

TRANSPORT ADDENDUM

LAND SOUTH OF TURNPIKE LANE, ICKLEFORD

Outline planning application for residential development, with means of access from Turnpike Lane for consideration (all other matters reserved for subsequent approval)

Date: December 2025

RGP Reference: 2025/8550/TA06

Planning Application Reference: 25/02401/OP

1 INTRODUCTION

- 1.1 RGP Consulting Engineers Limited (RGP) is instructed by Hawridge Strategic Land Limited to provide highways and transport input in support of a proposed residential development at Land South of Turnpike Lane, Ickleford, Hertfordshire ("the site").
- 1.2 A planning application (reference. 25/02401/OP) was submitted to North Hertfordshire District Council (NHDC) for:

"Erection of up to 100 dwellings with means of access from Turnpike Lane including associated landscaping, drainage, car parking; infrastructure and all ancillary and enabling works following demolition of all existing structures (all matters reserved except means of access)."
- 1.3 In support of the application, RGP prepared a Transport Assessment (reference. 2025/8550/TA01) to provide an assessment of the highways and transport impacts of the Proposed Development and a Travel Plan (reference. 2025/8550/TP02) to promote active and sustainable travel behaviours. A Transport Addendum (reference. 2025/8550/TA05) was additionally prepared by RGP to provide additional information in support of the application.
- 1.4 This Transport Addendum (reference. 2025/8550/TA06) is prepared by RGP with consideration to comments received from Hertfordshire County Council (HCC) in their role as Local Highway Authority (LHA) for the site and also in response to an accompanying email from Edward Leigh in their role as a Senior Transport Policy Officer at NHDC, as per Paragraph 8 below. The comments are attached hereto at **Appendix A** for reference.

2 PEDESTRIAN CROSSING DESIGN

- 2.1 The HCC comments advise the proposed pedestrian crossing, with refuge island, on Turnpike Lane should be redesigned in line with standards set out in the HCC Place & Move Planning Design Guide (P&M PDG-2024).

Lane Widths

- 2.2 The HCC comments state lane widths “*should not be less than 3.2m*”, with consideration to Part 3, Chapter 9, Paragraph 15.5 of the P&M PDG-2024.
- 2.3 Paragraph 15.5 states “*For planning purposes, the carriageway width should be suitable to accommodate a recommended width for a refuge island of 2m (1.5m acceptable width), whilst traffic lane widths between 3.2m and 3.9m should be avoided such that the lane is either wide enough to allow vehicles to safely overtake cyclists or narrow enough to discourage overtaking.*”
- 2.4 It is therefore considered the above HCC comment is in contradiction to the above recommendation of the P&M PDG-2024, with a lane width of less than 3.2m narrow enough to discourage overtaking of cyclists by vehicles.
- 2.5 These lane widths also reflect the existing lane widths on Turnpike Lane and are therefore considered to be appropriate.

Refuge Island

- 2.6 The HCC comments state the refuge island width “*is below the minimum requirement of 1.8m.*”
- 2.7 For reference, and with consideration to Part 4, Chapter 2, Paragraph 14.1 of the P&M PDG-2024, the appropriate width of an uncontrolled crossing point should be no less than 1.8m.
- 2.8 These dimensions are now confirmed and illustrated on drawing **IMI-RGP-XX-XX-DR-T-005** attached hereto.

3 HIGHWAY SAFETY APPRAISAL

- 3.1 The HCC comments state the Highway Safety Appraisal, as presented in RGP prepared Transport Assessment (reference. 2025/8550/TA01) should be updated to cover the most recent five-year period.
- 3.2 This is accepted with an updated Highway Safety Appraisal presented below for Turnpike Lane. The data obtained from the Council is attached hereto at **Appendix B**.

3.3 It is observed three collisions (in 2020, 2022 and 2023) have occurred at the junction of Bedford Road/Turnpike Lane. The 2020 collision was serious in severity, with the 2022 and 2023 collisions slight in severity.

