

A Planning Application by
BLAKENEY ESTATES LIMITED

In respect of
**Land East of Walnut Tree Road,
PIRTON**

Technical Note – Response to Highways Comment

2210-050/TN/01 | November 2025



Document Management

© 2025 Transport Planning Associates Limited. All Rights Reserved.

This document has been prepared by Transport Planning Associates for the sole use of our client in accordance with generally accepted consultancy principles, the budget for fees and the terms of service agreed between Transport Planning Associates and our client. Any information provided by third parties and referred to herein has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated in the document. No third parties may rely upon this document without the prior and express written agreement of Transport Planning Associates.

Document Review

	Status	Author	Checker	Approver	Date
01	Draft	AW	IB	JC	18 11 2025
-	Issue	AW	IB	JC	20 11 2025

Issued by:

Bristol
Cambridge
London
Welwyn Garden City

Transport Planning Associates
No.9 Journey Campus
Castle Park
Cambridge
CB3 0AX

01223 455385
cambridge@tpa.uk.com
www.tpa.uk.com

Contents	Page
1 Introduction	1
2 Response to Comments Raised	2
3 Summary and Conclusion	15

List of Tables

Table 2.1	Residential TRICS Total Vehicle Trip Rates
Table 2.2	Forecast Residential TRICS Total Vehicle Trips
Table 2.3	Forecast Residential TRICS Total People Trips
Table 2.4	Modal Share Proportions
Table 2.5	Net Change in Vehicle Trips

List of Figures

Figure 2.1	Walking Isochrone Plan
Figure 2.2	Cycling Isochrone Plan

List of Drawings

2210-050.PL01(A)	- Proposed Access Extension
2210-050.SP02	- Swept Path Analysis of a Large Car – Site Access Arrangements
2210-050.SP01	- Swept Path Analysis of a 11.2m Refuse Collection Vehicle – Site Access
2210-050.PL02(A)	- Proposed Hambridge Way Emergency Access
2210-050.SP03	- Swept Path Analysis of a Fire Tender Vehicle – Emergency Access
2210-050.PL04	- Proposed Pedestrian and Cycle Access
2210-050.SP04	- Swept path Analysis of a 11.2m Refuse Collection Vehicle – Hambridge Way
2210-050.SP05	- Swept Path Analysis of a Fire Tender Vehicle – Hambridge Way

List of Appendices

A	Highway Authority Response (10/10/2025)
B	Transport Assessment PM Peak Hour Trip Rate Calculation
C	TRICS Output Report
D	Total People PM Peak Hour Trip Rate Calculation
E	Hertfordshire County Council Accident Data
F	Stage 1 Road Safety Audit
G	Confirmation of 8m Fire Tender Vehicle

1 Introduction

1.1 Transport Planning Associates has been commissioned by Blakeney Homes Limited to provide transport planning consultancy services in respect of a proposed residential development on Land East of Walnut Tree Road, Pirton ("**the Site**").

1.2 An outline planning application (Planning Reference: 25/02064/OP) was submitted in September 2025 for the Site, with the development description as follows:

Erection of up to 50 dwellings including affordable housing, together with amenity space, landscaping and all associated infrastructure and works (all matters reserved except means of access).

1.3 Transport Planning Associates supported the scheme with the creation of a Transport Assessment (Transport Planning Associates report reference: 2210-050/TA/01, dated July 2025) ("**TA01**"), providing details of the scheme including access design, highway impact and mitigation strategies to improve pedestrian and cycle provision. A formal response to this Transport Assessment from Hertfordshire County Council ("**HCC**"), the Highway Authority was received on the 10th October 2025.

1.4 The full highway authority response is contained in **Appendix A**.

1.5 This Technical Note has been prepared to address the comments raised by HCC. For ease of reference throughout this report, the comments made by the HCC are reproduced in italic type and further analysis by Transport Planning Associates presented in standard type.

2 Response to Comments Raised

- 2.1 This chapter of the Technical Note provides a response to the matters raised, providing further information and analysis where necessary to address the comments raised.

Planning Policy

The Transport Assessment submitted does not provide any reviews for applicable policies. In any future submissions, it is required to review applicable policies but not limited to

- *National Planning Policy Framework (Dec. 2024)*
- *Hertfordshire Local Transport Plan 4*
- *North Hertfordshire Local Plan (2011 – 2031)*
- *North Hertfordshire - Vehicle Parking at New Development Supplementary Planning Document*
- *Hertfordshire County Council Guide to Developer Infrastructure Contributions (2021)*

- 2.2 The submitted Transport Assessment addresses all of these local and national planning policies in Chapter 2 of the report, in the order detailed in the HCC response.

The Highway Authority would recommend further review of Cycle Infrastructure Design – Local Transport Note 1/20 (2020) and Inclusive Mobility (2021), ensuring adequate inclusive accessibility to local facilities including public transport, shops and schools by active travel modes, in accordance with the Government's Gear Change policy agenda and the requirements of the Disability Discrimination Act (2005).

Additionally, the applicant should also review HCC's Place and Movement Design Guide. Any improvement works to the highway and internal road network must be designed in accordance with the HCC Place and Movement Design Guide.

- 2.3 The internal road network of the site will be determined at the detailed design stage of the application, with this being an Outline application with all matters reserved except for access. The Reserved Matters will take account guidance from LTN 1/20 and Inclusive Mobility, with the low quantum of walking and cycling movements derived from the proposed development considered in relation to the acceptability of the established walking and cycling arrangements.
- 2.4 HCC's Place and Movement Design Guide has also been utilised and, in line with further comments by HCC in their response to TA01, the carriageway widths have been increased to 5.5m and 2m footways as per P2/M1 typology.

Trip Generation

Table 5.1 of the TA provides the vehicular trip rates proposed for the residential development, considering all units fall under land use category 03-A (privately owned market housing). However, there is an inconsistency in the trip rates shown in Tables 5.1 and 5.2, when compared to the trip rates available in Appendix I.

- 2.5 The trip generation presented in Tables 5.1 and 5.2 of TA01, and subsequent junction impact analysis presented in Chapter 7, is all correct as per the provided TRICS output report for the site, contained in Appendix I of TA01.
- 2.6 The inconsistency between the trip rates derived from the TRICS report and TA01 is due to the peak hours that have been used within the report and subsequent analysis that have been derived from the vehicle surveys. The AM peak hour period is derived as 08:00 – 09:00, however the PM peak hour period is derived as 17:45–18:45. The Peak Hour Analysis Extracts were presented in Appendix D of TA01.
- 2.7 The TRICS output detailed trip rates in one hour segments, to which the AM peak hour is easily extracted and presented in Table 5.1. in order to calculate the PM peak, which is not a standard hour, the trip rate for 17:00 has been divided by 4 to obtain a 15 minute trip rate. The 18:00-19:00 trip rate has also been divided by 4 and then multiplied by 3 to obtain a 45 minute trip rate, and these two trip rates have been added together to obtain the rate of 17:45–18:45. This calculation can be viewed in **Appendix B**.
- 2.8 The naming convention of Table 5.1 and 5.2 of TA01 have been corrected to make clear the changes in trip rates between the tables and the full TRICS output report in Appendix I. These have been reproduced in Table 2.1 and Table 2.2 for clarity.

Table 2.1 Residential TRICS Total Vehicle Trip Rates

	Morning peak (08:00 to 09:00)		Evening peak (17:45 to 18:45)	
	Arrive	Depart	Arrive	Depart
Vehicle Trip Rate per dwelling	0.171	0.311	0.25025	0.13625

Table 2.2 Forecast Residential TRICS Total Vehicle Trips

	Morning peak (08:00 to 09:00)		Evening peak (17:45 to 18:45)	
	Arrive	Depart	Arrive	Depart
Vehicle Trip Rate per dwelling	0.171	0.311	0.25025	0.13625
Total Vehicle Trips	9	16	13	7

Overall, the Highway Authority is content with the selection criteria used; however, it is recommend that the Applicant revisits the TRICS assessment by excluding sites surveyed on Fridays. Additionally, the Applicant should incorporate the people trips and provide the base modal share. This will help provide a breakdown of trips expected to use the different modes under both the baseline scenario and with implementation of the proposed sustainable travel targets.

- 2.9 As HCC are content with the search criteria used for the site, the same search criteria has been replicated in this report, however as requested, any survey days taken on a Friday have been excluded.
- 2.10 The full TRICS output report is contained in **Appendix C**.
- 2.11 As outlined by the HA, the Total People trips have been derived so as that they can be broken down into modal share proportions. The forecast Total People trip rates and trips are summarised within Table 2.3.

Table 2.3 Forecast Residential TRICS Total People Trips

	Morning peak (08:00 to 09:00)		Evening peak (17:45 to 18:45)	
	Arrive	Depart	Arrive	Depart
Total People Trip Rate per dwelling	0.279	0.82	0.44	0.26925
Total People Trips	14	41	22	13

- 2.12 In the same manner as discussed prior, the PM peak hour period trip rate has been obtained through deriving the 15 minute rates and scaling this to the correct hourly flow. This calculation is presented in **Appendix D**.
- 2.13 In order to derive the modal share from the Total People trips presented in Table 2.3, travel patterns have been obtained for the local area through census information based on journeys to work.
- 2.14 Data from the 2011 census (QS701EW - Method of Travel to Work) provides information related to the existing travel behaviours of those residing in Pirton, under the Mid-super Output Area 'North Hertfordshire 014', which is a consistent methodology used as part of TA01. 2011 data has been sourced over 2021 given the influence of Work from Home data during the Covid-19 pandemic.
- 2.15 The full modal share proportions, minus the influence of those '*Not in Employment*' are presented in Table 2.4

Table 2.4 Modal Share Proportions

Travel Mode	Proportion	Morning Peak		Evening Peak	
		Arrive	Depart	Arrive	Depart
Work Mainly from Home	11%	2	4	3	1
Train	9%	1	4	2	1
Bus	1%	0	1	0	0
Taxi	0%	0	0	0	0
Motorcycle	1%	0	0	0	0
Driving a car or van	66%	9	27	15	9
Passenger	4%	1	2	1	1
Bicycle	1%	0	1	0	0
On Foot	6%	1	2	1	1
Other	1%	0	0	0	0
Total	100%	14	41	22	13

- 2.16 The change in single occupant car trips from that presented in Table 2.4 and those replicated from TA01 (Table 2.2 in this report), is presented in Table 2.5.

Table 2.5 Net Change in Vehicle Trips

	Morning peak (08:00 to 09:00)		Evening peak (17:45 to 18:45)	
	Arrive	Depart	Arrive	Depart
TA01 Total Vehicle Trips	9	16	13	7
TN01 Vehicle Trips	9	27	15	9
Net Difference	0	+11	+2	+2

- 2.17 The net change in vehicle movements as a result of the updated TRICS analysis outlines an increase of 11 vehicles in the morning peak hour and 4 vehicles in the evening peak hour.

- 2.18 It is acknowledged in the capacity analysis of TA01, and agreed within HCC's comments, that the development is expected to have minimal impact on the operation of the assessed highway network. The negligible increase in vehicle trips shown in Table 2.5 would not materially impact the operation of the junctions as shown in TA01, and as such even with this change the vehicle trips and subsequent impact would not be severe.

Trip Distribution

The development trips have been distributed using the Census 2011 Journey to Work data for North Hertfordshire 014 MSOA and assigned to the network. The development is expected to have a large traffic impact at the Walnut Tree Road / High Street / Royal Oak Lane crossroad junction, with nearly 88% of trips anticipated to travel south to reach the various destinations.

- 2.19 As outlined in TA01, the proposed development is only forecast to add 3 two-way vehicle movements in both the morning and evening peak hour periods to the Walnut Tree Road / High Street / Royal Oak Lane crossroads. We do not consider this to be a "large traffic impact". Regardless of this, HCC in their response outlines that the development traffic impact is minimal.

Committed Development

It is recommended that the Applicant liaises with the Local Planning Authority to confirm if any committed development in the area is to be considered in the assessments

- 2.20 Further review of Hertfordshire's planning portal has been undertaken to validate the TA01 in not including committed development. Since the submission of TA01, a planning submission for a residential development of 130 dwellings has been proposed to the north of the Site, with access taken from Holwell Road (Planning ref. 25/01696/OP). As this site is yet to receive recommendation for approval, it will continue to be excluded from committed development traffic flows, with the committed development still captured within the TEMPro background growth factors from TA01.
- 2.21 Despite this, when examining the future year modelling results of the Holwell Road scheme, inclusive of the development traffic, the Maximum RFCs presented in Table 5.6 of the Transport Assessment show 0.18 in the AM and 0.13 in the PM peak. Both of these values remain low for the assessed crossroads and the addition of the Site's proposed development traffic would not result in severe impact results.

Base Model Validation

It is acknowledged that the Applicant has undertaken a validation exercise of the base models using the queue survey data. Appendix C shows that 5-minute spot checks were carried out

to estimate the queue length for each arm of the junctions. The Highway Authority would like to understand if a maximum of 5-minute queue length measurements were also taken.

- 2.22 Maximum of 5 minute queue length measurements were not undertaken, however, given the level of queuing noted in the surveys, it is not considered that this information would alter the calibration of the modelling or change the conclusion that the impact on the highway network is unlikely to be severe.

Accessibility

Walking

The applicant has proposed improvement works to the pedestrian facilities at the Hambridge Way / Royal Oak Lane crossroads within the Strand 1 obligations. These works have been proposed to facilitate better connectivity for pedestrians by introducing formalised crossing points along Royal Oak Lane and Hambridge Way, to tie in with existing infrastructure and ensure continuous movement of pedestrians. It is proposed (DWG 2210-050.PL03 A) to reduce the width of the Hambridge Way bell mouth to allow room to introduce a footway connecting to the crossing points supported by tactile paving.

Any proposed mitigation measures/ off site works on the local highway network are expected to be supported by a Stage 1 Road Safety Audit.

- 2.23 Road Safety Audit details are to be provided later in this report.

Furthermore, under Strand 2 contributions, the applicant has identified surface improvement interventions for Bridleway 21 north of the site. The Highway Authority recommends submitting the detailed design and surface material plan, and it is also advised to liaise with the PRow officer.

- 2.24 Matters related to detailed design of the Bridleway will be dealt with in the reserved matters stage, with this Outline application having all matters reserved except for access. The design should be the subject of a suitably worded planning condition.

Public Transport

The Highway Authority would recommend that the applicant provide a spatial and accessibility assessment using tools, including but not limited to isochrone mapping, to assess the distance to bus stops, local facilities, and amenities, and their accessibility by walking and cycling. A comprehensive evaluation of the site's accessibility to essential local services,

including but not limited to healthcare facilities, primary schools, and other amenities, is required to ensure an informed assessment of sustainable travel options.

- 2.25 Isochrone plans have been produced which outline the connectivity of the site to the surrounding services and facilities via walking and cycling.
- 2.26 A Walking Isochrone plan, outlining walking distances at 400m, 800m and 1,200m in the context of Pirton and the available facilities and services is presented in **Figure 2.1**, contained in the Figures Appendix. This plan highlights that many of the facilities and services surrounding the site, notably the bus stops on Royal Oak Lane and primary school, are within an 800m walking distance.
- 2.27 A cycling Isochrone Plan, outlining cycle times of 10 and 20 minutes is presented in **Figure 2.2**, contained in the Figures Appendix. This Plan highlights that Pirton is within a 20 minute cycle journey of the neighbouring town of Hitchin, with the context of local cycling routes that enable residents to safely cycle in and around Pirton.

Highway Safety

The Highway Authority would recommend collecting the most recent 5 year data from the authority and review for any concerns and consider mitigation if required.

- 2.28 Accident data covering the most recently available five year period has been obtained from Hertfordshire County Council. The scope of this accident study covered the same assessed scope used for the Transport Statement submission. The full accident data output is contained in **Appendix E**.
- 2.29 The Accident data provided by HCC highlighted that there were no accidents within the most recently available five year period.

Vehicle Access

The Highway Authority would like to highlight that the main access would qualify for the P2/M1 street typology recommended under the HCC Place and Movement guidance. The minimum carriageway width recommended for the P2/M1 category of streets is 5.5 metres, and that of the footway is 2 metres. The proposed access arrangements do not meet these requirements.

- 2.30 A revised Access Drawing has been produced to accommodate the carriageway widths identified within HCC's comment. The revised access is presented in Transport Planning Associates drawing **2210-050.PL01(A)**, contained in the Drawings Appendix.

Furthermore, at the point where the site access narrows, the applicant has proposed to implement a one-way working system with priority control to facilitate the safe movement of pedestrians, reducing the running width to 3.7 metres and thereby permitting only single-file vehicle movement. This approach is supported; however, it is necessary to demonstrate that a standard large car can safely pass through this narrowed section while, on the opposite side, a refuse vehicle is stationary at the give way line.

It is essential to carry out a swept path analysis to demonstrate that an 11-metre refuse vehicle can safely access the site in a forward gear.

- 2.31 A swept path analysis for the updated access road has been undertaken, demonstrating that a standard large car can safely pass through the narrowed section of carriageway whilst a RCV is stationary at the give way line. This is presented in Transport Planning Associates drawing **2210-050.SP02**, contained in the drawings Appendix.
- 2.32 A further swept path analysis has been designed to outline an 11m RCV entering and exiting the site access in a forward gear and onto the adopted carriageway. This is presented in Transport Planning Associates drawing **2210-050.SP01**.

It is noted that emergency access to the site is proposed via Hambridge Way. The Highway Authority wishes to emphasise that, for the majority of its length, Hambridge Way comprises a narrow carriageway measuring less than 3.7 metres in width. As outlined in Chapter 7, Clause 7.2.3 of the Manual for Streets, it is recommended to consult with the local Fire Safety Officer for a carriageway width of less than 3.7 meters.

Furthermore, it should be noted that there is currently a 'No Vehicles – Except of Access' sign positioned approximately 120 metres from the junction with Walnut Tree Road and Royal Oak Lane.

- 2.33 It is noted that a 'No Vehicles – Except for Access' sign is present along Hambridge Way, however this is in line with the proposed emergency access, which has an existing use as an agricultural access, meaning that there is an expectation of vehicle movements in this area. This maintains the same quantum of vehicle movements as the likelihood of an emergency vehicle needing to utilise the access is very low, much like the quantum of farm vehicles.
- 2.34 The emergency access onto Hambridge Way has been revised to better accommodate a fire tender. The revised emergency access arrangement, featuring an increased width to 4.5m and wider radii onto Hambridge Way, is presented in Transport Planning Associates drawing **2210-050.PL02(A)**.

- 2.35 Despite the narrow carriageway, swept path analysis of a fire tender emergency vehicle has been undertaken at the emergency access to outline the suitability of the revised access for emergency vehicles. This is presented in Transport Planning Associates drawing **2210-050.SP03**. This drawing outlines that an 8m fire tender, which was confirmed to be the vehicle used by HCC's Fire Safety Team, can suitably enter and exit the proposed access points in a forward gear.

Pedestrians and Cyclists

It should be noted that, as referenced above, the recommended minimum footway width for streets classified as P2/M1 is 2 metres. It is therefore essential that this standard is met in the final design for the main site access via Cotman End.

- 2.36 Noted. As shown in Drawing , the site access footway is drawn to accommodate a 2m width into Cotman End.

Furthermore, the submitted Concept / Parameters Plan (DWG. 22130 (D) 015 Rev. D) illustrates 2 additional connections to the existing footpath network on the northwestern and southeastern corner of the site. The Highway welcomes the proposal. However, it is recommended to submit the detail design of these connections. It is also necessary to consult the PRow officer for any proposal involving PRow.

- 2.37 Details of the proposed pedestrian/cycle accesses onto Hambridge Way to the northeast and the footpaths on the south and southeast are presented in Transport Planning Associates drawing **2210-050.PL04**. Full liaison with the PRow officers in addressing the internal design of the links to the PRow should be subject to a suitably worded planning condition at the reserved matters stage.

It has been identified that the immediate junction with the proposed site extension currently lacks both dropped kerbs and tactile paving. A thorough evaluation of the existing pedestrian and cycling infrastructure in the vicinity of the site is required, and appropriate mitigation measures should be implemented where necessary to ensure accessibility and safety for all users.

It is recommended that the development proposals must include adequate footways to an acceptable standard (at a minimum 2m width), dropped kerbs and tactile paving to enable safe and suitable access for pedestrians and mobility impaired users, in line with HCC Local Transport Plan Policy 1 and NPPF para 115 (a, b, c), to the existing sustainable infrastructure.

- 2.38 Dropped kerbs and tactile paving have been provided in the revised access drawing as shown in drawing **2210-050.PL01(A)**.

- 2.39 The existing priority Junction access of Cotman End and Walnut Tree Road features tactile paving and dropped kerbs, which connect to the footway identified along the eastern side of Walnut Tree Road. With footway enhancements proposed on the Hambridge Way crossroads as part of the Site's offsite highway improvements, this further facilitates suitable connectivity between the site and the local services and facilities further within Pirton that are accessible as shown in the attached Isochrone plans.

Road Safety Audit

Any proposed mitigation measures on the local highway network are expected to be supported by a Stage 1 Road Safety Audit. Any concerns identified by a road safety audit should be addressed by a designer's report detailing how any safety issues are to be addressed. This may lead to changes in the design. The proposed site access should not be approved in the absence of a road safety audit and a satisfactory designer's report addressing any concerns.

- 2.40 A Stage 1 Road Safety Audit ("**RSA**") was undertaken by an independent specialist company, Alpha Consultants, to address the proposed mitigation works. A full copy of the RSA is contained in **Appendix F**.
- 2.41 A subsequent Designers Response has been produced, detailing how safety issues have been addressed. This Designers Response (Transport Planning Associates report ref. 2210-050/DR/01, Dated 18/11/2025) can be viewed as a stand alone document to be submitted alongside this Technical Note.
- 2.42 In summary, the RSA outlined:
- Swept path analysis undertaken to demonstrate the continued use of Hambridge way by RCV's and a fire tender, with negligible impact on highway safety given the introduction of pedestrian separation and lower vehicle movements passing Hambridge Way.
 - The emergency access widened to accommodate emergency vehicle use.
 - The main access, with its low quantum of vehicle movements, presenting no material risk of vehicle collision, with ample time for each vehicle to manoeuvre freely into and out of the site access past the narrowing to accommodate for priority pedestrian movements.

