9 Regarding transport assessments/statements and travel plans, it states that:

“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.” (para 118).

Local Planning Policy

North Herts Local Plan 2011-2031

- 3.10 The North Hertfordshire Local Plan 2011-2031 was adopted on Tuesday 8 November 2022, to outline a strategy for ensuring that growth is delivered in the right place and is of the right character and quality.
- 3.11 In January 2024, Cabinet approved a full review and update of the North Herts Local Plan for 2025-2045, however such updates have not yet been completed.
- 3.12 The parking standards outlined by the North Herts Local Plan are shown in **Table 3.1** below.

Table 3.1 Residential Parking Standards

Class Use C3	Car Parking Standard	Minimum Cycle Parking Standard
1 bedroom	1 space per dwelling minimum	1 secure covered space per dwelling. None if garage or secure area provided within curtilage of dwelling
2-3 bedrooms	2 spaces per dwelling minimum	

Source: North Herts Local Plan - Appendix 4: Car Parking Standards

- 3.13 No standards are provided for houses with more than 3 bedrooms. Requirements for visitor or unallocated parking is shown in **Table 3.2** below.

Table 3.2 Visitor/Unallocated Parking Standards

Class Use C3	Car Parking Standard	Minimum Cycle Parking Standard
Visitor/ Unallocated	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 For C3 retirement developments - 1 covered and secure visitor space per 3 units

Source: North Herts Local Plan - Appendix 4: Car Parking Standards

Pirton Neighbourhood Development Plan 2011-2031

3.14 The Pirton Neighbourhood plan describes itself as:

"a community-led document that guides the future growth, development and conservation of the Parish of Pirton, with a particular focus on the village of Pirton. Crucially, it contains planning policies that deal with a range of social, environmental and economic issues such as housing, heritage, biodiversity and transport."

3.15 The Neighbourhood Plan' objective four is:

"To ensure that Pirton Parish remains a safe place to live (including pedestrian, equestrian, cyclist and motorist safety), adequately served by Public transport, and with an emphasis on encouraging walking and cycling in and around the village and parish."

3.16 Policy PNP 11 regarding the *Safety of Pedestrians, Cyclists, Equestrians and Motorists* states development proposals will be required to:

"Provide safe vehicular and pedestrian access to the development."

Demonstrate that there are adequate safe pedestrian links (including for those with visual and mobility impairments) to the principal village facilities including the village centre, and recreation ground.

Identify appropriate measures such as highway improvements to address any transport infrastructure inadequacies, and include measures to mitigate increased pollution arising from increased traffic and the impact on the environment. Where other development proposals are under consideration, any particular development proposal must take account

of the cumulative impact of increased traffic arising from the new development, combined with other schemes that have received or are seeking planning permission.

Ensure that any traffic-calming measures or vehicular access from the highway that may be proposed are both sympathetic to the character of the village, and safe for all users, and existing Pirton residents."

3.17 Policy PNP 12 regarding Connectivity states that development proposals will be required to:

"Add to, link with and improve the existing safe network of cycle routes and footpaths, within Pirton and giving access to the countryside wherever it is appropriate given the scale of the development and there is an opportunity to do so.

Ensure that streetscape features along any pedestrian or cycle routes provided or improved by the proposal are of a design which reinforces or enhances of a design which reinforces and enhances the character of Pirton

Improve access for walkers to the many public footpaths in the Parish and especially to the Chilterns Area of Outstanding Natural Beauty, the regionally important Icknield Way Path/Trail, together with cyclist access to the Chiltern Cycleway wherever there is an opportunity to do so in relation to the network of public footpaths in the Parish.

Any development which has an adverse effect upon or proposes the loss of existing footpaths and cycle routes will not be permitted unless a satisfactory alternative providing equivalent or better provision can be achieved."

3.18 Policy PNP 13 regarding car parking says:

"New developments should be self - sufficient in providing parking on plot to meet its needs in accordance with NHDC Residential Parking Standards, save for larger houses (3 bedrooms or more) when a minimum of 3 car parking spaces will be required. All proposals for parking must demonstrate that the needs of those with mobility impairment have been taken into account.

Where it is difficult to meet the above requirements on plot, for example for terraced housing, additional parking bays or service roads in front of the property will be considered acceptable to help achieve compliance with the parking standards."