3.4 It is therefore considered collisions are sporadic in nature and that the Proposed Development would not contribute to or exacerbate collisions on the local road network.

4 PEDESTRIAN ACCESS TO BEDFORD ROAD

4.1 The HCC comments request clarification on whether the footway link connecting the Proposed Development to Bedford Road will remain private. Footways within the site would remain under private maintenance and control although there would be no physical restriction to prevent public access.

4.2 Additionally, the HCC comments request detailed design information should be submitted for review. It is noted this request is expressed as a recommendation and it is therefore reasonable to assume that this matter would be addressed at the Reserved Matters stage.

5 PROVISION OF TACTILE PAVING

5.1 The HCC comments recommend the junctions at Greenfield Avenue/Turnpike Lane and Bedford Road/Turnpike Lane be upgraded with tactile paving.

5.2 This recommendation is accepted and would be dealt with via a S278 agreement.

6 VISIBILITIES

6.1 The HCC comments request clarification of:

- *"How the required visibility plays (2.4m x 43m) will be achieved in practice.*
- *Whether the visibility plays fall entirely within highway land or extend onto third-party land.*
- *What measures will be taken to ensure that vegetation does not obstruct visibility in the future."*

6.2 For the avoidance of doubt, the required visibility splay is achieved as illustrated on drawing **IMI-RGP-XX-XX-DR-T-005** attached hereto – to facilitate this, vegetation would be cleared. Any clearance would be completed with consideration to information presented in the submitted Arboricultural Impact Assessment (AIB, Rev C, Aug 2025) and Tree Protection Plan (TPP, Rev B, Aug 2025). For reference, further details have been included on the aforementioned drawing to illustrate all vegetation from topographical survey information, on which the drawing is based.

- 6.3 Additionally, and as illustrated on drawing **IMI-RGP-XX-XX-DR-T-005** attached hereto, the required visibility splay falls within the site boundary, except for a small portion within the public highway. These therefore do not pass over any third-party land. The site boundary and highway boundaries are illustrated on the drawing in red and dashed pink, respectively.
- 6.4 To ensure vegetation does not obstruct visibility, this will be appropriately monitored and maintained by the Owner / Developer, followed by the Management Company thereafter where vegetation falls within the demise of the site. All vegetation will be maintained away from the visibility envelope shown or to a maximum of 600mm in height.

7 ROAD SAFETY AUDIT

- 7.1 A Stage 1 Road Safety Audit (RSA) was completed of the proposed vehicular access associated with the Proposed Development. The RSA consisted of a desktop study and a site visit on the 14th July 2025. The RSA did not identify any visibility splay concerns, and the general feedback has been reflected within the final access design.