Swept Path Analysis

No swept path assessment has submitted as a part of this application. It is required to undertake swept path analysis using the following vehicles:

- 5.079 Large Car (SVD)
- 11m long Refuse Collection Vehicle

- 10.1m long Fire Appliance

The drawings should demonstrate that these vehicles can access the site safely in forward gear with fire appliance access complying with the standards set out in Manual for Streets section 6.7 as well.

- 2.43 Swept Path Analysis has been undertaken, as presented in Transport Planning Associates drawings **2210-050.SP01** and **2210-050.SP02** for the main site access. These outline vehicles are able to enter and exit the site in a forward gear.
- 2.44 The Swept Path of the emergency access is presented in drawing **2210-050.SP03**. This utilises an 8m fire tender, which was confirmed to be the vehicle used by HCC's Fire Safety Team. This confirmation can be viewed in **Appendix G**. The drawing outlines that a fire tender can enter and exit the site from the emergency access in a forward gear onto Hambridge Way.
- 2.45 It would be considered that the use of this access by emergency vehicles would be extremely low, given the probability of the main access being blocked at the same time of a fire on the Site. This access arrangement and swept path analysis are deemed suitable for the proposed development and show the emergency access can accommodate an emergency vehicle.
- 2.46 Further enhancement of the emergency access to accommodate a 10.1m Fire Tender would be possible, but it is not considered appropriate as this would result in an oversized junction, which is unlikely to be utilised by the 10.1m vehicle.
- 2.47 Further swept path analysis has been conducted for the Hambridge Way crossroads where mitigation has taken place. Transport Planning Associates drawing **2210-050.SP04** details a RCV entering and exiting Hambridge Way, whilst drawing **2210-050.SP05** details a fire tender. Each drawing outlines that with the proposed mitigation at these crossroads allows for the continued operation of Hambridge Way to accommodate an RCV and Fire Tender vehicle.
- 2.48 Analysis of the internal roads in the site has not been undertaken as these remain outside of the scope of this outline application, with all matters reserved except for access.

Internal Layout

The internal layout must comply with design standards set in HCC's latest Place and Movement Design Guide for P2/M1 residential street.

The internal road network must include adequate footways to an acceptable standard (at a minimum 2m width), dropped kerbs and tactile paving to enable safe and suitable access for pedestrians and mobility impaired users, in line with HCC Local Transport Plan Policy 1 and NPPF para 115 (a, b & c).

Measures to prevent surface water runoff onto the public highway will need to be demonstrated.

- 2.49 All matters regarding internal layout will be addressed at the detailed design stage, with this application being outline with all matters reserved except for access.

Refuse and Service Delivery

The applicant will need to provide details of the refuse and servicing arrangements for the proposed dwellings. Swept path assessments for the internal layout will be required for both standard refuse and service vehicles.

- 2.50 All matters regarding internal layout will be addressed at the detailed design stage, with this application being outline with all matters reserved except for access.
- 2.51 The refuse and servicing of the site will take place internally, operating in a manner not dissimilar from the arrangements of the site to the east within Cotman End.

Construction Traffic Management Plan

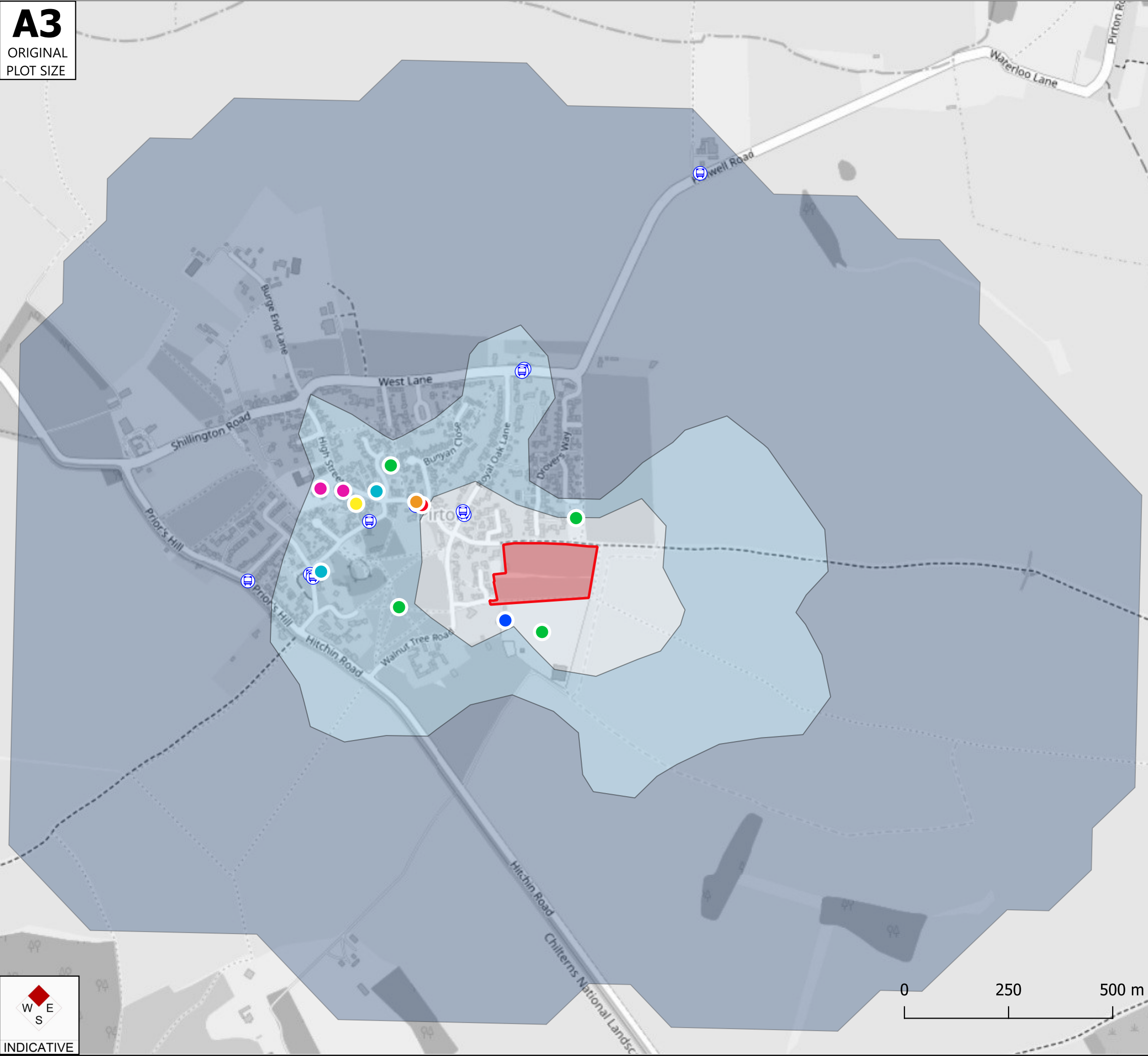
- 2.52 On approval of the Outline planning application, and once a contractor has been secured for the development, a Construction Traffic Management Plan will be submitted to HCC. It is accepted that this will be required under a condition of planning approval.

3 Summary and Conclusion

- 3.1 Transport Planning Associates has been commissioned by Blakeney Homes Limited to provide transport planning consultancy services in respect of a proposed residential development on Land East of Walnut Tree Road, Pirton.
- 3.2 This technical note has been produced in support of the scheme in response to HCC comments on the Transport Assessment submitted In July 2025 (Transport Planning Associates report reference: 2210-050/TA/01).
- 3.3 All accesses have been designed in accordance with HCC design guidance, and can accommodate all anticipated vehicle users, with each able to enter and egress the site in a forward gear. Dedicated pedestrian and shared use accesses onto the have been designed to allow for continued use of the established Public Rights of way that bound the site.
- 3.4 Isochrone plans have been produced, along with audits of the pedestrian provision, which outline that the majority of services and facilities in Pirton are within an acceptable walking and cycling distance from the site, with suitable existing and proposed provision, including tactile, dropped kerb crossing and footway extensions, that allow for safe commuting between the site and the wider Pirton facilities.
- 3.5 A road safety audit has been undertaken by an independent consultancy, which highlighted three potential risks from the development. A Designers Response has been produced by Transport Planning Associates that outlines changes in the emergency access width to accommodate emergency vehicles, alongside clarifying the suitability of the access arrangement and offsite highways works. The results of the Designers Response conclude that the proposed development, with a low quantum of vehicle movements, is safe.
- 3.6 Highway accident analysis, obtained from HCC, shows there have been no accidents in the vicinity of the proposed development in the most recently available five-year period. The introduction of the proposed development would not cause highway safety concerns.
- 3.7 Trip generation has been clarified and recalculated to account for HCCs requirements on surveys without Friday data and with Total People flows. Clarification has also been presented on the presentation of peak hour flows derived from whole hour values on TRICS. This change in traffic flows outlines that, whilst this methodology creates a small increase in flows, the figures are still negligible and would not cause a severe impact on the local highway network, of which the assessed junctions are showing plenty of capacity during the peak hours.

- 3.8 Overall the proposed development continues to present a negligible impact on the local highway network, with the access arrangements shown to be safe and suitable for their proposed use. As such there is no reason why this development should continue to be refused on Highways grounds.

FIGURES



INDICATIVE

Legend

Indicative Site Boundary

Services & Facilities

Bus Stops

Villiage Hall

Pubs/Resturants/Cafes

Store

Post Office

Sports Facilities

Greenspace

Primary Schools

Walking Isochrone

400m

800m

1200m

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Welwyn Garden City

tpa
Transport Planning Associates

No.9 Journey Campus
Castle Park
Cambridge
CB3 0AX

01223 455385
www.tpa.uk.com

CLIENT:

Blakeney Homes Ltd

PROJECT:

Land East of Walnut Tree Road, Pirton

TITLE:

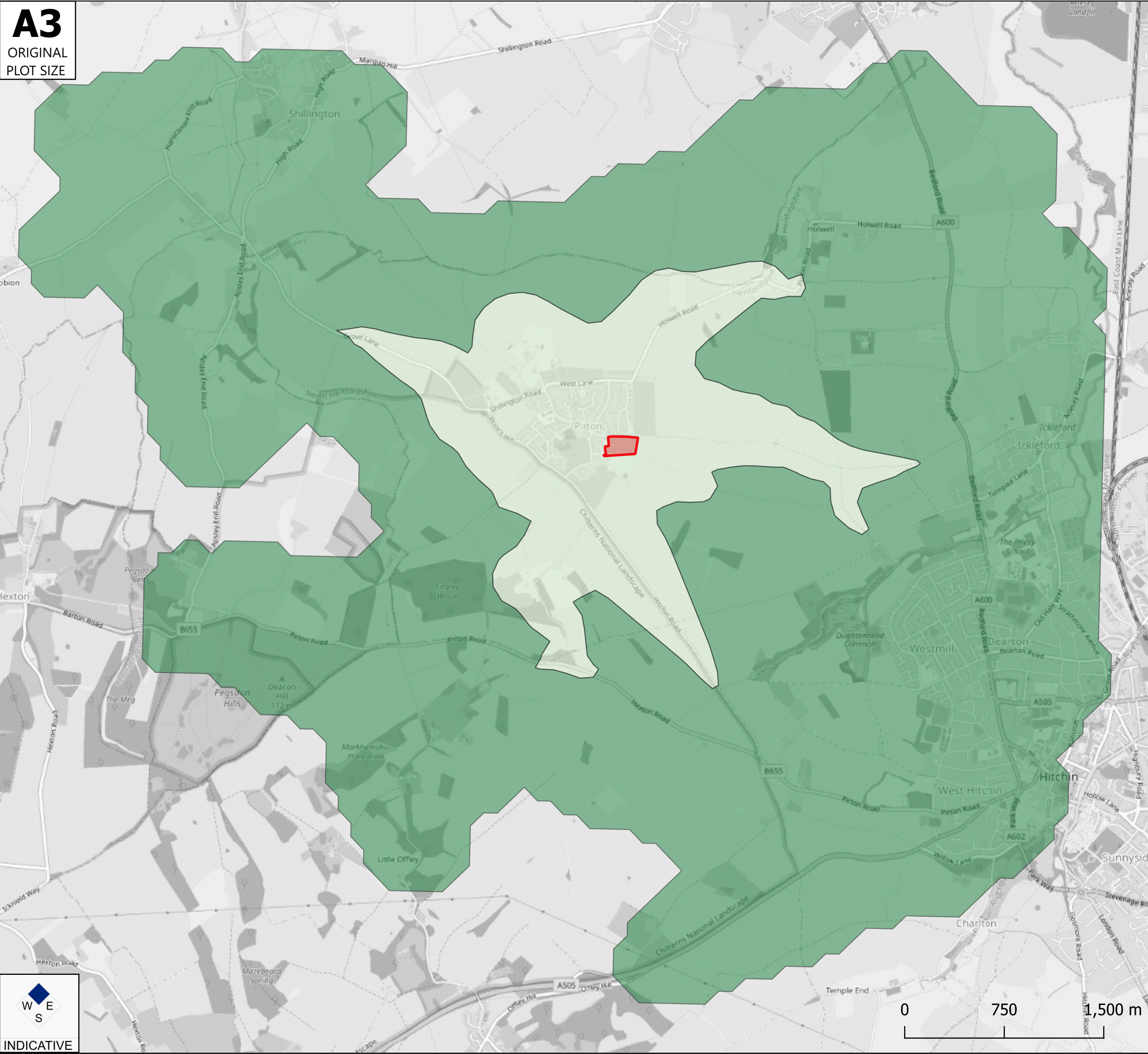
Walking Isochrone Plan

STATUS:

FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	Nov '25	AW	IB	IB
JOB NO:	FIGURE NO:	REVISION:		
2210-050	2.1	-		

A3
ORIGINAL
PLOT SIZE



Legend

Indicative Site Boundary



Services & Facilities

Bus Stops



Village Hall



Pubs/Resturants/Cafes



Store



Post Office



Sports Facilities



Greenspace



Primary Schools



Cycle Isochrones

10 Minutes



20 Minutes



Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Welwyn Garden City



No.9 Journey Campus
Castle Park
Cambridge
CB3 0AX

01223 455385
www.tpa.uk.com

CLIENT:

Blakeney Homes Ltd

PROJECT:

Land East of Walnut Tree
Road, Pirton

TITLE:

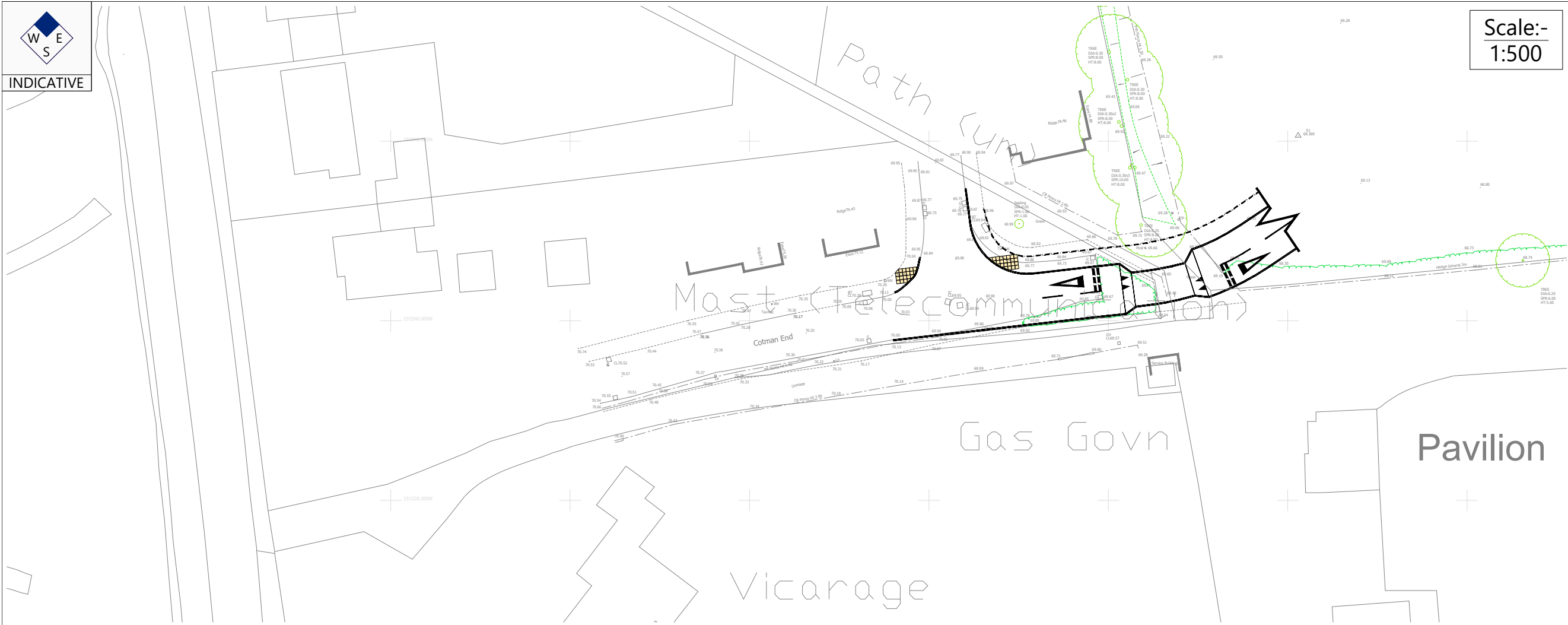
Walking Isochrone Plan

STATUS:

FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	Nov '25	AW	IB	IB
JOB NO:	FIGURE NO:	REVISION:		
2210-050	2.2	-		