4 Development Proposals

Description of development

- 4.1 The proposals are to provide a single three-bedroom house, with associated parking for cycles and cars, adjacent to the Motte & Bailey public house. The proposed site layout plan is provided in **Appendix A**.
- 4.2 Three car parking spaces are being provided for the house, as well as a communal garden space to the rear of the house. The existing Public House car park and outside seating areas are to be retained as per the existing.

Access

- 4.3 Pedestrian and cycle access to the house will be taken from Crab Tree Lane.
- 4.4 Vehicular access will be taken directly from Crab Tree Lane approximately 40m east from the junction with Great Green. Speeds are considered to be low along Crab Tree due to the junction and a bend in the road in the other direction supporting safe manoeuvres in and out of the parking spaces similar to other dwellings on Crab Tree Lane.
- 4.5 The visibility splay for the proposed access are available at 2.4m x 29m to the west, and 2.4m x 43m to the east, suitable for a design speed of 30mph. The visibility splays are shown in **Appendix B**.

Parking Provision

- 4.6 The development proposals include three parking spaces for the residential unit. These will be located directly off Crab Tree Lane, at the front of the building. This is consistent with the standards outlined in North Herts Local Plan 2011-2031.
- 4.7 Two covered and secure cycle parking spaces will be provided on site, in line with the requirements of the local planning policy guidance.

Refuse Collections

- 4.8 Refuse collection is to be in-line with the existing residential properties located along Crab Tree Lane, with bins to be left at the edge of the driveway on collection days, for collection by municipal collection vehicles.

Trip Generation

- 4.9 The introduction of a single dwelling will generate a negligible amount of traffic and consequently not be a 'severe' impact as outlined in the test set out in the NPPF.

Public house car park

- 4.10 The public house car park will be reconfigured as part of the development. The current car park is not marked out but is understood to accommodate 10 – 14 cars. The reconfigured car park will accommodate 14 cars; thus, there will be no detriment to the public house and no residual highway impacts.

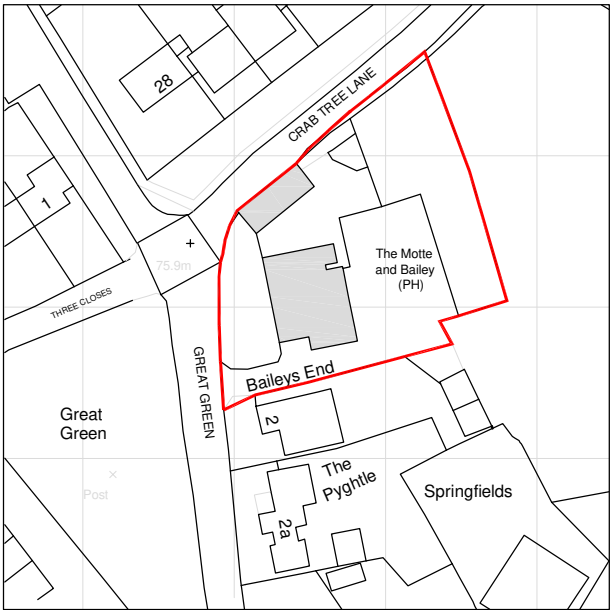
5 Summary and Conclusions

- 5.1 Transport Planning Associates have been instructed by Punch Partnerships (PML) Limited with respect to a proposed development at The Motte & Bailey in Pirton, near Hitchin, Hertfordshire, SG5 3QD. The proposals are for the erection of a single four-bedroom house, adjacent to the existing public house.
- 5.2 Vehicle access for the new house will be taken from Crab Tree Lane approximately 40m east from the junction with Great Green. Parking will be provided on site for two cars and two bicycles.
- 5.3 The site is in an accessible location with a range of amenities available within walking or cycling distance, along with several bus services which will assist in encouraging / enabling sustainable and healthy travel choices.
- 5.4 The development proposals include three parking spaces for the residential unit. These will be located directly off Morris Way, at the front of the building. This is consistent with the standards outlined in North Herts Local Plan 2011-2031.
- 5.5 Visibility splays at the proposed site access are considered to be suitable for the anticipated speeds of passing traffic.
- 5.6 The introduction of one four-bedroom house will result in a negligible increase in traffic, therefore, is not considered to be a severe impact as is the test set out in the NPPF. Two car parking spaces are proposed for the house, which is considered adequate given the sustainable location of the site. Visibility along Crab Tree Lane from the residential parking spaces satisfies Manual for Streets guidance for 20mph speeds.
- 5.7 The development proposals are policy compliant and located in a sustainable location near the village centre. There are considered to be no highways-based reasons why the proposals should not be approved.