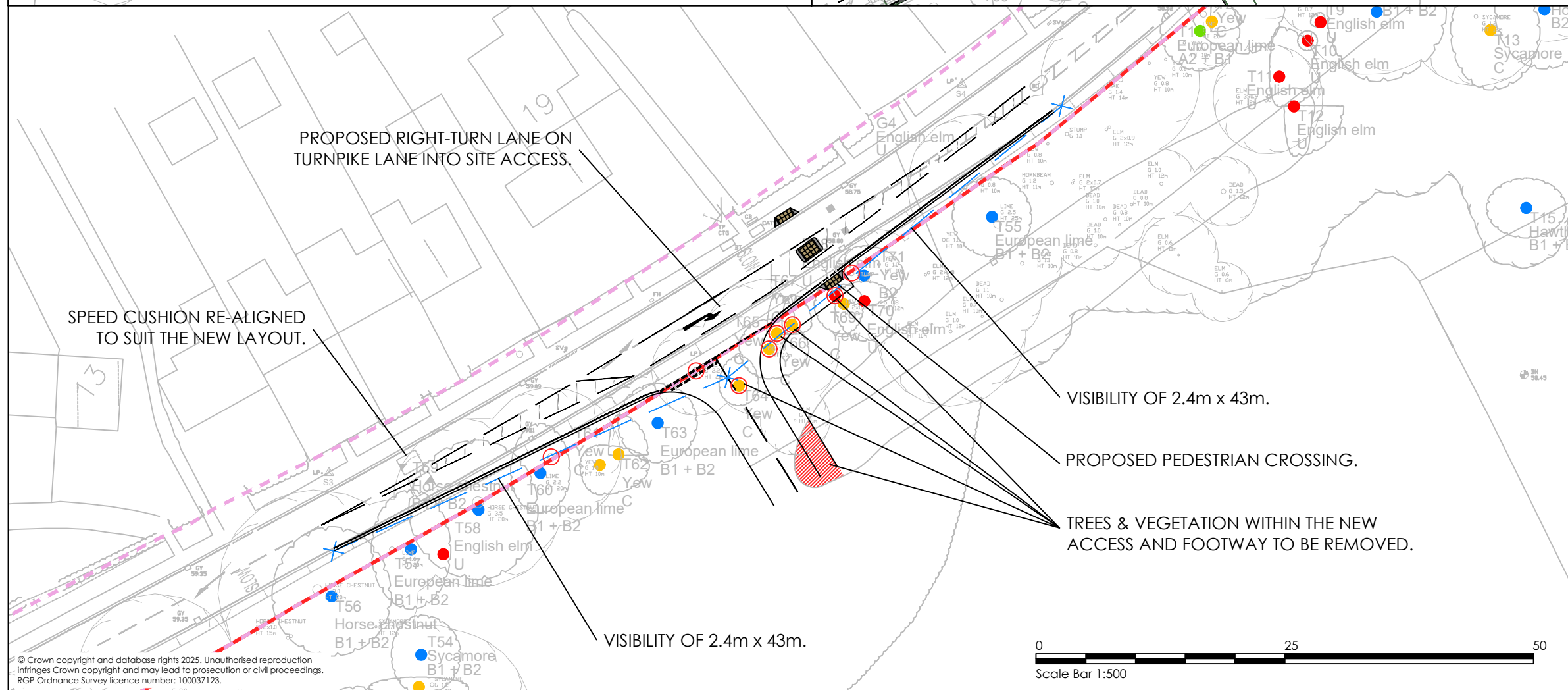
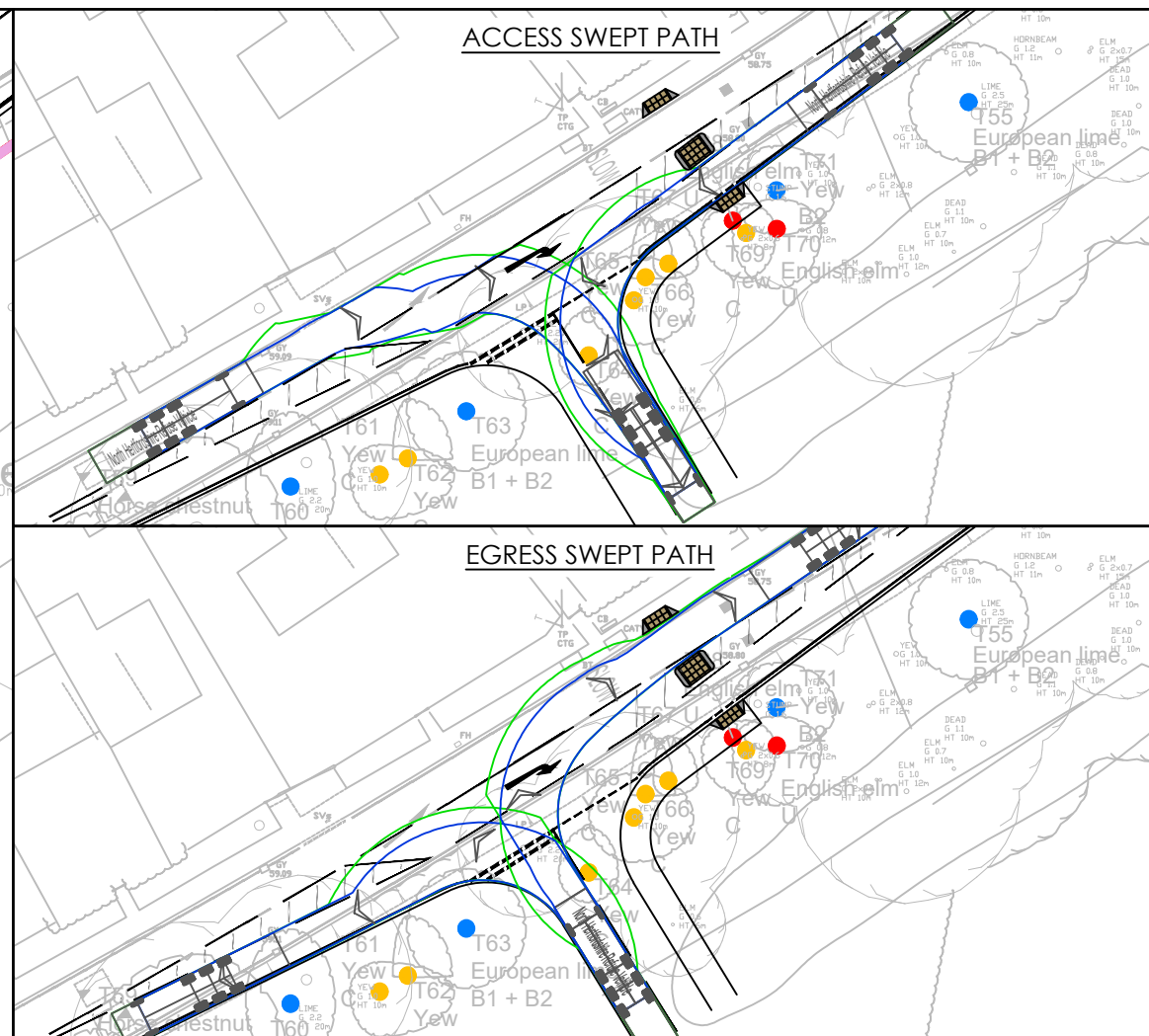
8 POLICY / LAYOUT COMMENTS