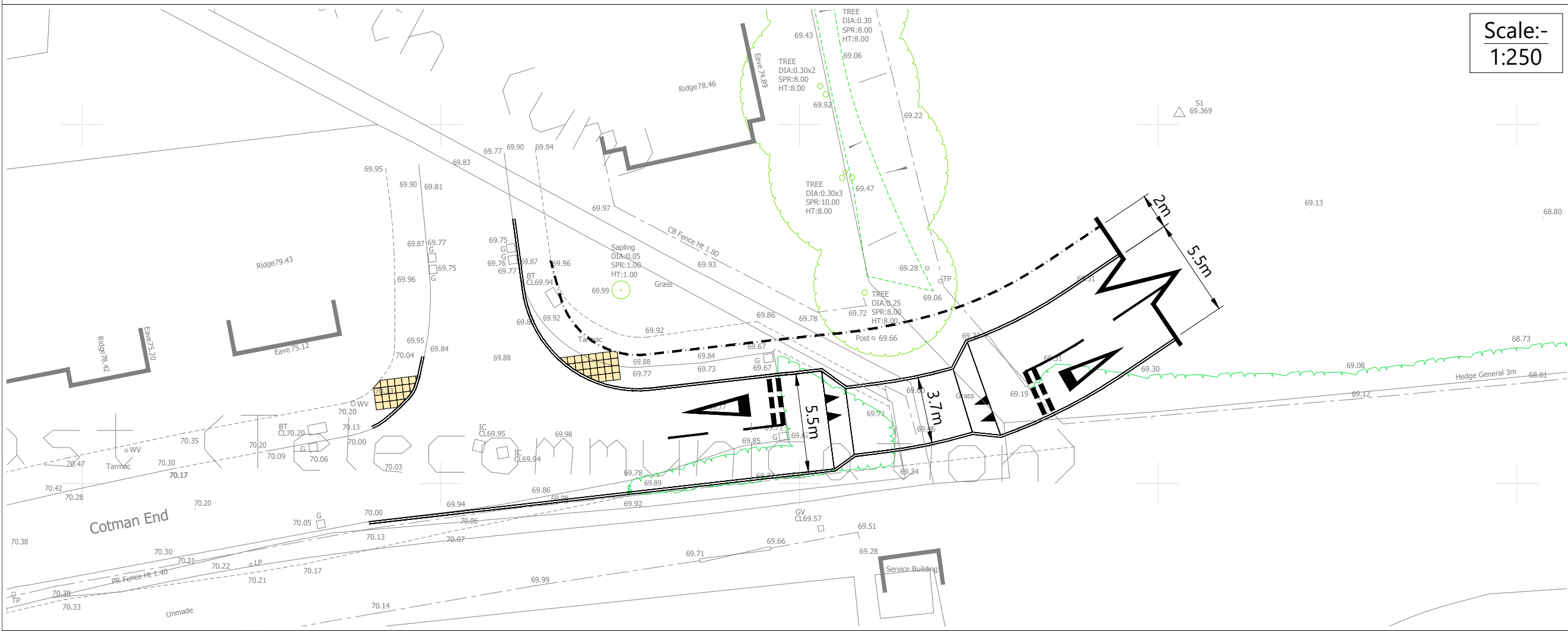
DRAWINGS



Scale:-
1:500

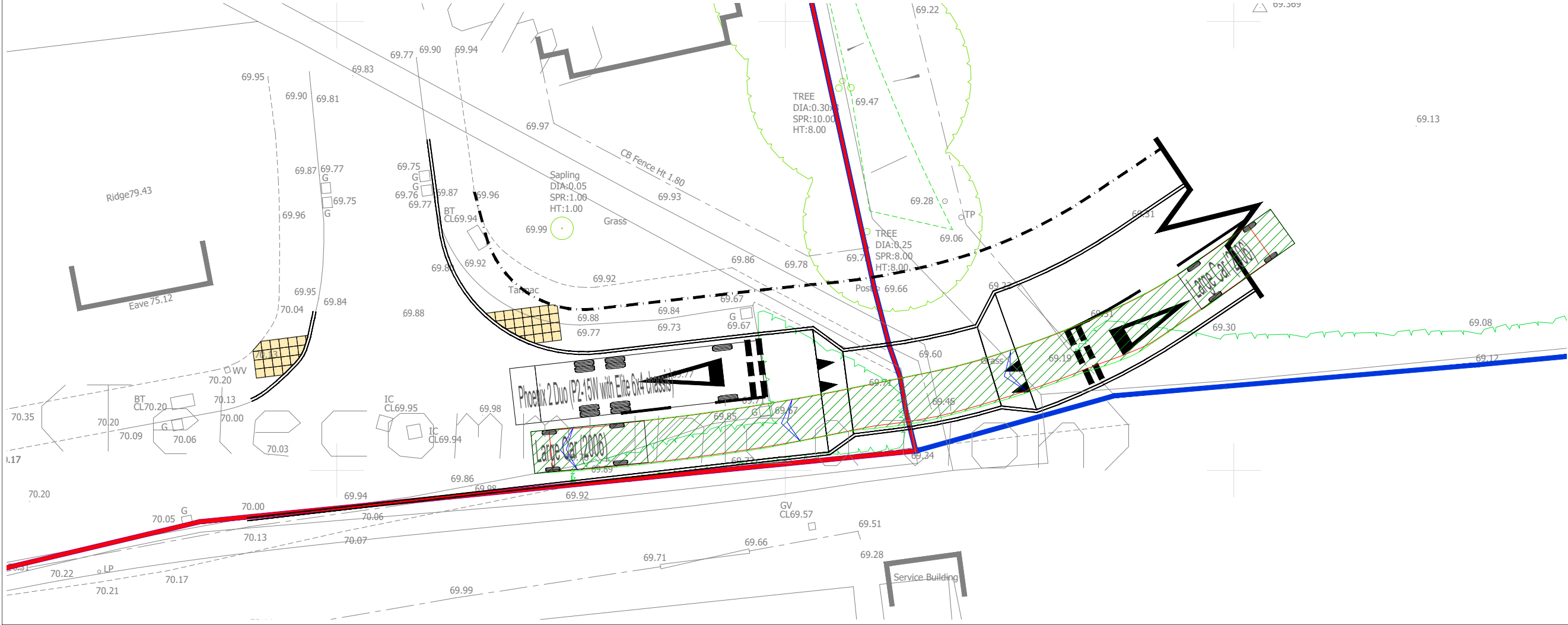
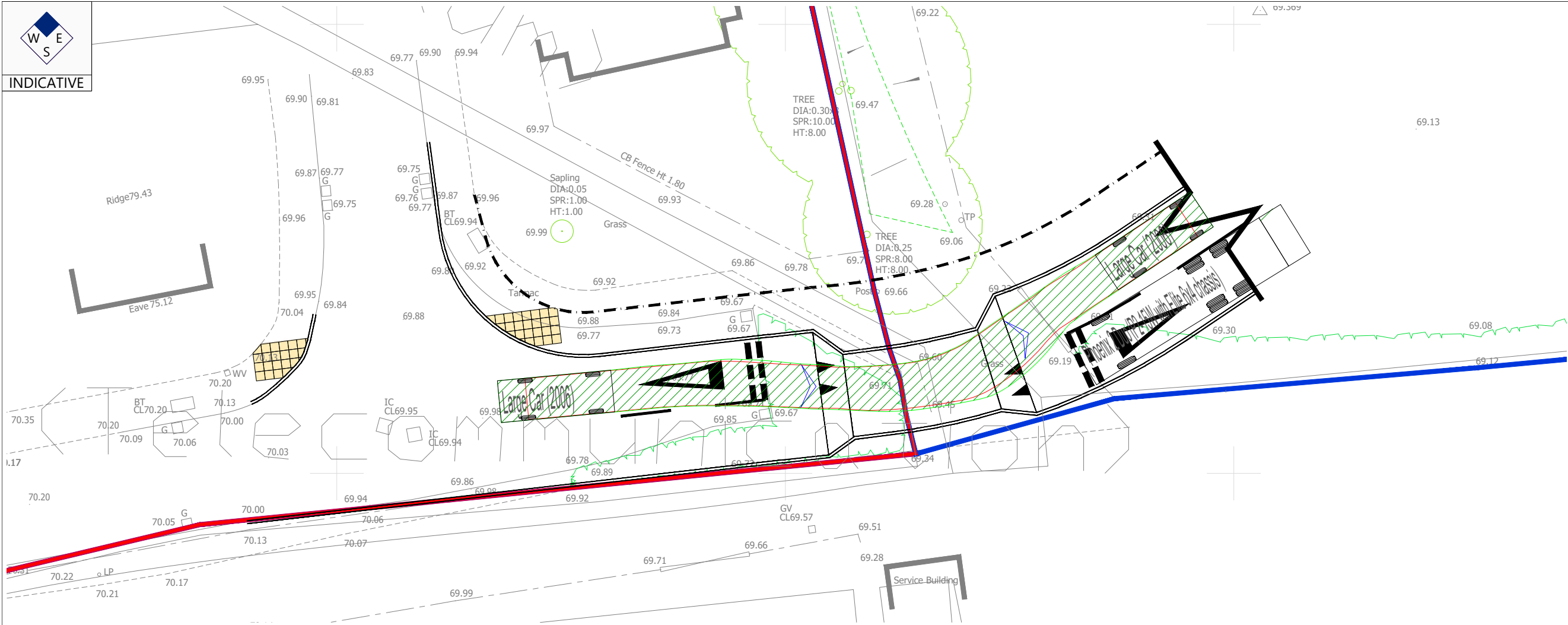
- Notice:
1. This drawing has been prepared by Transport Planning Associates for the benefit of our client and the content should not be relied upon by others without express written authority. If any unauthorised third party makes use of the drawing or information contained within the drawing, they do so at their own risk and no duty of care or skill is owed.
 2. This drawing should only be used for its intended purpose and as specified by the drawing status.
 3. Any information provided by third parties and referred to on the drawing has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated.
 4. dwg files are provided FOR INFORMATION only because the information stored in electronic form can be modified by other parties intentionally or otherwise.
 5. If the drawing is altered or added to in any way, all references to Transport Planning Associates must be removed and those making the changes assume total responsibility for the information thereon.

- Notes:
1. Reproduced from Ordnance Survey Superplan Data with the permission of the Controller of His Majesty's Stationary Office. Crown Copyright - Licence No. AL10034021.
 2. Based on Topographical Survey and OS Mapping Data.
 3. Subject to confirmation of Highway Boundary.



Scale:-
1:250

A	17.11.25	Access arrangement updated	JA	JA	AW
Rev	Date	Details	Drawn by	Checked by	Approved by
Bristol Cambridge London Welwyn Garden City			 Transport Planning Associates		
No. 9 Journey Campus Castle Park Cambridge CB3 0AX 01223 455 385 www.tpa.uk.com					
CLIENT: Blakeney Estates Ltd					
PROJECT: Land east of Walnut Tree Road, Pirton					
TITLE: Proposed Access Road Extension					
STATUS: PLANNING					
SCALE @A3: As Shown	DATE: 10.07.25	DRAWN: JA	CHECKED: AW	APPROVED: AW	
PROJECT NO: 2210-050		DRAWING NO: PL01		REVISION: A	

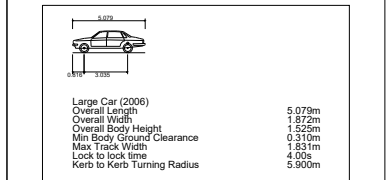


Notice:

1. This drawing has been prepared by Transport Planning Associates for the benefit of our client and the content should not be relied upon by others without express written authority. If any unauthorised third party makes use of the drawing or information contained within the drawing, they do so at their own risk and no duty of care or skill is owed.
2. This drawing should only be used for its intended purpose and as specified by the drawing status.
3. Any information provided by third parties and referred to on the drawing has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated.
4. dwg files are provided FOR INFORMATION only because the information stored in electronic form can be modified by other parties intentionally or otherwise.
5. If the drawing is altered or added to in any way, all references to Transport Planning Associates must be removed and those making the changes assume total responsibility for the information thereon.

Notes:

1. Reproduced from Ordnance Survey Superplan Data with the permission of the Controller of His Majesty's Stationery Office. Crown Copyright - Licence No. AL10034021.
2. Based on Topographical Survey and OS Mapping Data.
3. Subject to confirmation of Highway Boundary.
4. Swept Path Analysis of a Large Car (AutoTrack Vehicle Reference No. 100004).



Swept Path Key:

- Swept path - Wheel Pathway.
- Swept path - Vehicle Overhang.

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Welwyn Garden City

tpa
Transport Planning Associates

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385
www.tpa.uk.com

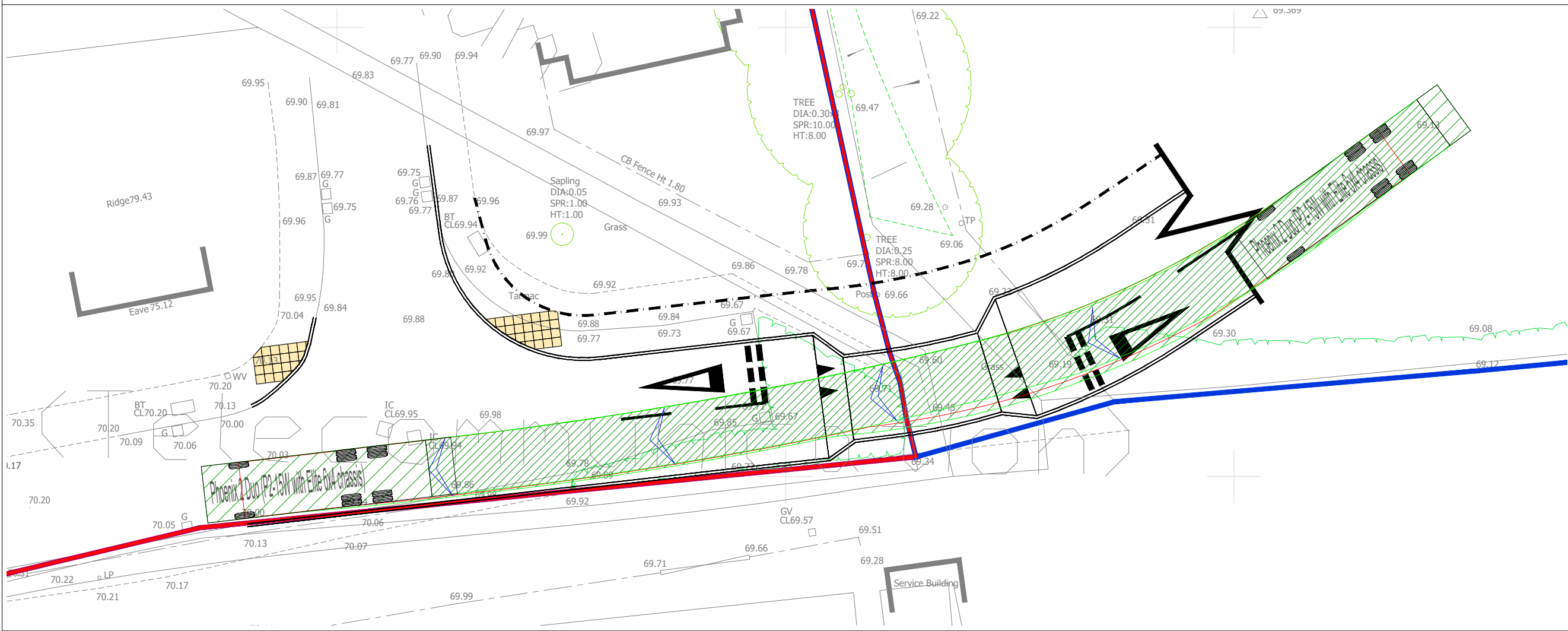
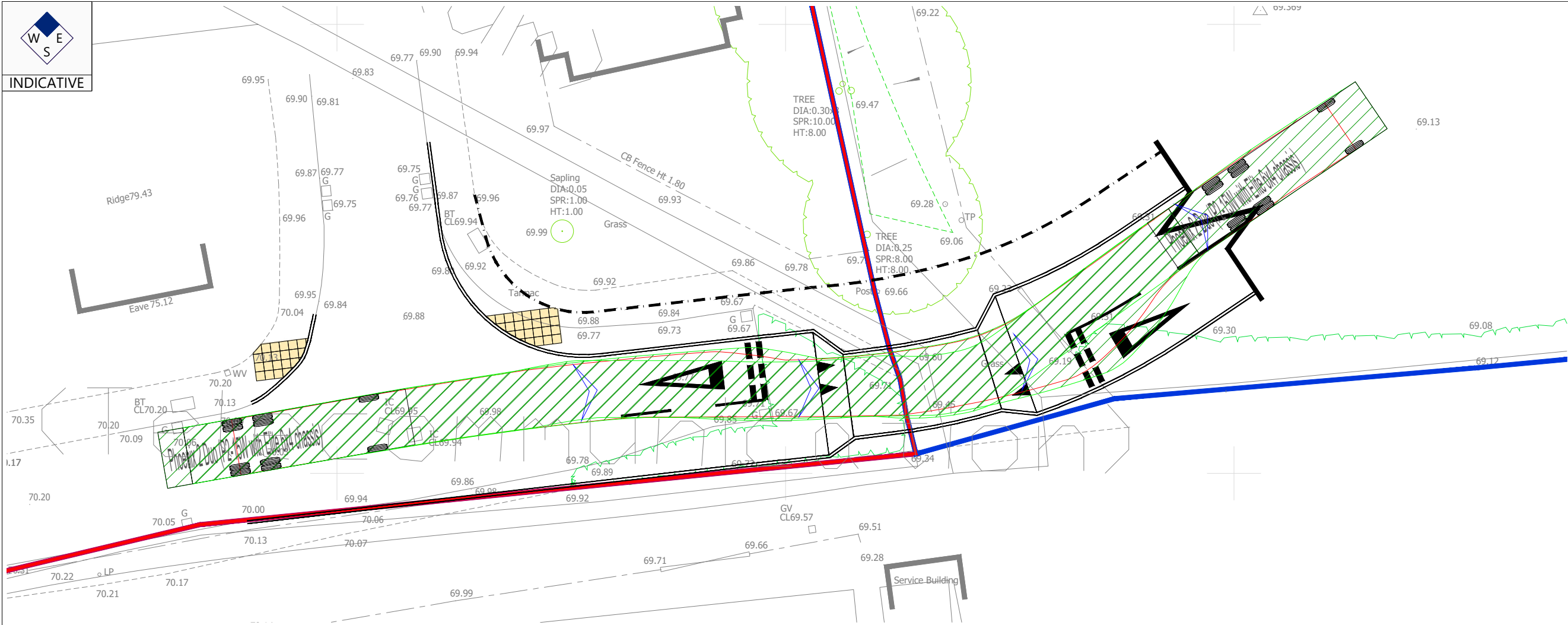
CLIENT:
Blakeney Estates Ltd

PROJECT:
**Land east of
Walnut Tree Road,
Pirton**

TITLE:
**Swept Path Analysis of a
Large Car
- Site Access Arrangement**

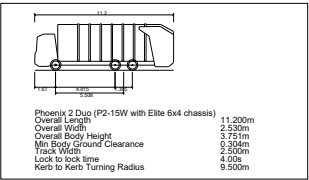
STATUS:
PLANNING

SCALE @A3: 1:200	DATE: 17.11.25	DRAWN: JA	CHECKED: AW	APPROVED: AW
PROJECT NO: 2210-050		DRAWING NO: SP02		REVISION: -



- Notice:
1. This drawing has been prepared by Transport Planning Associates for the benefit of our client and the content should not be relied upon by others without express written authority. If any unauthorised third party makes use of the drawing or information contained within the drawing, they do so at their own risk and no duty of care or skill is owed.
 2. This drawing should only be used for its intended purpose and as specified by the drawing status.
 3. Any information provided by third parties and referred to on the drawing has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated.
 4. dwg files are provided FOR INFORMATION only because the information stored in electronic form can be modified by other parties intentionally or otherwise.
 5. If the drawing is altered or added to in any way, all references to Transport Planning Associates must be removed and those making the changes assume total responsibility for the information thereon.

- Notes:
1. Reproduced from Ordnance Survey Superplan Data with the permission of the Controller of His Majesty's Stationary Office. Crown Copyright - Licence No. AL10034021.
 2. Based on Topographical Survey and OS Mapping Data.
 3. Subject to confirmation of Highway Boundary.
 4. Swept Path Analysis of a 11.2m Refuse Vehicle (AutoTrack Vehicle Reference No. N/A).



- Swept Path Key:
- Swept path - Wheel Pathway.
 - Swept path - Vehicle Overhang.

Bristol
Cambridge
London
Welwyn Garden City

tpa
Transport Planning Associates

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385
www.tpa.uk.com

CLIENT:
Blakeney Estates Ltd

PROJECT:
Land east of Walnut Tree Road, Pirton

TITLE:
Swept Path Analysis of a 11.2m Refuse Collection Vehicle - Site Access

STATUS:
PLANNING

SCALE @A3: 1:200	DATE: 17.11.25	DRAWN: JA	CHECKED: AW	APPROVED: AW
PROJECT NO: 2210-050		DRAWING NO: SP01		REVISION: -



INDICATIVE

Hambridge Way

TOWL
69.84

PW Fence Ht 1.30

4.5m

Dense Vegetation No Access

69.02

Ridge74.79

TREE
 DIA:0.20
 SPR:4.00
 HT:4.00

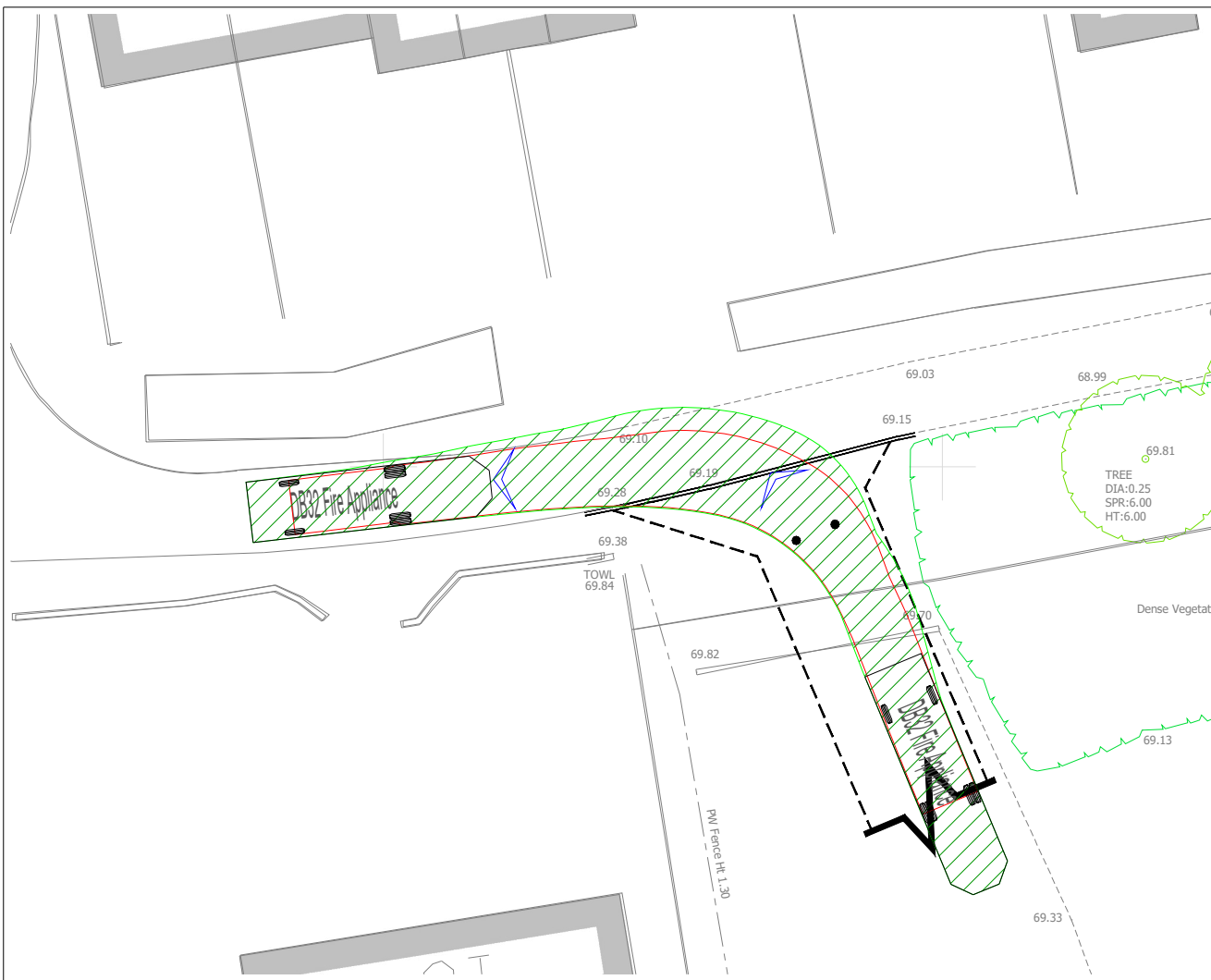
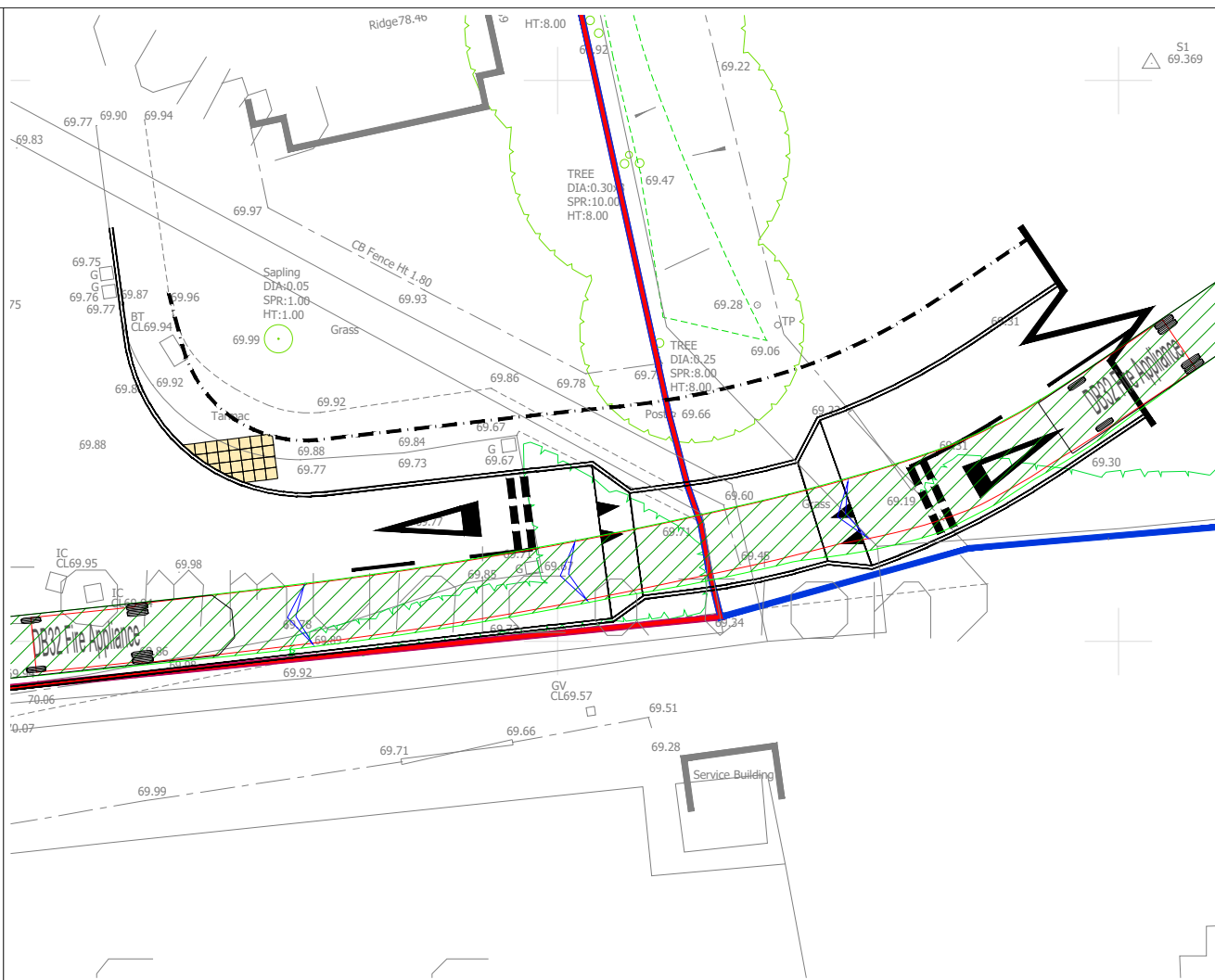
Notice:

1. This drawing has been prepared by Transport Planning Associates for the benefit of our client and the content should not be relied upon by others without express written authority. If any unauthorised third party makes use of the drawing or information contained within the drawing, they do so at their own risk and no duty of care or skill is owed.
2. This drawing should only be used for its intended purpose and as specified by the drawing status.
3. Any information provided by third parties and referred to on the drawing has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated.
4. dwg files are provided FOR INFORMATION only because the information stored in electronic form can be modified by other parties intentionally or otherwise.
5. If the drawing is altered or added to in any way, all references to Transport Planning Associates must be removed and those making the changes assume total responsibility for the information thereon.

Notes:

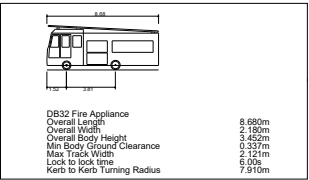
1. Reproduced from Ordnance Survey Superplan Data with the permission of the Controller of His Majesty's Stationery Office. Crown Copyright - Licence No. AL100034021.
2. Indicative un-surveyed existing road markings.
3. Based on Topographical Survey and OS Mapping Data.
4. Subject to confirmation of Highway Boundary.

A	16.11.25	Access updated				JA	AW	AW	
Rev	Date	Details				Drawn by	Checked by	Approved by	
Bristol Cambridge London Wetwyn Garden City  Transport Planning Associates No. 9 Journey Campus Castle Park Cambridge CB3 0AX 01223 455 385 www.tpa.uk.com									
CLIENT: Blakeney Estates Ltd									
PROJECT: Land east of Walnut Tree Road, Pitron									
TITLE: Proposed Hambridge Way Emergency Access									
STATUS: PLANNING									
SCALE @A3:		DATE:		DRAWN:		CHECKED:		APPROVED:	
1:200		10.07.25		JA		AW		AW	
PROJECT NO:				DRAWING NO:				REVISION:	
2210-050				PL02				A	



- Notice:**
1. This drawing has been prepared by Transport Planning Associates for the benefit of our client and the content should not be relied upon by others without the express written authority. If any unauthorised third party makes use of the drawing or information contained within the drawing, they do so at their own risk and no duty of care or skill is owed.
 2. This drawing should only be used for its intended purpose and as specified by the drawing status.
 3. Any information provided by third parties and referred to on the drawing has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated.
 4. dwg files are provided FOR INFORMATION only because the information stored in electronic form can be modified by other parties intentionally or otherwise.
 5. If the drawing is altered or added to in any way, all references to Transport Planning Associates must be removed and those making the changes assume total responsibility for the information thereon.

- Notes:
1. Reproduced from Ordnance Survey Superplan Data with the permission of the Controller of His Majesty's Stationery Office. Crown Copyright - Licence No. AL100034021.
 2. Based on Topographical Survey and OS Mapping Data.
 3. Subject to confirmation of Highway Boundary.
 4. Swept Path Analysis of a 8.6m Fire Tender Vehicle (Autotrack Vehicle Reference No. N/A).



Swept Path Key:

-  - Swept path - Wheel Pathway.
-  - Swept path - Vehicle Overhang.

[illegible]

Bristol
Cambridge
London
Welwyn Garden City

tpa
Transport Planning Associates

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385
www.tpa.uk.com

CLIENT: **Blakeney Estates Ltd**

PROJECT:
Land east of
Walnut Tree Road,
Pirton

TITLE:
Swept Path Analysis of a
Fire Tender Vehicle
- Emergency Access

STATUS:

PLANNING

SCALE @A3: 1:200	DATE: 18.11.25	DRAWN: JA	CHECKED: AW	APPROVED: AW
PROJECT NO: 2210-050		DRAWING NO: SP03		REVISION: -

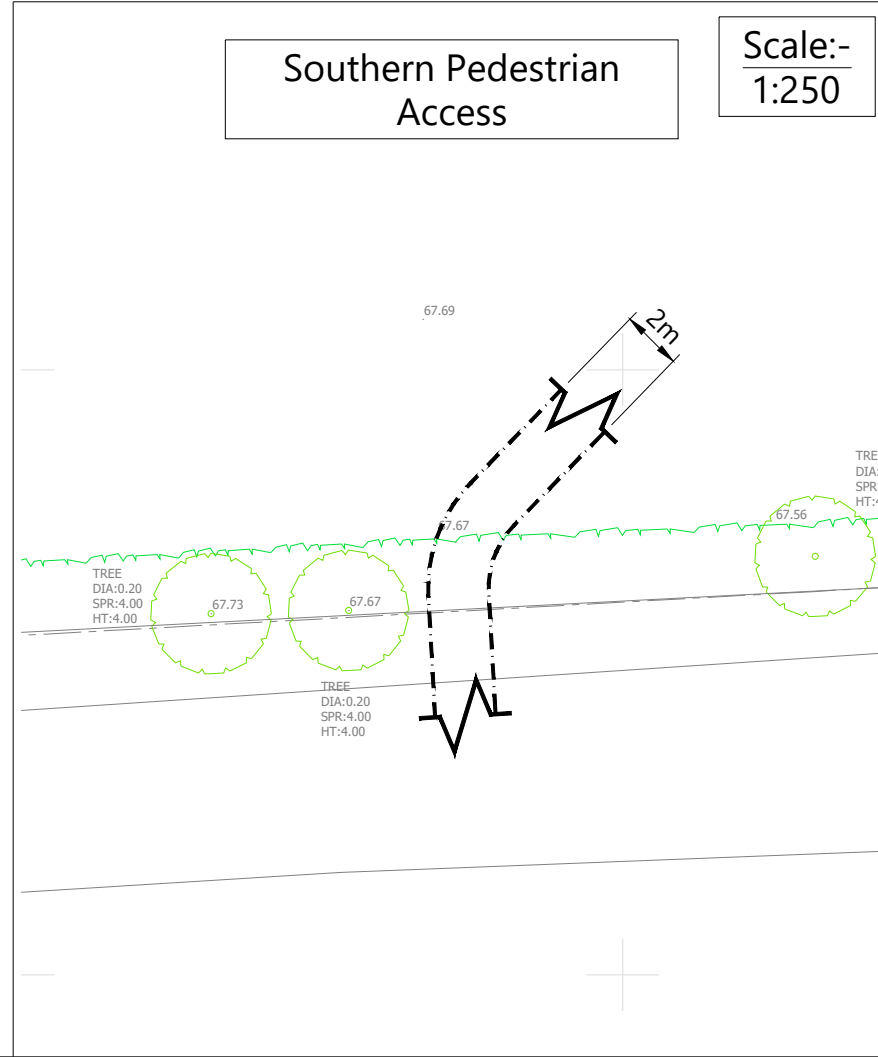
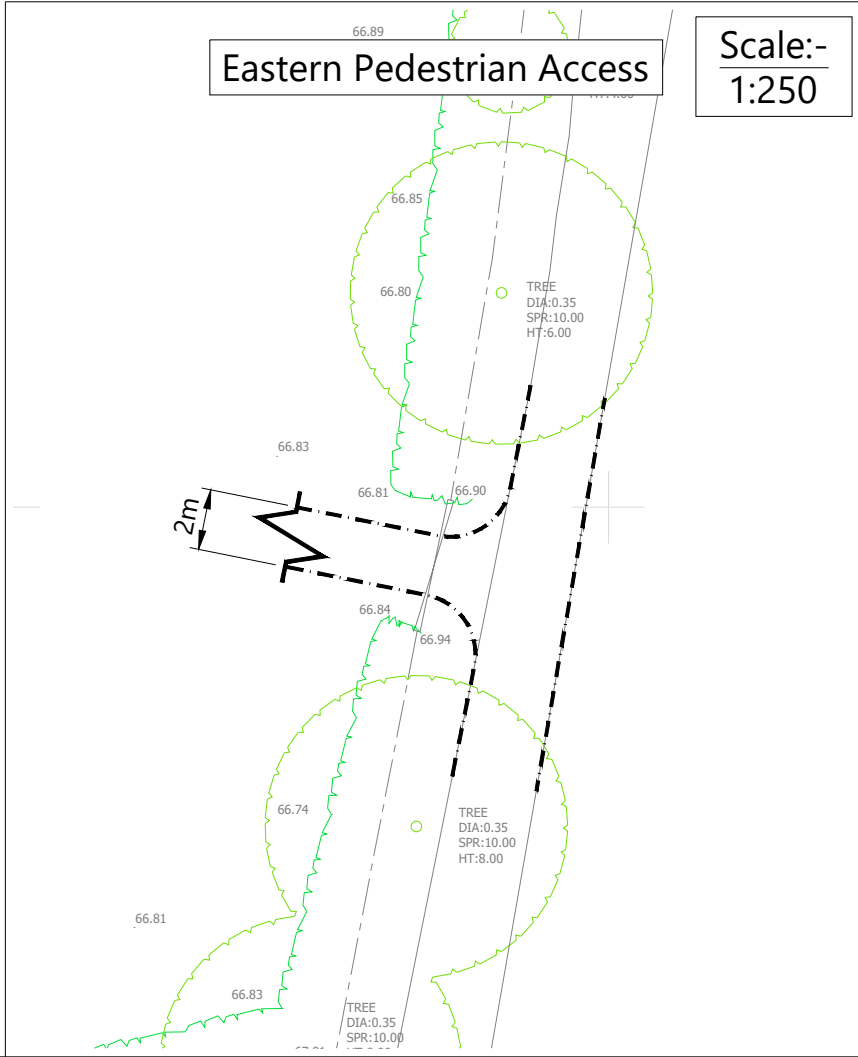
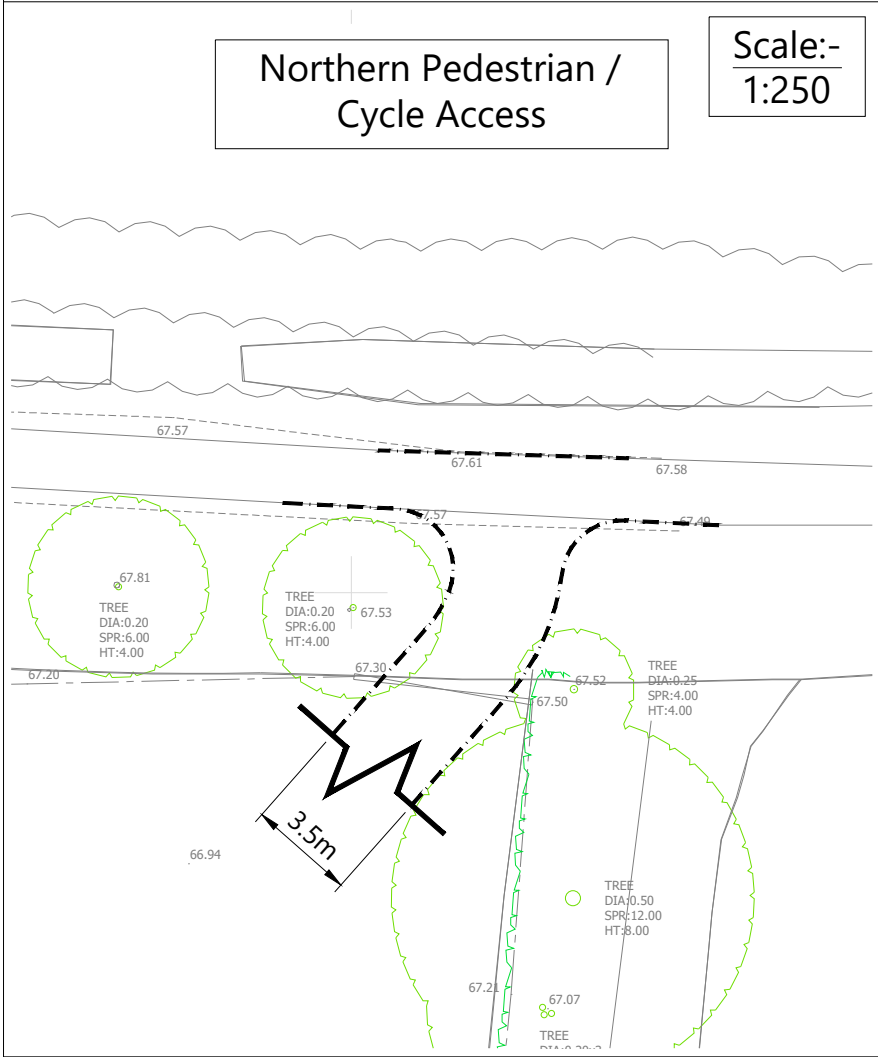


Notice:

1. This drawing has been prepared by Transport Planning Associates for the benefit of our client and the content should not be relied upon by others without express written authority. If any unauthorised third party makes use of the drawing or information contained within the drawing, they do so at their own risk and no duty of care or skill is owed.
2. This drawing should only be used for its intended purpose and as specified by the drawing status.
3. Any information provided by third parties and referred to on the drawing has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated.
4. dwg files are provided FOR INFORMATION only because the information stored in electronic form can be modified by other parties intentionally or otherwise.
5. If the drawing is altered or added to in any way, all references to Transport Planning Associates must be removed and those making the changes assume total responsibility for the information thereon.

Notes:

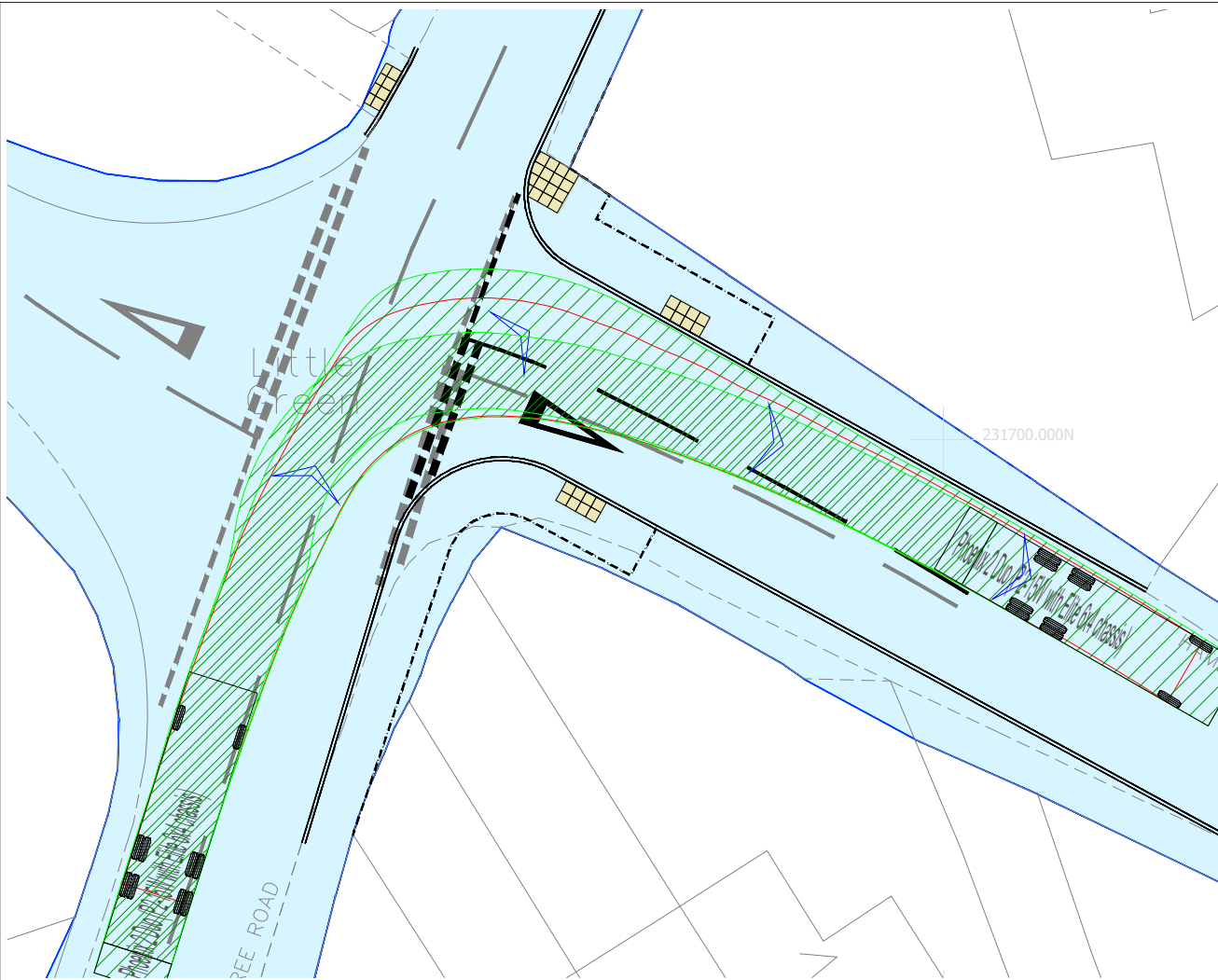
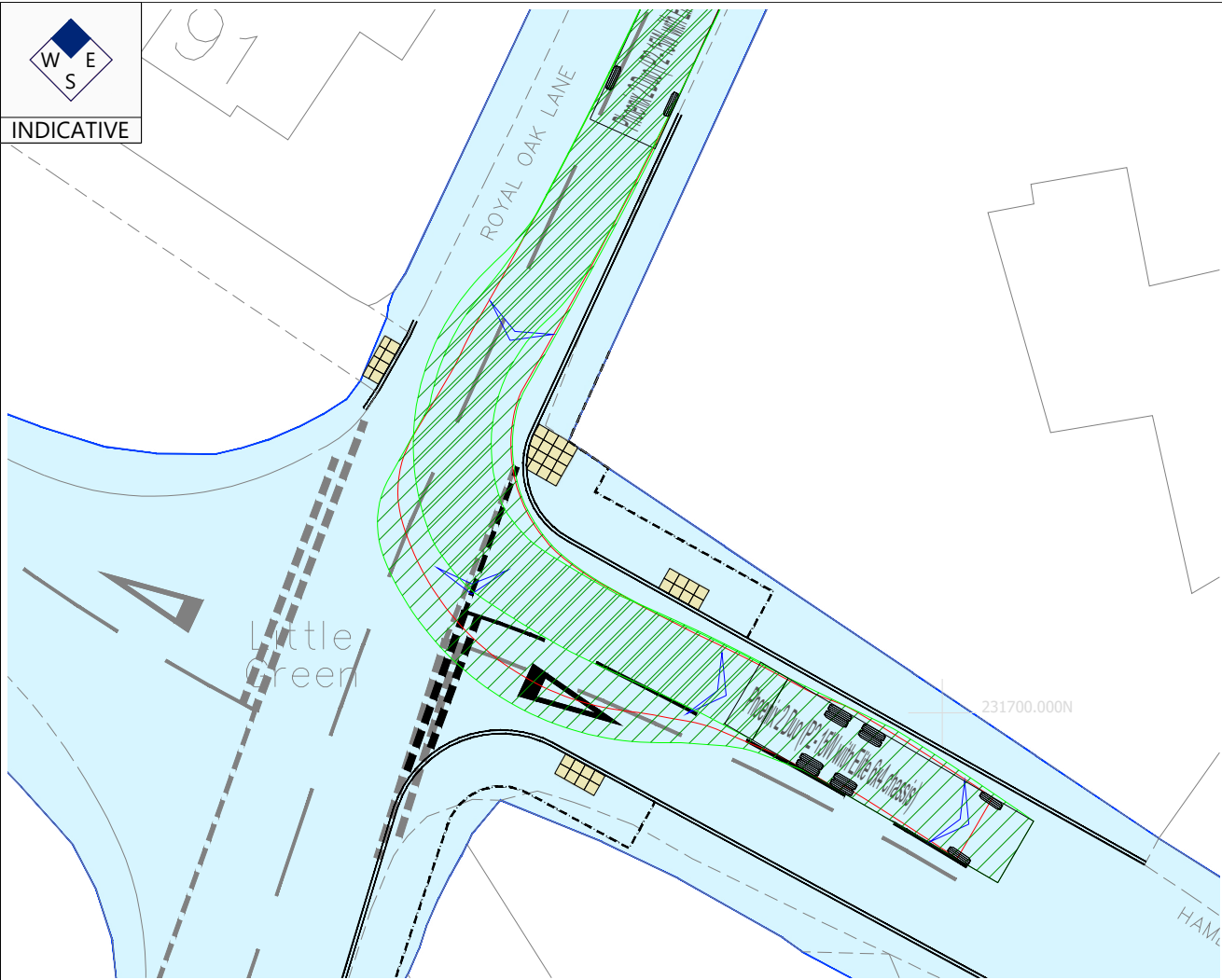
1. Reproduced from Ordnance Survey Superplan Data with the permission of the Controller of His Majesty's Stationery Office. Crown Copyright - Licence No. AL10034021.
2. Indicative un-surveyed existing road markings.
3. Based on Topographical Survey and OS Mapping Data.
4. Subject to confirmation of Highway Boundary.