APPENDIX A

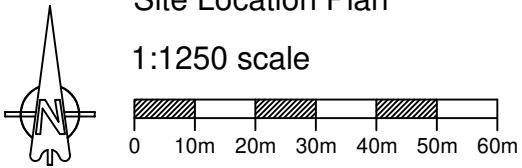


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Site Location Plan

1:1250 scale



KEY

Site Boundary



Site Location Plan

1:200 scale

NOTES

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P2	Aug 2025	Red line	AC
P1	Aug 2025	Preliminary	AC

Revision	Date	Description	Own	Chkd
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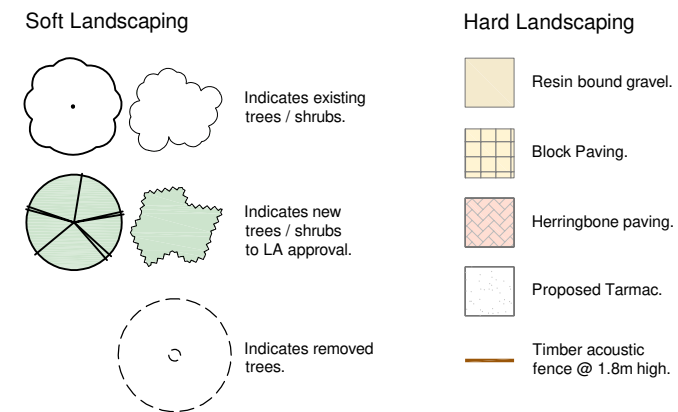
Project :
Motte & Bailey,
Hitchin
SG5 3QD

Drawing Title :
Site Location Plan

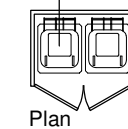
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AC	Aug '25				

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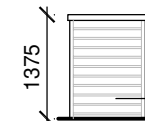
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Refuse & Recyclables
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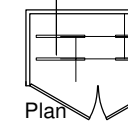


Pla

Side
ElevatioFront
Elevation

- Timber framework
- Slatted timber doors.
- Slatted timber cladding.

— Cycle Store
(2 x spaces)



Plan

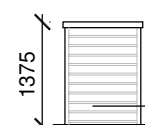
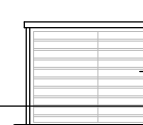
Side
ElevationFront
Elevation

Diagram illustrating the components of a traditional Japanese building structure:

- Timber framework
- Slatted timber doors.
- Slatted timber cladding.

A horizontal number line is shown with tick marks at 0, 1m, 2m, 3m, 4m, and 5m. The intervals $[0, 1m]$, $[2m, 3m]$, and $[4m, 5m]$ are shaded with diagonal lines.



A number line from 0 to 10m with tick marks every 1m. The segments from 0 to 1, 2 to 3, 4 to 5, 6 to 7, and 8 to 9 are shaded with diagonal lines.

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P4	Oct 2025	Proposed trees	HG
P3	Aug 2025	Proposed trees	AC
P2	Aug 2025	Amended layout	AC
P1	Aug 2025	Preliminary	AC
Revision	Date	Description	Dwn Chkd



Client :