- 8.1 Additional comments have been received from NHDC Policy Officer with regard to visitor cycle parking, the alignment of internal pedestrian / cycle routes and potential contributions towards off-site cycle improvements.
- 8.2 The internal site layout is currently shown indicatively as the application is in outline only (other than access). Whilst the detailed feedback is welcomed and acknowledged, these matters (cycle parking detail and internal route alignments) would be dealt with at the Reserved Matters stage.
- 8.3 With consideration to possible cycle route contributions, it is noted this request is from the LPA rather than the LHA. It is therefore reasonable to assume the LHA do not consider contributions necessary and therefore this request is not accepted.

9 SUMMARY

- 9.1 RGP is instructed by Hawridge Strategic Land Limited to provide highways and transport input in support of a proposed residential development at Land South of Turnpike Lane. This Transport Addendum is prepared with consideration to comments received from HCC and to a Senior Transport Policy Officer at NHDC.

DRAWINGS



Notes:

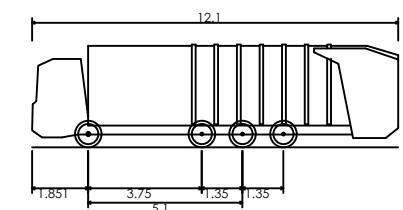
1. Do not scale from this drawing.
2. All dimensions are in metres unless noted otherwise.
3. All levels are in metres above ordnance datum (AOD).
4. This drawing should be printed in colour.
5. This drawing is to be read in conjunction with all other engineer's drawings.