Rev		Date	Details	Drawn by	Checked by	Approved by
1						
Bristol Cambridge London Welwyn Garden City						
tpa Transport Planning Associates						
No. 9 Journey Campus Castle Park Cambridge CB3 0AX 01223 455 385 www.tpa.uk.com						
CLIENT: Blakeney Estates Ltd						
PROJECT: Land east of Walnut Tree Road, Pirtton						
TITLE: Proposed Pedestrian and Cycle Access						
STATUS: PLANNING						
SCALE @A3: As Shown	DATE: 20.11.25	DRAWN: JA	CHECKED: AW	APPROVED: AW		
PROJECT NO: 2210-050	DRAWING NO: PL04		REVISION: -			

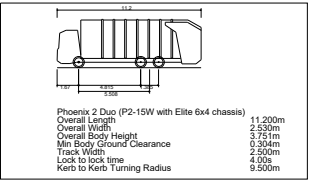


INDICATIVE

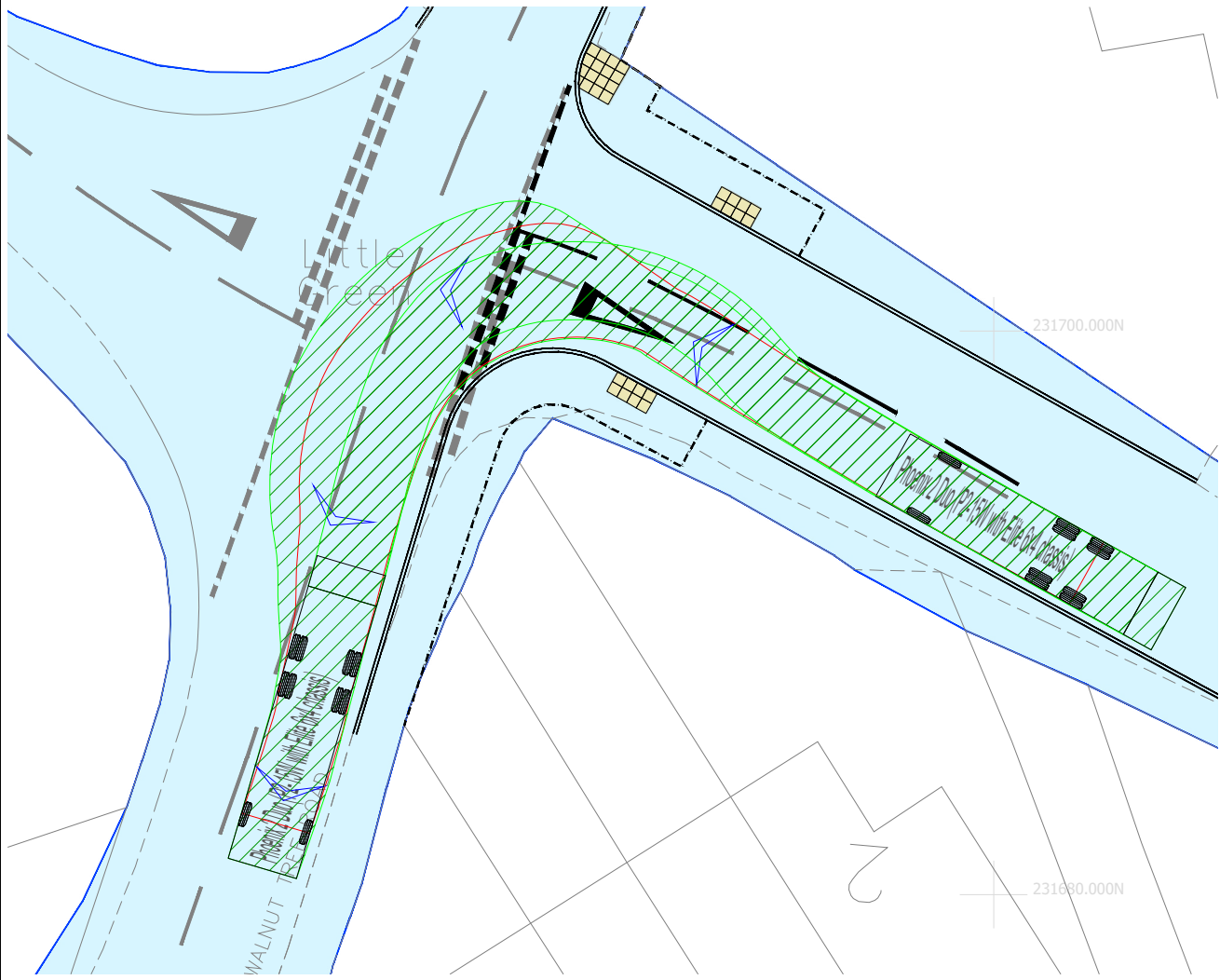


- Notice:
1. This drawing has been prepared by Transport Planning Associates for the benefit of our client and the content should not be relied upon by others without express written authority. If any unauthorised third party makes use of the drawing or information contained within the drawing, they do so at their own risk and no duty of care or skill is owed.
 2. This drawing should only be used for its intended purpose and as specified by the drawing status.
 3. Any information provided by third parties and referred to on the drawing has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated.
 4. dwg files are provided FOR INFORMATION only because the information stored in electronic form can be modified by other parties intentionally or otherwise.
 5. If the drawing is altered or added to in any way, all references to Transport Planning Associates must be removed and those making the changes assume total responsibility for the information thereon.

- Notes:
1. Reproduced from Ordnance Survey Superplan Data with the permission of the Controller of His Majesty's Stationary Office. Crown Copyright - Licence No. AL10034021.
 2. Based on Topographical Survey and OS Mapping Data.
 3. Subject to confirmation of Highway Boundary.
 4. Swept Path Analysis of a 11.2m Refuse Collection Vehicle (Autotrack Vehicle Reference No. N/A).



- Swept Path Key:
- Swept path - Wheel Pathway.
 - Swept path - Vehicle Overhang.



Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Welwyn Garden City



Transport Planning Associates

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385
www.tpa.uk.com

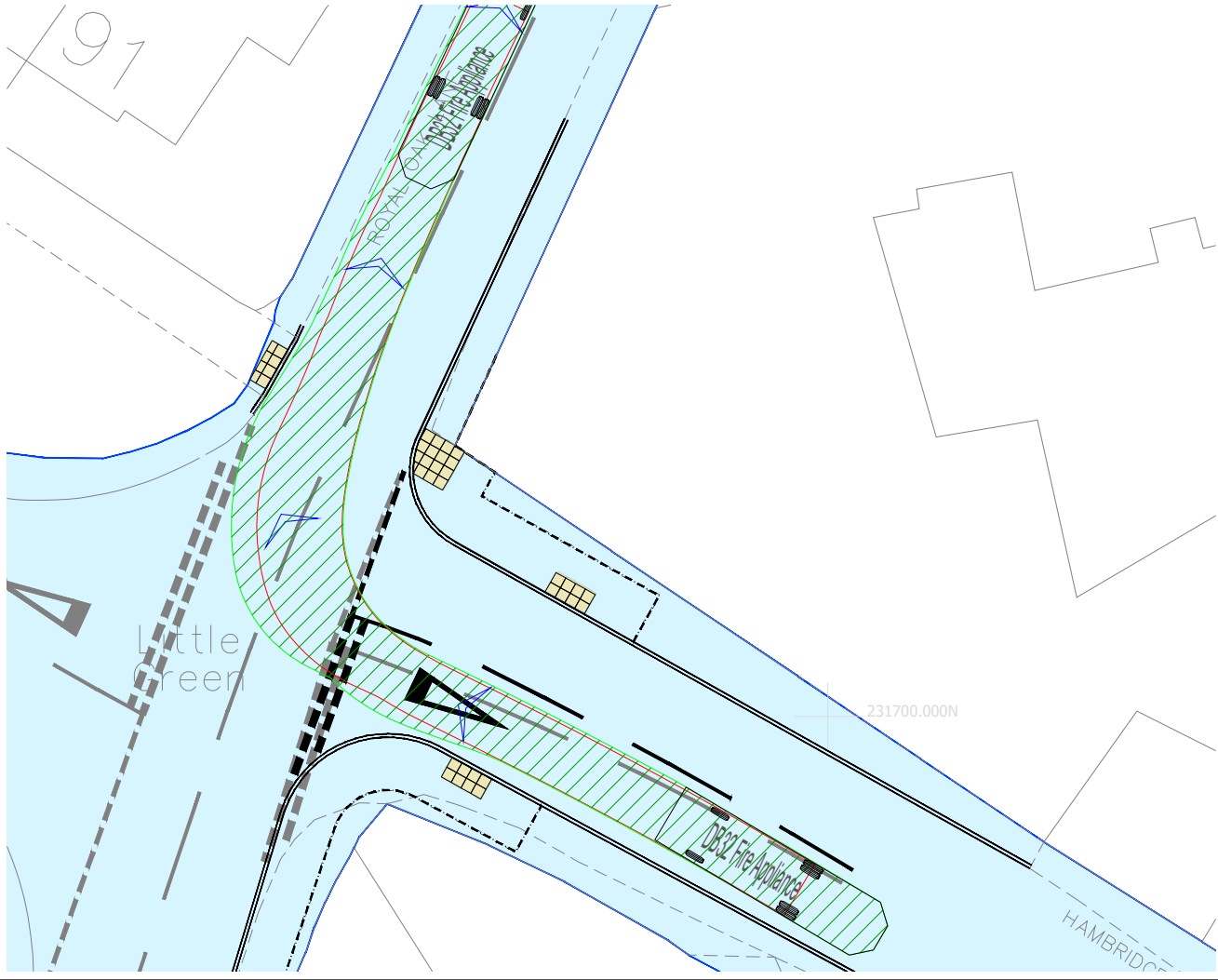
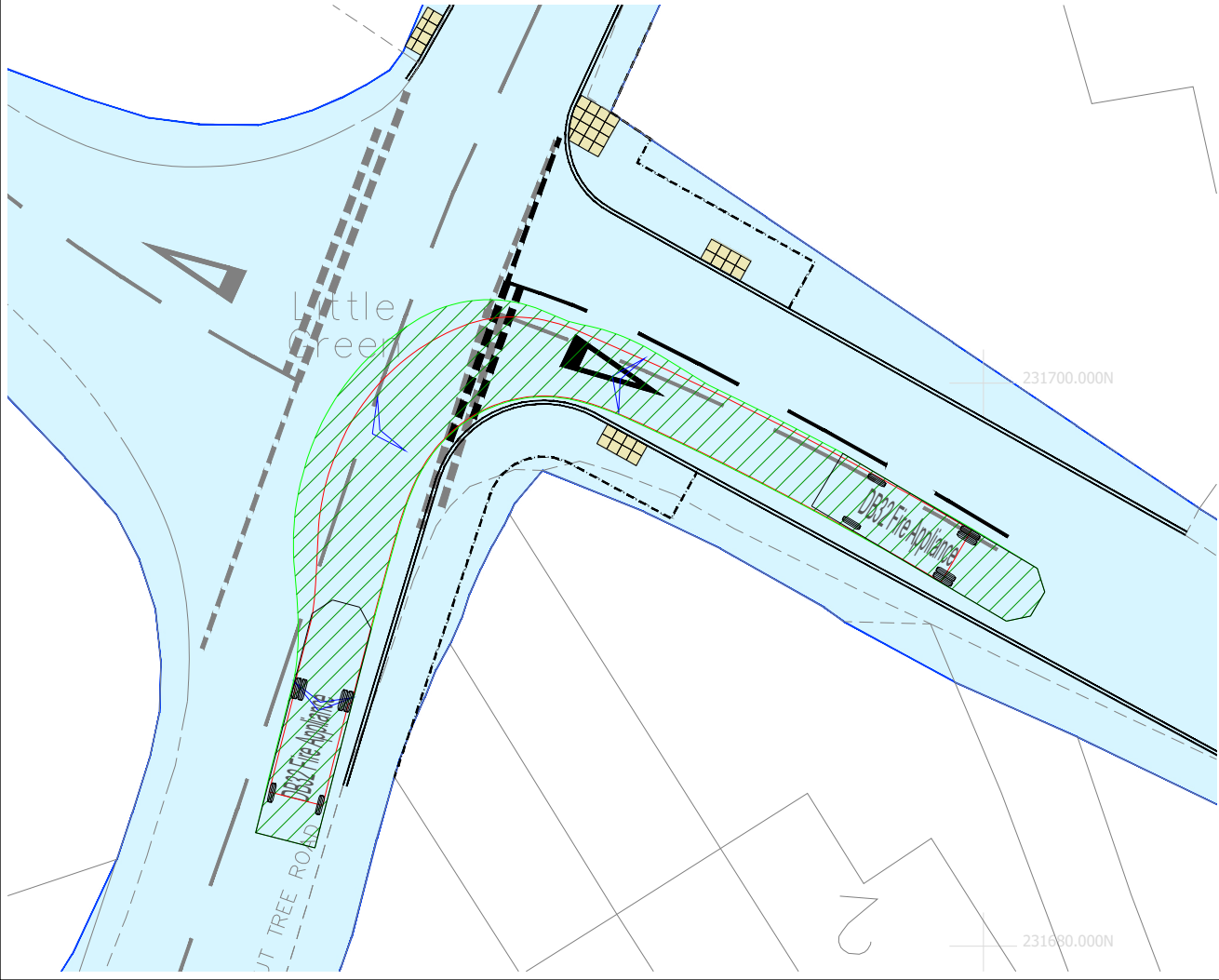
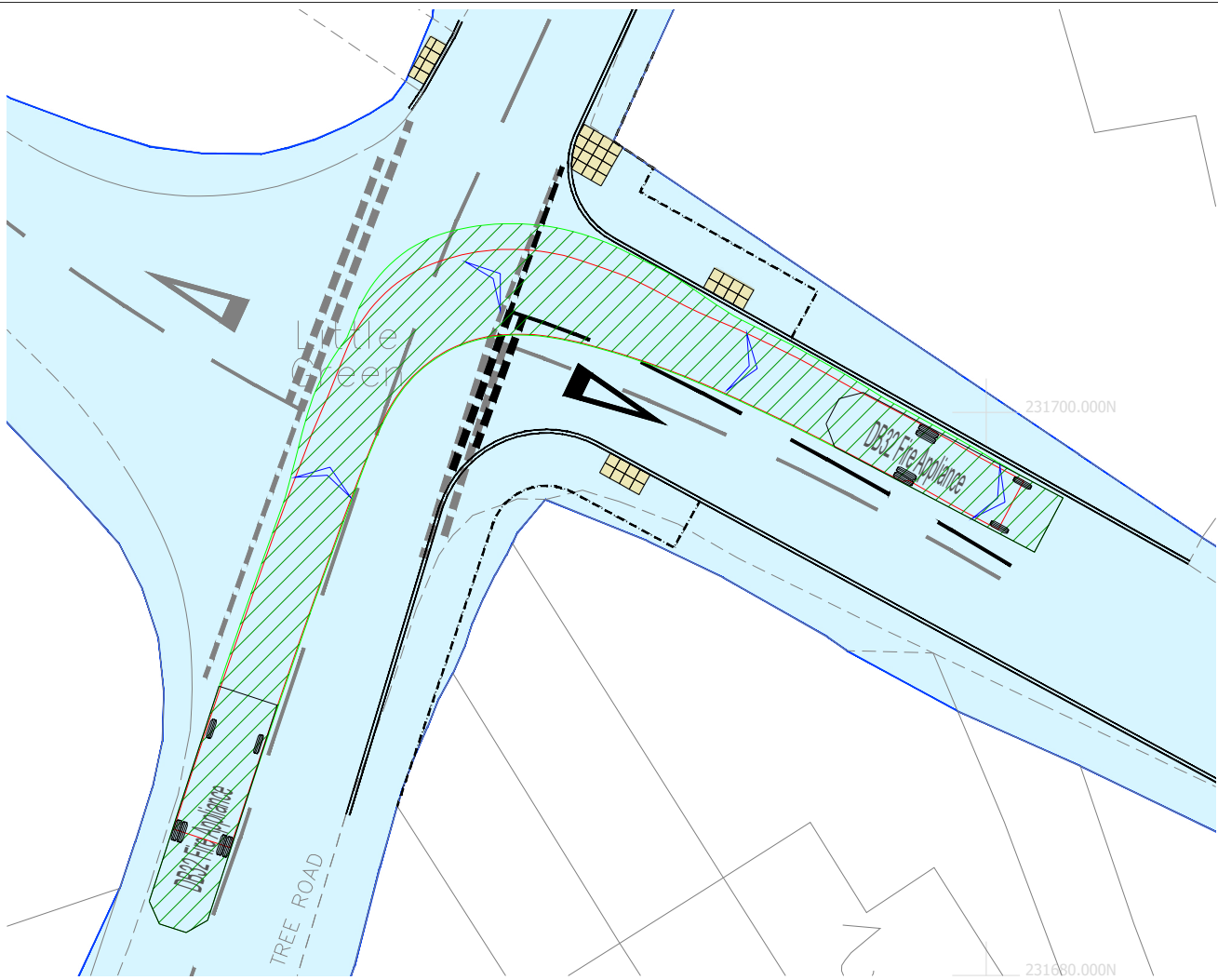
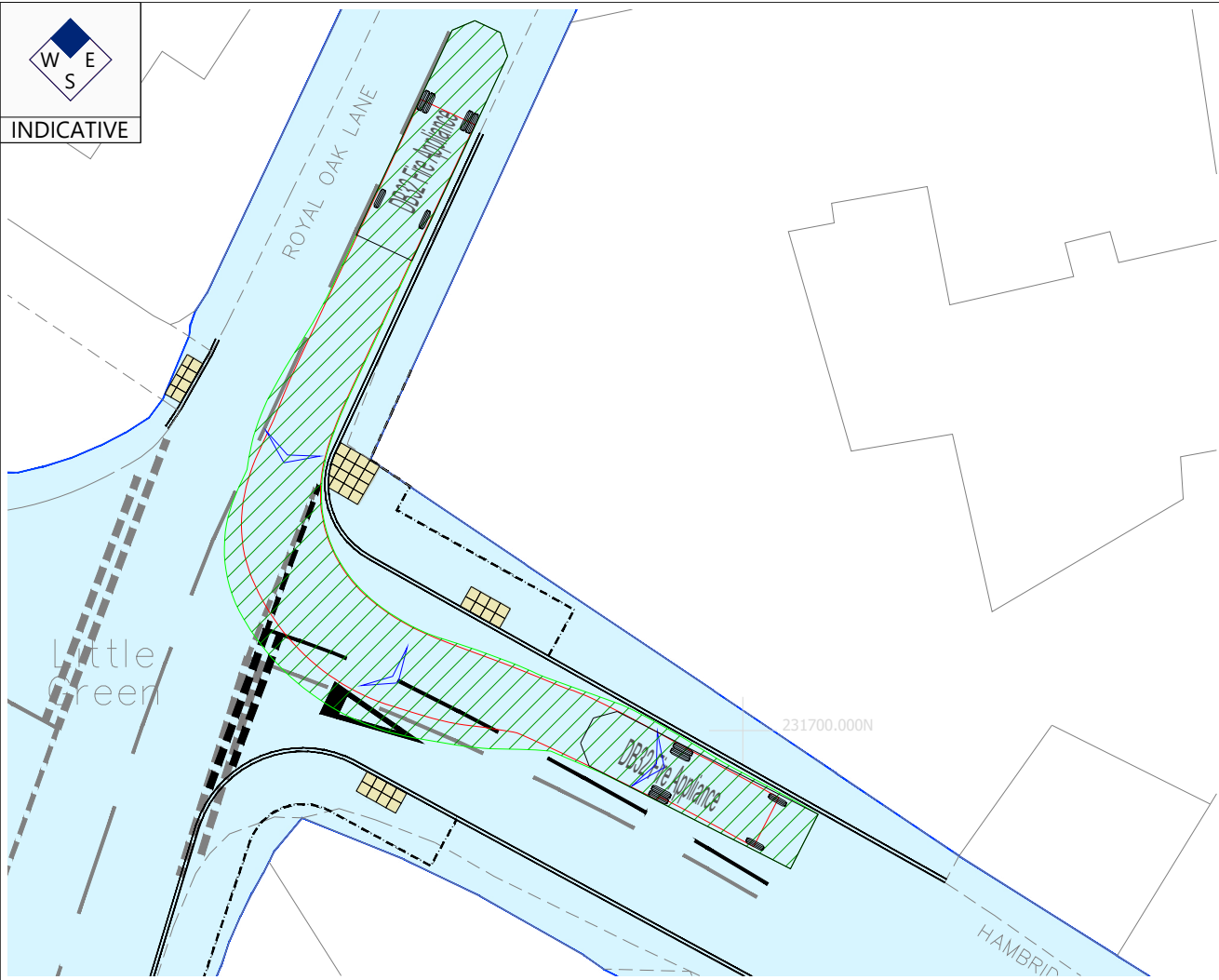
CLIENT:
Blakeney Estates Ltd

PROJECT:
**Land east of
Walnut Tree Road,
Pirton**

TITLE:
**Swept Path Analysis of a
11.2m Refuse Collection Vehicle
- Hambridge Way**

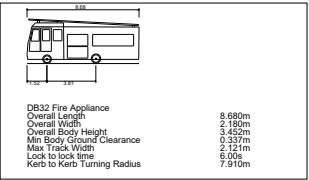
STATUS:
PLANNING

SCALE @A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	19.11.25	JA	AW	AW
PROJECT NO:	DRAWING NO:	REVISION:		
2210-050	SP04	-		



- Notice:**
1. This drawing has been prepared by Transport Planning Associates for the benefit of our client and the content should not be relied upon by others without express written authority. If any unauthorised third party makes use of the drawing or information contained within the drawing, they do so at their own risk and no duty of care or skill is owed.
 2. This drawing should only be used for its intended purpose and as specified by the drawing status.
 3. Any information provided by third parties and referred to on the drawing has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated.
 4. dwg files are provided FOR INFORMATION only because the information stored in electronic form can be modified by other parties intentionally or otherwise.
 5. If the drawing is altered or added to in any way, all references to Transport Planning Associates must be removed and those making the changes assume total responsibility for the information thereon.