Project :
Motte & Bailey,
Hitchin
SG5 3QD

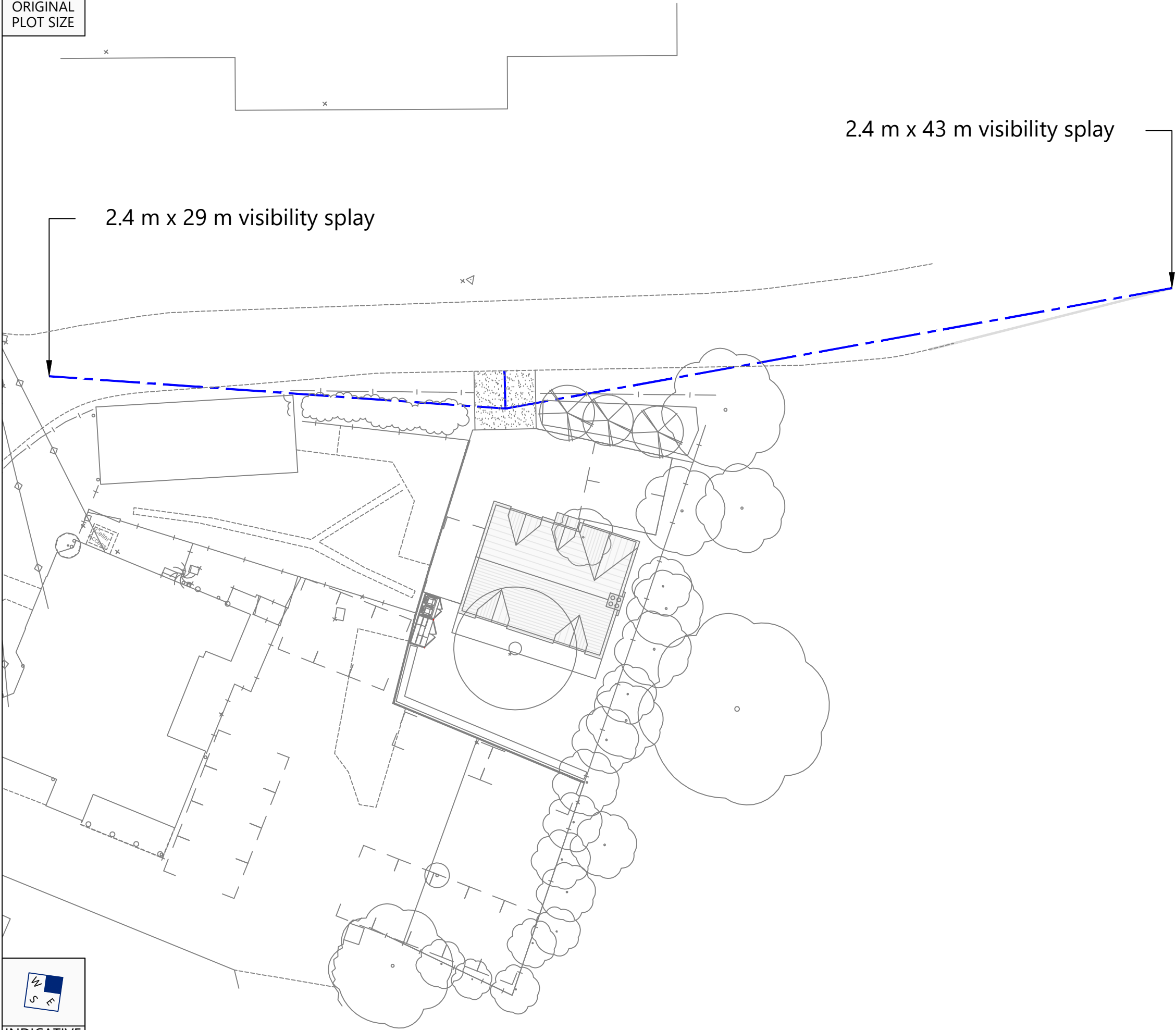
Drawing Title :
Proposed Site Plan

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Drawing No. 25.4585.101	Revision: P4	Scale: As shown @ A3			

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 SCALING ONLY FOR LOCAL AUTHORITY PURPOSES.

APPENDIX B

A3
ORIGINAL
PLOT SIZE



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- NOTES:
- Drawing based on Architect drawing "25.4585.100_P5_email.dwg"
- = Visibility Splays
--- = Indicative Carriageway Edge

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Welwyn Garden City



Transport Planning Associates

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www.tpa.uk.com

CLIENT:
PUNCH PARTNERSHIPS (PML) LIMITED

PROJECT:
**THE MOTTE & BAILEY,
PIRTON SG5 3QD**

TITLE:
**2.4M X 29M and 2.4M X 43M
VISIBILITY SPLAYS OF
PROPOSED ACCESS**

STATUS:
FOR INFORMATION

SCALE: 1:250	DATE: 06/11/25	DRAWN: LS	CHECKED: DJ	APPROVED: NH
JOB NO: 2507-035	DRAWING NO: VS02	REVISION: -		