 SITE BOUNDARY

----- EXTENT OF PUBLIC
HIGHWAY

- TREE CATEGORY A
- TREE CATEGORY B
- TREE CATEGORY C
- TREE CATEGORY U

○ TREES TO BE REMOVED
TO ACHIEVE VISIBILITY



North Hertfordshire Refuse Vehicle	
Overall Length	12.100m
Overall Width	2.500m
Overall Body Height	3.400m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.400m

P04	UPDATED PEDESTRIAN CROSSING	10/12/25	GE	PB	PB
P03	UPDATED PEDESTRIAN CROSSING	23/07/25	GE	PB	PB
P02	ADDED ANNOTATIONS	18/07/25	GE	PB	PB
P01	FIRST ISSUE	17/06/25	GE	PB	PB
Rev	Details	Date	By	Chkd	Appd

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Transport Planning and Infrastructure Design Consultants

Status: **PRELIMINARY**

Client:
Hawridge Land

Project:
Land at Ickleford Manor,
Ickleford

Drawing Title:

Proposed Access Arrangement

Scale @ A3: AS SHOWN	Date: 23/07/25	Drawn: GE	Designed: GE	Checked: PB	Approved: PB
Project No: 8550 Drawing No: IMI-RGP-XX-XX-DR-T-005					Revision: P04

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: 25/02401/OP
HCC ref: NH/26716/2025
HCC received: 3 October 2025
Area manager: Manjinder Sehmi
Case officer: Shamsul Huda

Location

Land South Of Turnpike Lane, Ickleford, Hertfordshire,

Application type

Outline

Proposal

Outline Application : Erection of up to 100 dwellings with means of access from Turnpike Lane including associated landscaping, drainage, car parking; infrastructure and all ancillary and enabling works following demolition of all existing structures (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 for the following reasons:

There is insufficient information provided with this application to enable the Highway Authority to reach a recommendation. In the absence of the necessary details, the Highway Authority recommends refusal due to concerns over potential implications for highway safety and convenience.

The proposed access arrangement, as indicated on drawing Ref: IMI-RGP-XX-XX-DR-T-005 (Rev P03), is not acceptable for the following reasons:

1. Substandard Access Design: The proposed pedestrian crossing onto Turnpike Lane is substandard due to inadequate width, as shown on the submitted drawing.
2. Outdated Highway Safety Appraisal: The safety assessment provided does not reflect current standards or conditions.
3. Lack of Pedestrian Accessibility Details: The proposal fails to provide adequate information regarding pedestrian access to Bedford Road.

4. No Consideration of Existing Access Improvements: The application does not address potential improvements to existing access points along Turnpike Lane.
5. Visibility Provision: The proposal does not demonstrate how the required visibility splays (2.4m x 43m) will be achieved along Turnpike Lane.

COMMENTS:

The Highway Authority acknowledges that this is an outline application where the means of access is under consideration. Following a review of the proposed access arrangements, the Highway Authority considers that access-related issues should be addressed at this stage rather than deferred to a later phase of the planning process.

Pedestrian Crossing Design:

The proposed pedestrian crossing with a refuge island, as shown in drawing (Ref: IMI-RGP-XX-XX-DR-T-005, Rev P03), is unacceptable. In accordance with Hertfordshire County Council's Place & Move Planning Design Guide (P&M PDG-2024) [Part 3, Chapter 9, Para 15.5 and Part 4, Chapter 2, Para 14.1], the following deficiencies are noted:

- Lane widths are shown as approximately 2.85m. The lane widths should not be less than 3.2m.
- The refuge island width is below the minimum requirement of 1.8m.

The applicant is advised to redesign the pedestrian crossing in line with the standards set out in the HCC's P&M PDG-2024.

Highway Safety Appraisal:

Paragraph 3.2.5 of the submitted Transport Assessment refers to accident data from 2019–2023. This data appears outdated. The applicant should provide accident records covering the most recent five-year period to ensure an accurate and current safety appraisal.

Pedestrian Access to Bedford Road:

Paragraph 3.3.3 of the Transport Assessment proposes a footway link connecting the development site to Bedford Road near the newly constructed signalised crossing. The Highway Authority seeks clarification on whether this footway will remain private. Additionally, detailed design information should be submitted for review at this stage of the planning process.