- Notes:**
1. Reproduced from Ordnance Survey Superplan Data with the permission of the Controller of His Majesty's Stationary Office. Crown Copyright - Licence No. AL100034021.
 2. Based on Topographical Survey and OS Mapping Data.
 3. Subject to confirmation of Highway Boundary.
 4. Swept Path Analysis of a 8.6m Fire Tender Vehicle (Autotrack Vehicle Reference No. N/A).



- Swept Path Key:**
- Swept path - Wheel Pathway.
 - Swept path - Vehicle Overhang.

No.	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Welwyn Garden City

tpa
Transport Planning Associates

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385
www.tpa.uk.com

CLIENT:
Blakeney Estates Ltd

PROJECT:
Land east of
Walnut Tree Road,
Pirton

TITLE:
Swept Path Analysis of a
Fire Tender Vehicle
- Hambridge Way

STATUS:
PLANNING

SCALE @A3: 1:250	DATE: 19.11.25	DRAWN: JA	CHECKED: AW	APPROVED: AW
PROJECT NO: 2210-050		DRAWING NO: SP05		REVISION: -

APPENDIX A



Mark Youngman
Development Management Group Manager
Hertfordshire County Council
Postal Point CHN115
Farnham House
Six Hills Way
Stevenage
SG1 2ST

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning

North Hertfordshire Council
Council Offices
Gernon Road
Letchworth Garden City
Hertfordshire
SG6 3JF

District ref: 25/02064/OP
HCC ref: NH/26487/2025
HCC received: 15 September 2025
Area manager: Manjinder Sehmi
Case officer: Samuel Tearle

Location

Land Adjacent To 10, Hambridge Way, Pirton, Hertfordshire,

Application type

Outline

Proposal

Outline Application : Erection of up to 50 dwellings including affordable housing, together with amenity space, landscaping and all associated infrastructure and works (all matters reserved except means of access).

Recommendation

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority recommends that permission be refused due to insufficient information. The following additional details are required:

- Undertake an audit of the suitability of footways, cycleways, and public transport
- Spatial analysis of available local facilities and amenities and their accessibility from the site by walk, cycling and public transport.
- Provide PRow connection designs
- Provide a Stage 1 Road Safety Audit
- Provide swept path analysis
- Revisit the trip generation and inclusion of modal share

More detailed comments of the requirements are set out below.

COMMENTS / ANALYSIS

Description of Proposal

The proposal involves the development of up to 50 new homes, including affordable housing, together with amenity space, landscaping and all associated infrastructure and works, at Land adjacent to 10, Hambridge Way, Pirton, Hertfordshire.

Site Description

The proposed site is located on the southeastern corner of Pirton, a large village northwest of Hitchin in North Hertfordshire. The Site comprises of an undeveloped parcel of land bounded by Hambridge Way to the north and farm fields to the south and east.

The proposed access is from Walnut Tree Road via the Cotman End. Walnut Tree Road is a two-way single carriageway road with a footway along its eastern edge. The road is subject to a 30mph speed limit.

There are a number of Public Rights of Way ("PRoW") which surround the Site. Figure 2.2 of the TA illustrates the PRoW network.

The applicant has provided the following documents:

- ☐ Transport Assessment - (TA dated July 2025)
- ☐ Location plan
- ☐ Topographical Survey
- ☐ Concept/ Parameter Plan
- ☐ Illustrative Site Plan
- ☐ Land Use Plan
- ☐ Proposed Hambridge Way Junction Improvements
- ☐ Proposed Hambridge Way Emergency Access

History

The Planning Statement indicates that a review of North Hertfordshire District Council's 'Public Access' system demonstrated that the Site has no relevant planning history.

Pre-application discussions were held with HCC to determine the scope of the assessment.

Planning Policy

The Transport Assessment submitted does not provide any reviews for applicable policies. In any future submissions, it is required to review applicable policies but not limited to

- ☐ National Planning Policy Framework (Dec. 2024)
- ☐ Hertfordshire Local Transport Plan 4
- ☐ North Hertfordshire Local Plan (2011 – 2031)
- ☐ North Hertfordshire - Vehicle Parking at New Development Supplementary Planning Document
- ☐ Hertfordshire County Council Guide to Developer Infrastructure Contributions (2021)

The Highway Authority would recommend further review of Cycle Infrastructure Design – Local Transport Note 1/20 (2020) and Inclusive Mobility (2021), ensuring adequate inclusive accessibility to local facilities including public transport, shops and schools by active travel modes, in accordance with the Government's Gear Change policy agenda and the requirements of the Disability Discrimination Act (2005).

Additionally, the applicant should also review HCC's Place and Movement Design Guide. Any improvement works to the highway and internal road network must be designed in accordance with the HCC Place and Movement Design Guide.

Trip Generation

Table 5.1 of the TA provides the vehicular trip rates proposed for the residential development, considering all units fall under land use category 03-A (privately owned market housing). However, there is an inconsistency in the trip rates shown in Tables 5.1 and 5.2, when compared to the trip rates available in Appendix I.

Overall, the Highway Authority is content with the selection criteria used; however, it is recommended that the Applicant revisits the TRICS assessment by excluding sites surveyed on Fridays. Additionally, the Applicant should incorporate the people trips and provide the base modal share. This will help provide a breakdown of trips expected to use the different modes under both the baseline scenario and with implementation of the proposed sustainable travel targets.

Trip Distribution

The development trips have been distributed using the Census 2011 Journey to Work data for North Hertfordshire 014 MSOA and assigned to the network. The development is expected to have a large traffic impact at the Walnut Tree Road / High Street / Royal Oak Lane crossroad junction, with nearly 88% of trips anticipated to travel south to reach the various destinations.

Capacity Assessments

The Applicant has undertaken capacity assessments using Junctions software at the following junctions:

1. Cotman End / Walnut Tree Road priority junction
2. Walnut Tree Road / High Street / Royal Oak Lane crossroads

Baseline traffic

Manual Classified Count surveys were carried out on 12 June 2025 at the above junctions for the morning and evening peak periods, including the queue length surveys. While it has been noted that there is an outlier in the traffic data for the 15-minute period between 17:30 and 17:45, the network peak hour considered is 17:45 to 18:45 and therefore, we have no comments to raise.

Traffic Growth

To account for the background traffic growth, TEMPro has been utilised to estimate the growth rates from 2025 to 2030, and we consider this as suitable.

Committed Development

It is recommended that the Applicant liaises with the Local Planning Authority to confirm if any committed development in the area is to be considered in the assessments.

Base model validation

It is acknowledged that the Applicant has undertaken a validation exercise of the base models using the queue survey data. Appendix C shows that 5-minute spot checks were carried out to estimate the queue length for each arm of the junctions. The Highway Authority would like to understand if a maximum of 5-minute queue length measurements were also taken.

Impact assessment

- a. Model Geometry: Based on our high-level review, some inconsistencies have been noted with the geometric parameter inputs for both the junctions. However, it is not considered that these will result in any significant variations in the model results.

- b. Trip impact: The model results indicate that the development is expected to have minimal traffic impacts at both the junctions.
- c. Proposed improvement: The proposed pedestrian improvements relating to implementation of the crossing points along the Royal Oak lane and Hambridge Way at the Walnut Tree Road / High Street / Royal Oak Lane crossroads is expected to result in minimal traffic impacts only.

Accessibility

Walking

The TA highlights that the pedestrian infrastructure surrounding Walnut Tree Road and High Street in Pirton is characterised by a continuous footway on the eastern side of Walnut Tree Road, commencing at the existing site access and extending northwards into the village centre. This footway, approximately 1.5 metres wide, includes dropped kerbs near the junction with High Street and continues westward to key local amenities such as a convenience store, post office, primary school, village hall, and public house.

The applicant highlights that south of the site access, while formal footways are absent, wide grass verges provide informal pedestrian routes separated from vehicular traffic, which is typical in rural settings like Pirton. Opposite the site access, a public footpath leads to The Bury greenspace and connects to the western part of the village, offering access to a church, public house, bus stops, and residential areas.

The applicant has proposed improvement works to the pedestrian facilities at the Hambridge Way / Royal Oak Lane crossroads within the Strand 1 obligations. These works have been proposed to facilitate better connectivity for pedestrians by introducing formalised crossing points along Royal Oak Lane and Hambridge Way, to tie in with existing infrastructure and ensure continuous movement of pedestrians. It is proposed (DWG 2210-050.PL03 A) to reduce the width of the Hambridge Way bell mouth to allow room to introduce a footway connecting to the crossing points supported by tactile paving.

Any proposed mitigation measures/ off site works on the local highway network are expected to be supported by a Stage 1 Road Safety Audit.

Additionally, the TA notes that during the pre-application consultation, it was highlighted that a review of the national speed limit on Hambridge Way should be undertaken. A review of highway safety has been carried out, and it is considered that this alteration would not be necessary to make the development acceptable in planning terms. It is concluded that the implementation of the proposed development will maintain the same level of safety and provision as that provided by the neighbouring approved and constructed developments.

Furthermore, under Strand 2 contributions, the applicant has identified surface improvement interventions for Bridleway 21 north of the site. The Highway Authority recommends submitting the detailed design and surface material plan, and it is also advised to liaise with the PRow officer.

Cycling

The applicant highlights that Pirton benefits from a cycling-friendly environment, supported by its residential road network with a 30mph speed limit. The village is intersected by Bridleway 21, which forms part of the Icknield Way Cycle Trail, offering strategic connectivity from Thetford to Letchworth and the Chilterns. This route enables residents to access nearby towns such as Ickleford, Hitchin, and Letchworth Garden City by bicycle. The Chiltern Cycleway also traverses Pirton via Hitchin Road, providing links to local centres such as Barton-le-Clay and Stevenage, with clear signage aiding navigation.

Supplementary local routes, including Hambridge Way and the Wood Lane Bridleway loop, further enhance the village's cycling infrastructure, offering well-signed and accessible paths for short-distance travel.

Public Transport

The nearest bus service to the proposed development site is located north of Walnut Tree Road on Royal Oak Lane, where informal bus stops exist on both sides of the carriageway. Pirton is served exclusively by the number 89 bus route, which operates between Hitchin and Henlow Camp. This service provides seven weekday journeys, with the first bus arriving at 06:55 and the final departure at 18:57.

Although the applicant recognises that the bus stops lack dedicated infrastructure, it is highlighted that the frequency and coverage of the available service provide residents with a reasonable level of public transport accessibility.

The applicant notes that pre-application discussions identified the enhancement of the 89 bus service between Henlow Camp and Hitchin via Pirton as a suitable use, benefiting both residents and the wider community. However, the applicant highlights that Junction and bus stop improvements on High Street are not considered necessary due to scale, scope and distance, but HCC could choose to allocate contributions towards them.

Bus stop improvements on Royal Oak Lane, such as a pole, flag and bus cage, were noted as potential enhancements within the available highway land and this improvement could be funded under strand 2 contributions. However, it is highlighted that there is limited highways land to introduce the full suite of improvements by HCC.

The Highway Authority notes that bus stops on Royal oak lane are within the acceptable walking distance from the proposed access points of the proposed development and that there are opportunities to improve the attractiveness of bus services through consideration of improvements to the accessibility and bus stop facilities at these bus stops. The introduction of tactile paving at pedestrian crossing points, shelters, seating and raised Kassel kerbing should each be considered to improve the attractiveness of public transport.

The Highway Authority would recommend that the applicant provide a spatial and accessibility assessment using tools, including but not limited to isochrone mapping, to assess the distance to bus stops, local facilities, and amenities, and their accessibility by walking and cycling. A comprehensive evaluation of the site's accessibility to essential local services, including but not limited to healthcare facilities, primary schools, and other amenities, is required to ensure an informed assessment of sustainable travel options.

The lack of sustainable transport options to the site goes against the Policy 1 (Transport User Hierarchy), Policy 2 (Influencing land use planning) and Policy 5 (Development Management), contained within Hertfordshire LTP 4. HCC will require assurance that the development will be sustainable, in accordance with current policy promoting non-private vehicle-based trips.

Highway Safety

The applicant has utilised the CrashMap platform to examine personal injury traffic collisions that have occurred within the most recent five-year period of available accident data. The review indicates that no collisions have taken place along the site frontage on Walnut Tree Road. Within Pirton itself, only one slight collision was recorded at the junction of High Street and Cromwell Way, situated in the centre of the village. On this basis, the applicant concludes that Pirton maintains a

strong safety record, and the proposed development is not anticipated to introduce any highway safety risks.

The Highway Authority would recommend collecting the most recent 5 year data from the authority and review for any concerns and consider mitigation if required.

Vehicle Access

It is highlighted that the proposed site access would be via an extension of the existing residential access road i.e. Cotman End. This extension has been designed to incorporate the crossing of footpath 5.

The applicant has also emphasised that two options for the site access were discussed with HCC during pre-application consultations. Following these discussions, Option 1 was identified as the preferred solution and is being progressed for further consideration.

Drawing 2210-050.PL01 of the TA demonstrates the access arrangements from Cotman End. The access arrangements provide a narrowing of the access to accommodate the crossing of the established footpath 5, promoting full pedestrian priority. It is highlighted that the additional proposed development will not alter the visibility of the proposed scheme access.

The proposed access road extension from Cotman End would remove two existing visitor spaces, which will be relocated nearby and provided in addition to the parking required for the new development.

An emergency access is also planned for the development, situated in the north-eastern corner and accessed via Hambridge Way, making use of the existing entry point to the agricultural field. It is highlighted that this route will be designated exclusively for emergency situations, but when not required for such purposes, it will serve as a pedestrian and cycle access.

The applicant has highlighted that the provision of the site access and secondary emergency/pedestrian access will be provided under a S278 agreement within the Strand 1 obligations.

The Highway Authority would like to highlight that the main access would qualify for the P2/M1 street typology recommended under the HCC Place and Movement guidance. The minimum carriageway width recommended for the P2/M1 category of streets is 5.5 metres, and that of the footway is 2 metres. The proposed access arrangements do not meet these requirements.

Furthermore, at the point where the site access narrows, the applicant has proposed to implement a one-way working system with priority control to facilitate the safe movement of pedestrians, reducing the running width to 3.7 metres and thereby permitting only single-file vehicle movement. This approach is supported; however, it is necessary to demonstrate that a standard large car can safely pass through this narrowed section while, on the opposite side, a refuse vehicle is stationary at the give way line.

It is essential to carry out a swept path analysis to demonstrate that an 11-metre refuse vehicle can safely access the site in a forward gear.

It is noted that the emergency access is provided from the Hambridge Way. The Highway Authority would like to highlight that the Hambridge Way for majority of its length is a narrow carriageway of less than 3.7m width. Additionally, at present, the Hambridge Way has a 'No Vehicle' signage at approximately 120m from the junction with the Walnut Tree Road and Royal Oak Lane.

It is noted that emergency access to the site is proposed via Hambridge Way. The Highway Authority wishes to emphasise that, for the majority of its length, Hambridge Way comprises a narrow carriageway measuring less than 3.7 metres in width. As outlined in Chapter 7, Clause 7.2.3 of the Manual for Streets, it is recommended to consult with the local Fire Safety Officer for a carriageway width of less than 3.7 meters.

Furthermore, it should be noted that there is currently a 'No Vehicles – Except of Access' sign positioned approximately 120 metres from the junction with Walnut Tree Road and Royal Oak Lane.

Pedestrian and Cyclist Access

Pedestrian access is proposed via a 1.8-metre-wide footway extending from Cotman End into the site along the principal access route. In addition, a 3.7-metre-wide emergency access is proposed at the north-eastern corner of the site, which will also accommodate pedestrian and cycle access. A single bollard will be in place during the nominal use of the access to allow for only pedestrian and cyclist use.

It should be noted that, as referenced above, the recommended minimum footway width for streets classified as P2/M1 is 2 metres. It is therefore essential that this standard is met in the final design for the main site access via Cotman End.

Furthermore, the submitted Concept / Parameters Plan (DWG. 22130 (D) 015 Rev. D) illustrates 2 additional connections to the existing footpath network on the northwestern and southeastern corner of the site. The Highway welcomes the proposal. However, it is recommended to submit the detail design of these connections. It is also necessary to consult the PRoW officer for any proposal involving PRoWs.

The submitted Concept / Parameters Plan (DWG. 22130 (D) 015 Rev. D) identifies two additional proposed connections to the existing footpath network, located at the north-western and south-eastern corners of the site. The Highway Authority welcomes these proposals; however, it is recommended that detailed designs for these connections be provided. Furthermore, it is essential to consult with the Public Rights of Way (PRoW) Officer regarding any proposals that involve public rights of way.

It has been identified that the immediate junction with the proposed site extension currently lacks both dropped kerbs and tactile paving. A thorough evaluation of the existing pedestrian and cycling infrastructure in the vicinity of the site is required, and appropriate mitigation measures should be implemented where necessary to ensure accessibility and safety for all users.

It is recommended that the development proposals must include adequate footways to an acceptable standard (at a minimum 2m width), dropped kerbs and tactile paving to enable safe and suitable access for pedestrians and mobility impaired users, in line with HCC Local Transport Plan Policy 1 and NPPF para 115 (a, b, c), to the existing sustainable infrastructure.

Road Safety Audit

Any proposed mitigation measures on the local highway network are expected to be supported by a Stage 1 Road Safety Audit. Any concerns identified by a road safety audit should be addressed by a designer's report detailing how any safety issues are to be addressed. This may lead to changes in the design. The proposed site access should not be approved in the absence of a road safety audit and a satisfactory designer's report addressing any concerns.

S278 Agreement

Any works within the highway boundary (including alterations to the footway and the existing site access) would need to be secured and approved via a Section 278 Agreement with HCC.

Swept Path Analysis

No swept path assessment has submitted as a part of this application. It is required to undertake swept path analysis using the following vehicles:

- 5.079m Large Car (SVD)
- 11m long Refuse Collection Vehicle
- 10.1m long Fire Appliance

The drawings should demonstrate that these vehicles can access the site safely in forward gear with fire appliance access complying with the standards set out in Manual for Streets section 6.7 as well.

Internal Layout

The internal layout must comply with design standards set in HCC's latest Place and Movement Design Guide for P2/M1 residential street.

The internal road network must include adequate footways to an acceptable standard (at a minimum 2m width), dropped kerbs and tactile paving to enable safe and suitable access for pedestrians and mobility impaired users, in line with HCC Local Transport Plan Policy 1 and NPPF para 115 (a, b & c).

Measures to prevent surface water runoff onto the public highway will need to be demonstrated.

Parking (Car and Cycle)

The applicant has reviewed the North Hertfordshire - Vehicle Parking at New Development Supplementary Planning Document and confirmed that the development will confirm to the car and cycle parking standards. The cycle parking provisions should be aligned with LTN1/20 requirements.

Hertfordshire County Council declared a climate emergency in 2019 and the HCC Local Transport Plan Policy 5 requires all new developments to provide EV infrastructure. The DfT's Decarbonising Transport (2021) states that in 2030 the sale of new petrol and diesel cars will cease. The NPPF paragraph 112 (e) also requires sites to enable charging. Therefore, each dwelling must be served by at least one active EV charging unit. A standard condition will be required to provide electric vehicle charging points for each residential dwelling.

Refuse and Service Delivery

The applicant will need to provide details of the refuse and servicing arrangements for the proposed dwellings. Swept path assessments for the internal layout will be required for both standard refuse and service vehicles.

Travel Plan

Due to the scale and nature of the development, a travel plan will not be required.

Construction Traffic Management Plan (CTMP)

HCC would require a full Construction Traffic Management Plan to ensure construction vehicles would not have a detrimental impact on the highway network. A condition would be required to provide adequate parking for construction vehicles on-site to prevent on-street conflict and impacts to highway safety. Details submitted in respect of the method statement, incorporated on a plan, shall provide for wheel cleaning facilities during the excavation, site preparation and construction

stages of the development. The method statement shall also include details of the means of recycling materials, the provision of parking facilities for contractors during all stages of the development (excavation, site preparation and construction) and the provision of a means of storage and/or delivery for all plant, site huts, site facilities and materials.