Provision of Tactile Paving

The junctions at Greenfield Avenue/Turnpike Lane and Bedford Road/Turnpike Lane currently lack tactile paving. The Highway Authority recommends that these junctions be upgraded with tactile paving to support active travel and improve accessibility in and around the application site.

Visibilities:

The proposed visibility splays, as shown on drawing Ref: IMI-RGP-XX-XX-DR-T-005 (Rev P03), appear to be acceptable in principle and in accordance with current Hertfordshire County Council design guidelines. However, it is noted that the effectiveness of these splays may be compromised by existing trees and mature hedges on both sides of the access point.

The applicant is therefore advised to clarify:

- How the required visibility splays (2.4m x 43m) will be achieved in practice.
- Whether the visibility splays fall entirely within highway land or extend onto third-party land.
- What measures will be taken to ensure that vegetation does not obstruct visibility in the future.

Signed

Shamsul Huda

12 November 2025

Paul,

Reviewing this application very quickly, the TA refers at §3.3.4 to "Hertfordshire Cycling Map for Recreation and Commuting". This is of very marginal relevance to Ickleford. The applicant should instead have consulted the North Herts [LCWIP](#) and, for walking, the [RoWIP](#).

At §7.2.3, the applicant has misunderstood the Local Plan requirement for visitor cycle parking. Irrespective of whether residents' cycle parking is provided in garages or elsewhere on-plot, the requirement for visitor cycle parking is one space per dwelling. These would normally be grouped in convenient and visible locations, including play areas, but it can also be acceptable to provide these in a publicly accessible location on-plot (i.e. not in a garage or through a gate).

It would be helpful if all off-site interventions proposed for this application were summarised together, including the three potential active travel connections.

There are a number of changes I would want to see to the site layout to improve permeability and access for cycling and walking (in all weathers and after dark).

As background, there is a need for further investment to make the A600–Turnpike Lane junction safer, and to create a segregated cycle path along Bedford Road. A development like this could make a meaningful contribution to that as part of its highway mitigation (Strand 1) and cumulative impact mitigation (Strand 2).

When you respond to the applicant, could you please send this draft guidance, which provides information relevant to all applications, even those that do not require a masterplan:

["G:\Policy and Projects\Masterplanning and Implementation\ General\Masterplan Guidance\NHDC Masterplanning guidance on transport DRAFT 1u.pdf"](#)

Edward

Edward Leigh (he/him)
Senior Transport Policy Officer
North Herts Council
01462 474 368

APPENDIX B

Short Non Confidential Accident Report

Date Produced: 08-Dec-25

Set Name (if saved) : 27664

Set Total : 3

acc ref:	date: day of week: Time:	Acc Severity: 1st Road: 2nd Road:	parish: district:	speed_limit: jun_detail: jun_control:	weather: light: road_surface:	pedestrian x: spec_conditions: c/way hazard	cwy_type: Num Vehicles:	Casualty Type:	Num Casualties:
2023-411320698	15-Jun-23 Thu 08 30	Slight A600/20 5U73/10	NHerts	20mph Mini Giveaway	Fine Day Dry	Npercntr None None	Single 2	Car Users	1
A600 Bedford Road Ickleford Mini Rbt J/w U73 Westmill Lane									
Easting: 517768		Northing: 231257							
2022-411135658	08-Jan-22 Sat 15 25	Slight A600/20 5U73/10	NHerts	30mph Mini Giveaway	Rain Day Wet	Npercntr None None	Single 2	Car Users	1
A600 Bedford Road Ickleford Mini Rbt J/w U73 Westmill Lane									
Easting: 517774		Northing: 231243							
2020-410991700	05-Oct-20 Mon 13 40	Serious A600/20 C21/10	NHerts	30mph Mini Giveaway	Rain Day Wet	Npernox None None	Single 2	Cyclists	1
A600 Bedford Road Ickleford Mini Rbt J/w C21 Turnpike Lane									
Easting: 517780		Northing: 231252							
Total Accidents:			3	Set Name (if saved) : 27664					

Set Name (if saved) : 27664

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