A construction management plan template may be found at:
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#managementplans>

Planning Obligations

Will be set out once the above issues are resolved.

Summary

In summary, Hertfordshire County Council (HCC), as the highway authority, wishes to recommend refusal of the planning application in its current form, pending the submission of the additional details identified within this document to enable a positive recommendation.

Signed

Samuel Tearle

10 October 2025

APPENDIX B

Trip Rate Calculations

PM PEAK =	17:45-18:45	Arrive	Depart
	17:00-18:00 / 4 =	0.07775	0.04025
	(18:00-19:00 / 4)*3 =	0.1725	0.096
	Totals	0.25025	0.13625

APPENDIX C

Audit Code: 2d5792e3-5755-442b-b062-5c8d4994ca0c

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 39 - 60 DWELLS

Actual Trip Rate Calculation Parameter Range: 4 - 1817 DWELLS

Date Range: Minimum: 01/01/2016 Maximum: 17/09/2024

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 700 3966

Days of the week selected:

Monday	2
Tuesday	5
Wednesday	3

Main Location Types selected:

Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	4

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	6
Servicing Vehicles Included	4

Population <1 Mile ranges selected:

1,001 to 5,000	4
10,001 to 15,000	3
5,001 to 10,000	3



Audit Code: 2d5792e3-5755-442b-b062-5c8d4994ca0c

Population <5 Mile ranges selected:

100,001 to 125,000	1
25,001 to 50,000	2
5,001 to 25,000	3
50,001 to 75,000	2
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	3
1.1 to 1.5	7

PTAL Rating:

No PTAL Present	10
-----------------	----

Audit Code: 2d5792e3-5755-442b-b062-5c8d4994ca0c

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total People

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	1 day
	ES	EAST SUSSEX	1 day
	WS	WEST SUSSEX	2 days
03	SOUTH WEST		
	SM	SOMERSET	2 days
04	EAST ANGLIA		
	NF	NORFOLK	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 day
09	NORTH		
	IM	ISLE OF MAN	1 day
14	LEINSTER		
	WC	WICKLOW	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 2d5792e3-5755-442b-b062-5c8d4994ca0c

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	4 to 1817 (units:DWELLS)
Range Selected by User:	39 to 60 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Monday	2 days
Thursday	2 days
Tuesday	5 days
Wednesday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	12
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Edge of Town	7 days
Neighbourhood Centre (PPS6 Local Centre)	5 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
No Sub Category	1 days
Residential Zone	6 days
Village	5 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	7 days
Servicing vehicles Included	5 days

Audit Code: 2d5792e3-5755-442b-b062-5c8d4994ca0c

Secondary Filtering Selection:

Use Class:

C3	12 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

200 - 4768

Population within 1 mile:

1,001 to 5,000	6 surveys
10,001 to 15,000	3 surveys
5,001 to 10,000	3 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	1 surveys
25,001 to 50,000	3 surveys
5,001 to 25,000	4 surveys
50,001 to 75,000	2 surveys
75,001 to 100,000	2 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	8 surveys
1.6 to 2.0	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.



Audit Code: 2d5792e3-5755-442b-b062-5c8d4994ca0c

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	7 surveys
Yes	5 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	12 surveys
-----------------	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 2d5792e3-5755-442b-b062-5c8d4994ca0c

LIST OF SITES relevant to selection parameters:

Site 1:	AC-03-A-03	Site area:	0.91 hect
Development Name:	SEMI-DETACHED & TERRACED	Number of dwellings:	40 DWELLS
Location:	NORTHWICH	Housing density:	50.38
Postcode:	CW8 4WA	Total Bedrooms:	102.00
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	04/06/2019
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a		
Site 2:	CT-03-A-01	Site area:	1.78 hect
Development Name:	MIXED HOUSES	Number of dwellings:	46 DWELLS
Location:	STOTFOLD	Housing density:	30.07
Postcode:	SG5 4TB	Total Bedrooms:	153.00
Main Location Type:	Edge of Town	Survey Date:	22/06/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 3:	ES-03-A-09	Site area:	1.5 hect
Development Name:	DETACHED & SEMI-DETACHED	Number of dwellings:	47 DWELLS
Location:	NEWHAVEN	Housing density:	36.15
Postcode:	BN9 9FF	Total Bedrooms:	143.00
Main Location Type:	Edge of Town	Survey Date:	13/03/2023
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		
Site 4:	IM-03-A-05	Site area:	2.19 hect
Development Name:	MIXED HOUSES	Number of dwellings:	45 DWELLS
Location:	CASTLETOWN	Housing density:	24.32
Postcode:	IM9 1TQ	Total Bedrooms:	175.00
Main Location Type:	Edge of Town	Survey Date:	21/05/2024
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 5:	NF-03-A-05	Site area:	1.57 hect
Development Name:	MIXED HOUSES	Number of dwellings:	40 DWELLS
Location:	HOLT	Housing density:	26.32
Postcode:	NR25 6GA	Total Bedrooms:	116.00
Main Location Type:	Edge of Town	Survey Date:	19/09/2019
Sub Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 6:	NF-03-A-37	Site area:	1.64 hect
Development Name:	MIXED HOUSES	Number of dwellings:	44 DWELLS
Location:	DEREHAM	Housing density:	32.35
Postcode:	NR20 3TY	Total Bedrooms:	141.00
Main Location Type:	Edge of Town	Survey Date:	27/09/2022
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 7:	NY-03-A-14	Site area:	2.9 hect
Development Name:	DETACHED & BUNGALOWS	Number of dwellings:	45 DWELLS
Location:	RIPON	Housing density:	18.75
Postcode:	HG4 1EJ	Total Bedrooms:	153.00
Main Location Type:	Edge of Town	Survey Date:	18/05/2022
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		

Audit Code: 2d5792e3-5755-442b-b062-5c8d4994ca0c

Site 8:	SM-03-A-02	Site area:	2.87 hect
Development Name:	MIXED HOUSES	Number of dwellings:	42 DWELLS
Location:	NEAR TAUNTON	Housing density:	26.75
Postcode:	TA3 5FG	Total Bedrooms:	160.00
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	25/09/2018
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a		
Site 9:	SM-03-A-03	Site area:	2.65 hect
Development Name:	MIXED HOUSES	Number of dwellings:	41 DWELLS
Location:	NEAR TAUNTON	Housing density:	41.84
Postcode:	TA3 5FB	Total Bedrooms:	137.00
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	25/09/2018
Sub Location Type:	Village	Survey Day:	Tuesday
PTAL:	n/a		
Site 10:	WC-03-A-01	Site area:	2.443 hect
Development Name:	DETACHED HOUSES	Number of dwellings:	50 DWELLS
Location:	WICKLOW	Housing density:	24.89
Postcode:		Total Bedrooms:	182.00
Main Location Type:	Edge of Town	Survey Date:	28/09/2018
Sub Location Type:	No Sub Category	Survey Day:	Monday
PTAL:	n/a		
Site 11:	WS-03-A-07	Site area:	3.25 hect
Development Name:	BUNGALOWS	Number of dwellings:	57 DWELLS
Location:	NEAR HORSHAM	Housing density:	27.14
Postcode:	RH13 OTR	Total Bedrooms:	118.00
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	19/10/2017
Sub Location Type:	Village	Survey Day:	Thursday
PTAL:	n/a		
Site 12:	WS-03-A-16	Site area:	1.9 hect
Development Name:	DETACHED & SEMI-DETACHED	Number of dwellings:	58 DWELLS
Location:	BRACKLESHAM BAY	Housing density:	
Postcode:	PO20 8JE	Total Bedrooms:	158.00
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	09/11/2022
Sub Location Type:	Village	Survey Day:	Wednesday
PTAL:	n/a		

Audit Code: 2d5792e3-5755-442b-b062-5c8d4994ca0c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	12	46	0.081	0.272	0.353
08:00-09:00	12	46	0.182	0.366	0.548
09:00-10:00	12	46	0.162	0.204	0.366
10:00-11:00	12	46	0.142	0.164	0.306
11:00-12:00	12	46	0.141	0.175	0.316
12:00-13:00	12	46	0.175	0.150	0.325
13:00-14:00	12	46	0.151	0.135	0.286
14:00-15:00	12	46	0.186	0.214	0.400
15:00-16:00	12	46	0.263	0.204	0.467
16:00-17:00	12	46	0.256	0.160	0.416
17:00-18:00	12	46	0.315	0.169	0.484
18:00-19:00	12	46	0.223	0.144	0.367
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.277	2.357	4.634

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 2d5792e3-5755-442b-b062-5c8d4994ca0c

Parameter Summary:

Trip rate parameter range selected:	39 - 60 (units: DWELLS)
Survey date date range:	19/10/2017 - 21/05/2024
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 2d5792e3-5755-442b-b062-5c8d4994ca0c

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	12	46	0.117	0.441	0.558
08:00-09:00	12	46	0.279	0.820	1.099
09:00-10:00	12	46	0.258	0.326	0.584
10:00-11:00	12	46	0.227	0.258	0.485
11:00-12:00	12	46	0.200	0.274	0.474
12:00-13:00	12	46	0.295	0.267	0.562
13:00-14:00	12	46	0.252	0.196	0.448
14:00-15:00	12	46	0.283	0.324	0.607
15:00-16:00	12	46	0.613	0.359	0.972
16:00-17:00	12	46	0.463	0.274	0.737
17:00-18:00	12	46	0.539	0.303	0.842
18:00-19:00	12	46	0.407	0.258	0.665
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.933	4.100	8.033

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Audit Code: 2d5792e3-5755-442b-b062-5c8d4994ca0c

Parameter Summary:

Trip rate parameter range selected:	39 - 60 (units: DWELLS)
Survey date date range:	19/10/2017 - 21/05/2024
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX D

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation: 1 DWELLS

Count Type: Total People

Period	No.Days	Ave.DWELL	Arrivals	Departure: Totals	
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	12	46	0.117	0.441	0.558
08:00-09:00	12	46	0.279	0.82	1.099
09:00-10:00	12	46	0.258	0.326	0.584
10:00-11:00	12	46	0.227	0.258	0.485
11:00-12:00	12	46	0.2	0.274	0.474
12:00-13:00	12	46	0.295	0.267	0.562
13:00-14:00	12	46	0.252	0.196	0.448
14:00-15:00	12	46	0.283	0.324	0.607
15:00-16:00	12	46	0.613	0.359	0.972
16:00-17:00	12	46	0.463	0.274	0.737
17:00-18:00	12	46	0.539	0.303	0.842
18:00-19:00	12	46	0.407	0.258	0.665
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Daily Trip Rates:			3.933	4.1	8.033

AM		PM	
ARRIVE	DEPART	ARRIVE	DEPART
	14	41	22
			13

	Arrive	Depart
17:45-18:00	0.13475	0.07575
18:00-18:45	0.30525	0.1935
	0.44	0.26925

APPENDIX E

Personal Injury Road Traffic Collisions
Pirton

Legend

CollisionsBySeverity

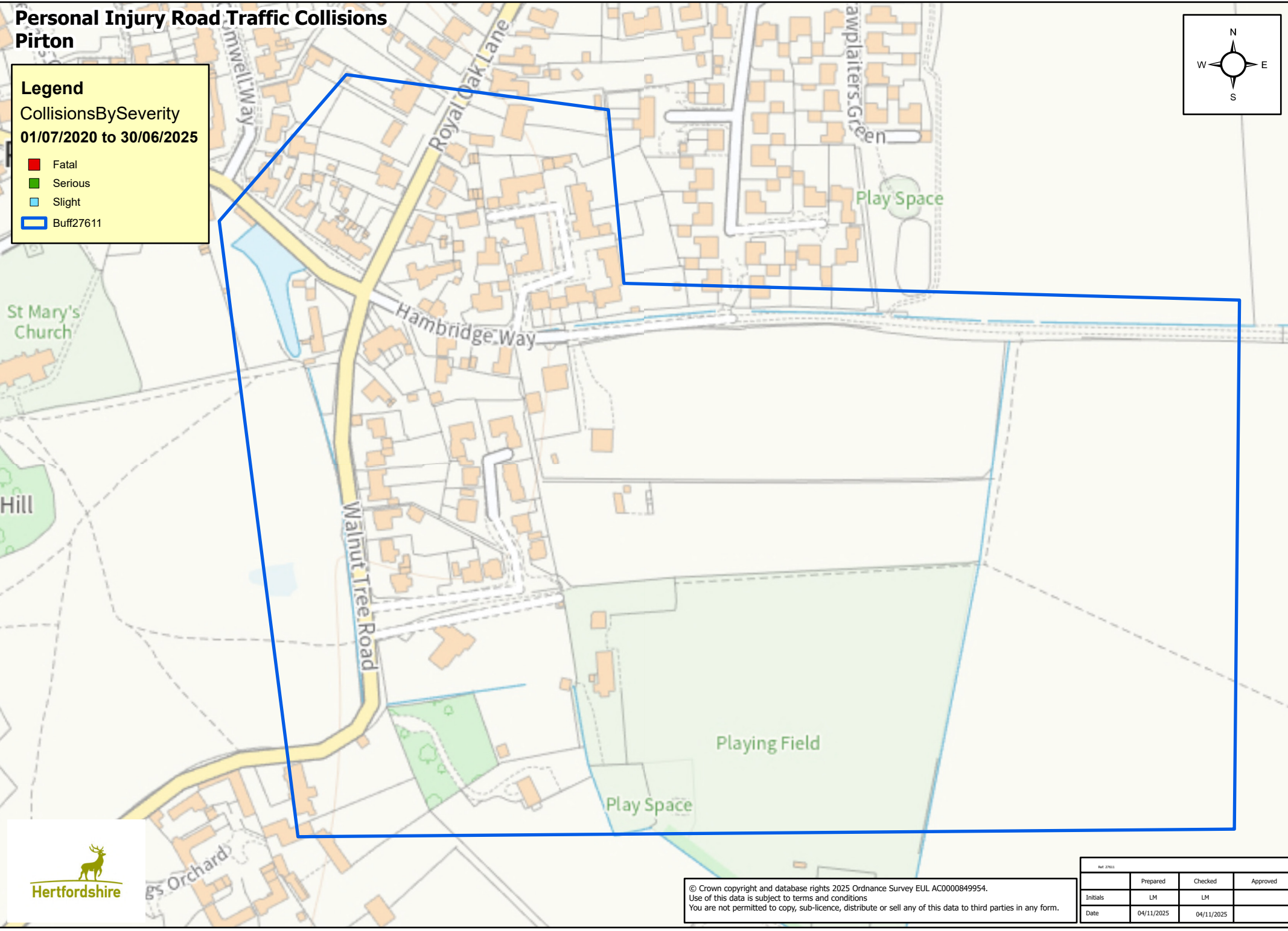
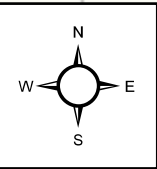
01/07/2020 to 30/06/2025

Fatal

Serious

Slight

Buff27611



© Crown copyright and database rights 2025 Ordnance Survey EUL AC0000849954.
Use of this data is subject to terms and conditions
You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Ref: 27611			
	Prepared	Checked	Approved
Initials	LM	LM	
Date	04/11/2025	04/11/2025	

APPENDIX F

**Development on Land East of
Walnut Tree Road, Pirton
Hertfordshire**

**Proposed Access Arrangements
and Associated Highway Works**

Stage 1 Road Safety Audit

November 2025

Table of Contents

1. Introduction
2. Items raised at this Road Safety Audit
3. Audit Team Statement

Appendices

- A. Problem Location Plans

Project / Document Details	
Date:	17/11/2025
Document reference and revision:	AC/TPA/1711251
Prepared by:	Alpha Highway Consultants Limited
Client:	Blakeney Estates Limited
Design Organisation:	Transport Planning Associates Limited
Overseeing Organisation:	Hertfordshire County Council

1. Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out during November 2025 at the request of the design organisation, Transport Planning Associates Limited, No.9 Journey Campus, Castle Park, Cambridge CB3 0AX.
- 1.2 The Audit relates to proposed residential development on land to the east of Walnut Tree Road, Pirton, Hertfordshire. The Audit has considered the following proposals:
- Proposed works on Cotman End, including provision of the main site access, and pedestrian crossing point/priority narrowing.
 - Proposed Emergency Access on Hambridge Way (to be utilised as a pedestrian/cycle access at all other times).
 - Proposed realignment and pedestrian crossing points at the Hambridge Way/Royal Oak Lane crossroads junction.
- 1.3 The Audit Team membership was as follows:
- | | |
|------------------------------|-------------------|
| J Bown (Audit Team Leader) | Alpha Consultants |
| B Newiss (Audit Team Member) | Alpha Consultants |
- 1.4 The Audit took place at the offices of Alpha Consultants during November 2025 and included an examination of the following documents:
- Stage 1 Road Safety Audit Brief (Ref: 2210-050/RSA 1)
 - Drawing No. 2210-050.PL01
 - Drawing No. 2210-050.PL02
 - Drawing No. 2210-050.PL03A
 - Indicative Site Location Plan
 - Transport Assessment (Ref: 2210-050/TA/01A)
 - Collision Plot
 - Development Traffic Flows AM
 - Development Traffic Flows PM
 - Total Traffic Flows AM (TF) 2030
 - Total Traffic Flows PM (TF) 2030
 - Raw Survey Data (Cotman End / Walnut Tree Road)
 - Raw Survey Data (Hambridge Way Crossroads)
 - Surveyed Traffic Flows AM
 - Surveyed Traffic Flows PM
- 1.5 The Audit Team visited the site on the afternoon of 13 November 2025. During the site visit, the weather conditions were partly cloudy and dry. The surfaces were also dry.

- 1.6 The terms of reference of the Audit are as described in the DMRB GG 119.
- 1.7 The Audit Team has acted independently of the Design Team and has had no prior involvement in the design of the scheme.
- 1.8 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

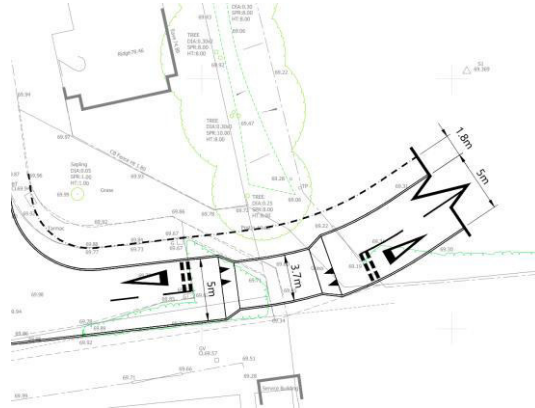
2. Items raised at this Road Safety Audit

LOCAL ALIGNMENT

2.1 Problem

Location: Proposed crossing point / narrowing on Cotman End

Summary: Priority between opposing vehicles may be unclear to drivers



Description:

It is understood that the proposals shown above will provide pedestrians with priority over vehicles. It is also noted that the carriageway will be narrowed to 3.7m, which would likely mean that one direction of traffic would need to give way to the other. However, a lack of clear priority between opposing vehicles could be confusing for drivers; potentially leading to instances of hesitation and/or head-on conflict.

Recommendation:

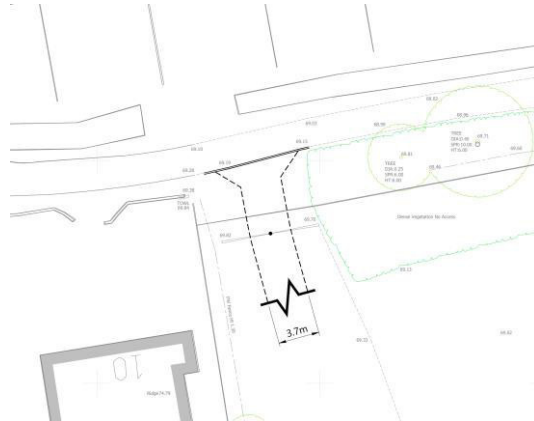
It is recommended that the proposed arrangement is reviewed in light of the above concern. It may be beneficial to widen the carriageway, in order that opposing vehicles can safely continue past one another, whilst still being required to give way to pedestrians when necessary.

JUNCTIONS

2.2 Problem

Location: Emergency Access on Hambridge Way

Summary: Provision for access by larger emergency vehicles



Description:

Whilst it is understood that the above access will typically be used by pedestrians and cyclists, the arrangement will need to provide sufficient space for access by emergency vehicles if and when required. The carriageway along Hambridge Way itself is narrow and safe access by larger emergency vehicles could be hindered if turning space is inadequate.

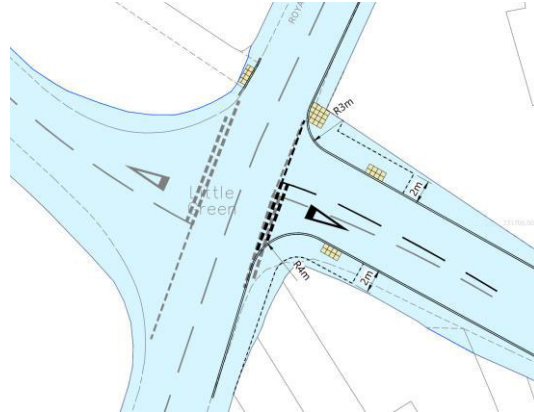
Recommendation:

It is recommended that a vehicle swept path analysis is undertaken, in order to ensure that the proposed arrangement will be of sufficient size/layout to accommodate access by larger emergency vehicles when required.

2.3 Problem

Location: Hambridge Way / Royal Oak Lane crossroads

Summary: Junction narrowing / realignment and potential impact on vehicle swept paths



Description:

The proposals at the above junction will involve a narrowing/realignment of the Hambridge Way arm, in order to accommodate improved pedestrian facilities. Whilst this may not necessarily causes issues, the alterations could make certain vehicle manoeuvres more onerous at the junction. This could potentially lead to an increased risk of conflict between opposing vehicle movements.

Recommendation:

It is recommended that swept path analyses are undertaken, in order to ensure that the junction will still be of sufficient size/layout to safely accommodate all likely vehicle types and opposing movements.

3. Audit Team Statement

We certify that this Audit has been carried out in accordance with the principles of GG 119.

AUDIT TEAM LEADER:

J Bown MBA PGDipMS IEng FIHE MICE MSoRSA
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

Signed:



Date:

17 November 2025

AUDIT TEAM MEMBER

B Newiss MCIHT MSoRSA NH Cert Comp
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

Signed:

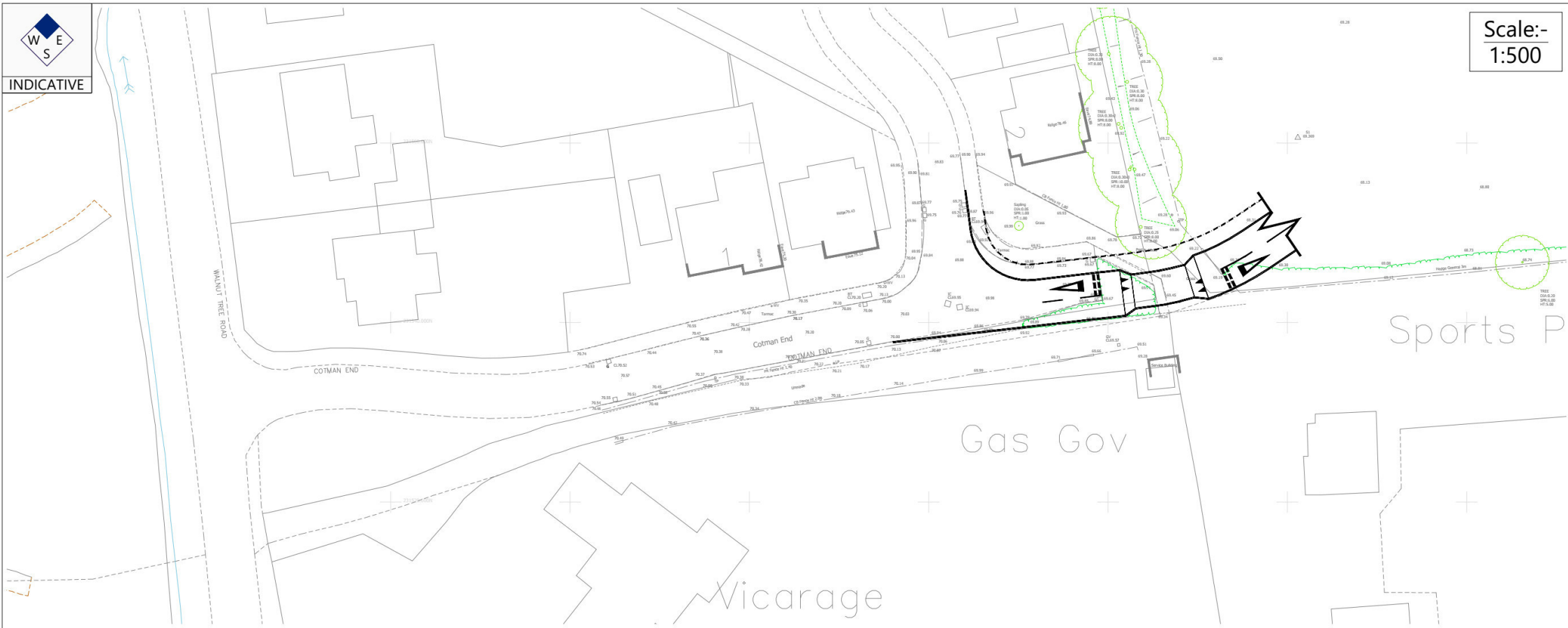


Date:

18 November 2025

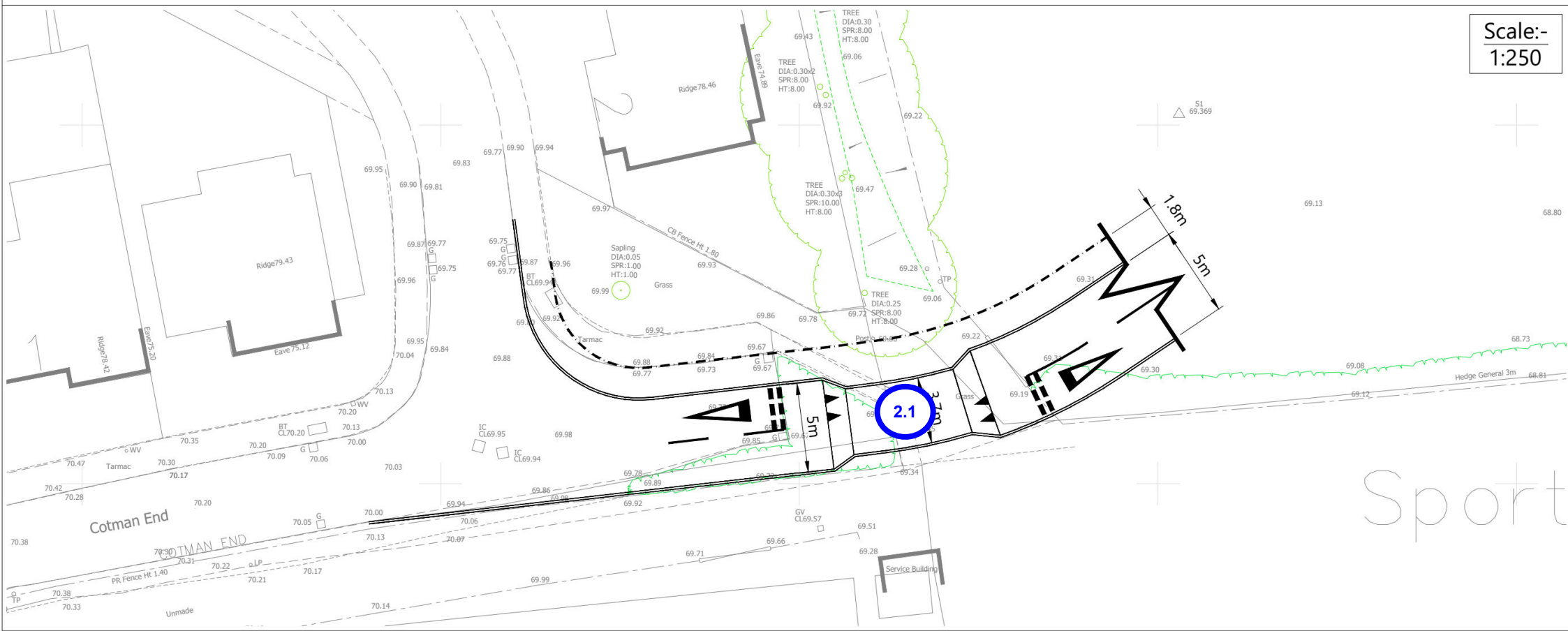
Appendix A

Problem Location Plans



Scale:-
1:500

- Notes:
1. This drawing has been prepared by Transport Planning Associates for the benefit of our client and the content should not be relied upon by others without express written authority. If any unauthorised third party makes use of the drawing or information contained within the drawing, they do so at their own risk and no duty of care or skill is owed.
 2. This drawing should only be used for its intended purpose and as specified by the drawing status.
 3. Any information provided by third parties and referred to on the drawing has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated.
 4. dwg files are provided FOR INFORMATION only because the information stored in electronic form can be modified by other parties intentionally or otherwise.
 5. If the drawing is altered or added to in any way, all references to Transport Planning Associates must be removed and those making the changes assume total responsibility for the information thereon.
- Notes:
1. Reproduced from Ordnance Survey Superplan Data with the permission of the Controller of His Majesty's Stationery Office. Crown Copyright - Licence No. AL10034621.
 2. Based on Topographical Survey and OS Mapping Data.
 3. Subject to confirmation of Highway Boundary.



Scale:-
1:250

Rev	Date	Details	Drawn By	Checked By	Approved By

Bristol
Cambridge
London
Weylyn Garden City

tpa
Transport Planning Associates

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385
www.tpa-uk.com

CLIENT:
Blakeney Estates Ltd

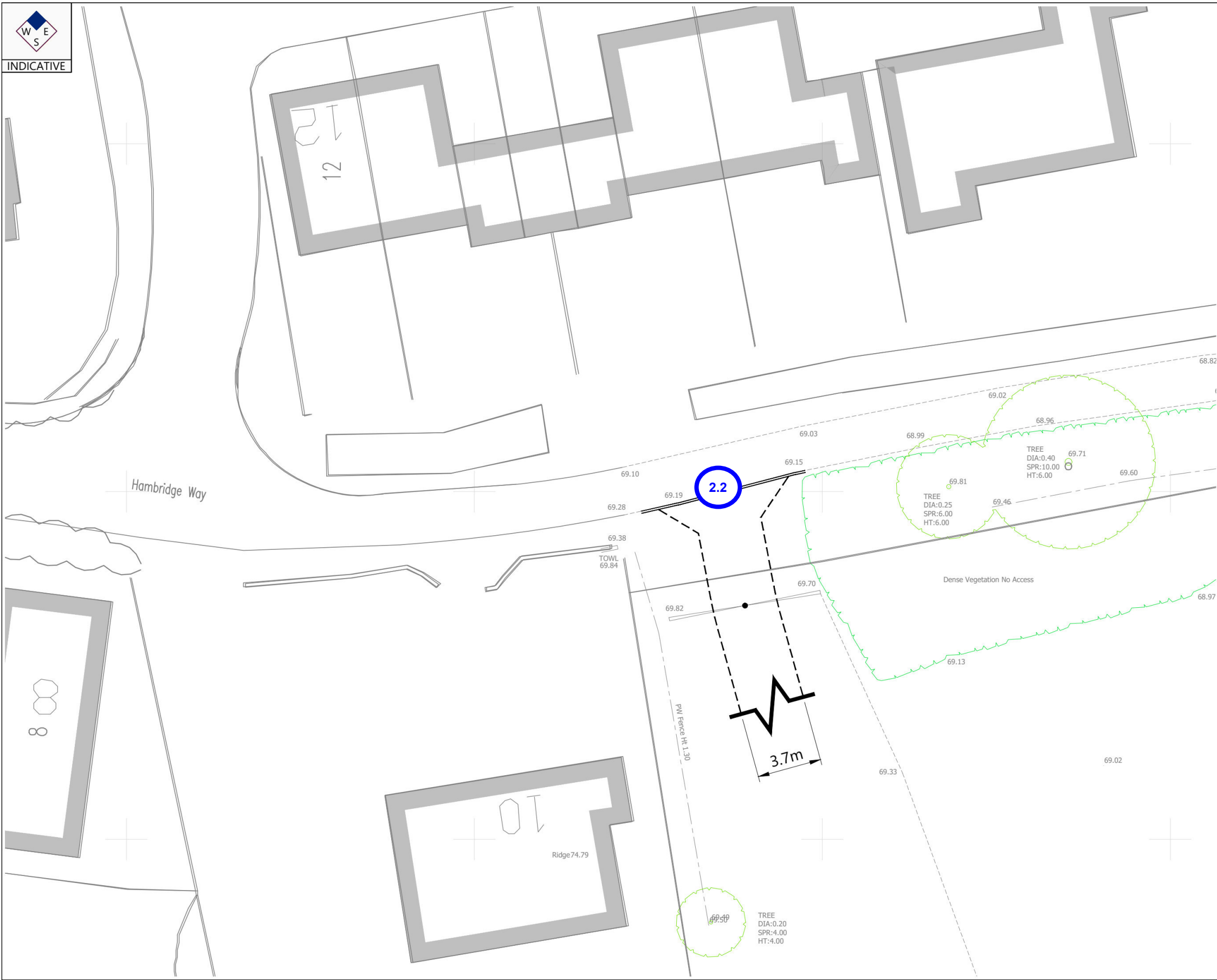
PROJECT:
**Land east of
Walnut Tree Road,
Pirton**

TITLE:
**Proposed
Access Road Extension**

STATUS:
PLANNING

SCALE @A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	10.07.25	JA	AW	AW

PROJECT NO:	DRAWING NO:	REVISION:
2210-050	PL01	-



Notes:

- This drawing has been prepared by Transport Planning Associates for the benefit of our client and the content should not be relied upon by others without express written authority. If any unauthorised third party makes use of the drawing or information contained within the drawing, they do so at their own risk and no duty of care or skill is owed.
- This drawing should only be used for its intended purpose and as specified by the drawing status.
- Any information provided by third parties and referred to on the drawing has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated.
- dwg files are provided FOR INFORMATION only because the information stored in electronic form can be modified by other parties intentionally or otherwise.
- If the drawing is altered or added to in any way, all references to Transport Planning Associates must be removed and those making the changes assume total responsibility for the information thereon.

Notes:

- Reproduced from Ordnance Survey Superplan Data with the permission of the Controller of His Majesty's Stationery Office. Crown Copyright - Licence No. AL100334021.
- Indicative un-surveyed existing road markings.
- Based on Topographical Survey and OS Mapping Data.
- Subject to confirmation of Highway Boundary.

No.	Date	Drawn	Checked	Approved
1	10.07.25	JA	AW	AW

Bristol
Cambridge
London
Weymouth Garden City

tpa
Transport Planning Associates

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385
www.tpa.uk.com

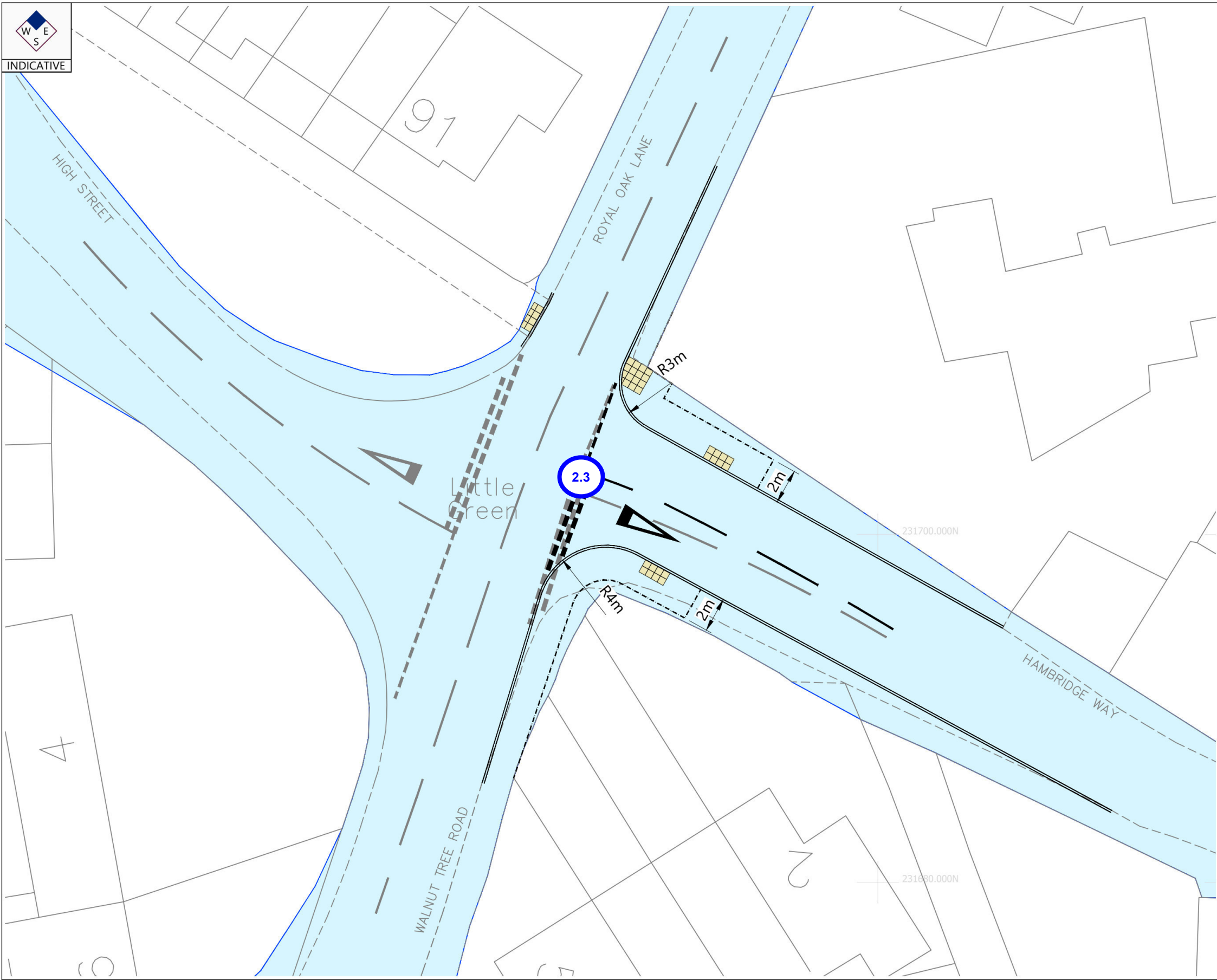
CLIENT:
Blakeney Estates Ltd

PROJECT:
**Land east of
Walnut Tree Road,
Pirton**

TITLE:
**Proposed
Hambridge Way
Emergency Access**

STATUS:
PLANNING

SCALE @A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:200	10.07.25	JA	AW	AW
PROJECT NO:	DRAWING NO:	REVISION:		
2210-050	PL02	-		



Notes:

1. This drawing has been prepared by Transport Planning Associates for the benefit of our client and the content should not be relied upon by others without express written authority. If any unauthorised third party makes use of the drawing or information contained within the drawing, they do so at their own risk and no duty of care or skill is owed.
2. This drawing should only be used for its intended purpose and as specified by the drawing status.
3. Any information provided by third parties and referred to on the drawing has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated.
4. dwg files are provided FOR INFORMATION only because the information stored in electronic form can be modified by other parties intentionally or otherwise.
5. If the drawing is altered or added to in any way, all references to Transport Planning Associates must be removed and those making the changes assume total responsibility for the information thereon.

Notes:

1. Reproduced from Ordnance Survey Superplan Data with the permission of the Controller of His Majesty's Stationary Office. Crown Copyright - Licence No. AL10034621.
2. Indicative un-surveyed existing road markings.
3. Based on OS Mapping Data.
4. Highway Boundary interpreted from information supplied by Hertfordshire County Council.

Key:

■ - Highway Boundary maintainable at Public Expense.

Rev		Date	Details	Drawn By	Checked By	Approved By
A	22.07.25	Highway Boundary added / minor amendments			JA	IB

Bristol
Cambridge
London
Weylyn Garden City

tpa
Transport Planning Associates

No. 9 Journey Campus
Castle Park
Cambridge
CB3 0AX
01223 455 385
www.tpa.uk.com

CLIENT:

Blakeney Estates Ltd

PROJECT:

Land east of
Walnut Tree Road,
Pirton

TITLE:

Proposed
Hambridge Way
Junction Improvements

STATUS:

PLANNING

SCALE @A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:200	10.07.25	JA	AW	AW
PROJECT NO:		DRAWING NO:		REVISION:
2210-050		PL03		A

APPENDIX G

From: [REDACTED]<[REDACTED]@hertfordshire.gov.uk>
Sent: 18 November 2025 15:59
To: [REDACTED]
Subject: RE: Pirton Fire Appliance Query [Filed 18 Nov 2025 16:03]
Categories: Filed by Mail Manager

You don't often get email from sam.preece@hertfordshire.gov.uk. [Learn why this is important](#)

Hi [REDACTED],

Here are dimensions I have for our fire appliances:

Water Tender Ladder Appliances

- Length 8M
- Width 2.9m (4.3m with the doors open)
- Height 3.7M
- Weight 19 Tonne



[REDACTED]
Senior Fire Safety Inspector | Business Fire Safety Team | Regulatory Services
Hertfordshire County Council
Farnham House, Six Hills Way, Stevenage, Hertfordshire, SG1 2FQ Postal Point CHO331

T: [REDACTED]
E: [REDACTED]



[Our vision](#) is to create a cleaner, greener and healthier Hertfordshire, guided by our RISE values

We improve
Residents' lives

We work with
Integrity

We act
Sustainably

We champion
Equality & fairness

From: [REDACTED]
Sent: 18 November 2025 15:04
To: Administration CFS <administration.cfs@hertfordshire.gov.uk>; CPD Customer Services <cpd.customerservices@hertfordshire.gov.uk>
Subject: Pirton Fire Appliance Query

Some people who received this message don't often get email from aaron.webb@tpa.uk.com. [Learn why this is important](#)

Good afternoon.

I hope you're well. I'm wondering if you might be able to help me with a quick query.

My name is [REDACTED], and I am a transport consultant based in Cambridgeshire. I just had a quick question on your Fire Appliance dimensions applied to a specific area in Hertfordshire. If you were to attend an incident in Pirton, near

Hitchin, what size truck would you send? I'm mainly just after lengths and widths here – I have made an assumption of 8.1m in length?

I hope that makes sense but I'm looking forward to hearing your thoughts.

Kind regards,

 Transport Planner
Transport Planning Associates

No.9 Journey Campus | Castle Park | Cambridge | CB3 0AX



[who we are](#) | www.tpa.uk.com

Bristol | Cambridge | London | Welwyn Garden City

 Please think of the environment; don't print this e-mail unless you really need to.

Disclaimer

This email and any attachments are intended solely for the named recipient(s) and may contain confidential or legally privileged information. If you are not the intended recipient, please delete this message and notify the sender immediately. The views expressed in this email are those of the author and do not necessarily reflect those of Hertfordshire County Council (HCC), unless explicitly stated. HCC monitors and may retain email communications in accordance with its policies and legal obligations. Monitoring is conducted to ensure compliance with council procedures, prevent or detect crime, and support essential system maintenance.

Please consider the environment before printing this email.

For more information on how we handle personal data, please refer to our [privacy policy](#).