

James Duffy

From: James Duffy
Sent: 22 August 2025 15:30
To: Roger Flowerday; Oliver Sowerby; Adrian McHale
Cc: Reiss Sadler; Gary Stephens; Sally Miller; Tom Thornewill; Steve Fraser-Lim
Subject: Buntingford (Land North of A507) - Agreed further highway information
Attachments: FW: 3/24/0966/OUT - Land North of A507, Buntingford Consultation Response; Landscape and Visual Impact Assessment Addendum - Appendix A Figure L6 (3).pdf; 23161_SK_T_034 (P2) Proposed Widening of PROW 36.pdf; 23161_SK_T_003 (P4) Active Travel Connection to Buntingford Village Centre.pdf; 23161_SK_T_029 (P3) Baldock Road Roundabout - Northern Access.pdf; 23161_SK_T_023 (P8) Forward Visibility Plan.pdf; Buntingford LHA response to June 2025 comment - Final with agreed actions and response v4.xlsx

Roger / Oliver,

In consideration of our meeting on the 15th July 2025 we have been reviewing drawings and assessment information and have provided the attached response table (see column E for responses). We would be grateful if you could review this pack early next week as this review will inform EHDC's decision in relation to planning committee.

Adrian I have looped you into the email to ensure consistency as you may not have been aware of our previous discussions with Oliver and Roger that showed that we had already discussed the requirements in relation to changes to the access corridor (see attached table for details of this). Presumably Roger has relayed this to you, and this therefore mitigates your previous queries, however, we are happy to discuss any outstanding queries relating to the employment proposals next week.

The attached updated drawings that relate to this response encompass:

- 23161 029 P3 – Showing the connection for the residential only proposals onto the A507, which now shows the revision to the 4m shared pedestrian / cycle route as requested with at least 1m landscape strip
- 23161 023 P8 – Showing the connection for the combined residential / employment proposals onto the A507, which now shows the revision to the 4m shared pedestrian / cycle route as requested with at least 1m landscape strip
- 23161 003 P4 – Showing active travel connection into Buntingford on Baldock Road. This shows improved side road crossing facilities with reduced dimensions on these junctions as requested. In addition, we have looked at introducing widened active travel on Bowling Green Lane in the wider carriageway areas whilst maintaining a 5.5m carriageway width.
- 23161 034 P2 – A drawing providing more detail in relation to the proposed improvements on PROW 36 specifically. To note, whilst not shown on this drawing, you are already aware of the proposals for a new active travel Bridge over the A10, which will further enhance this route.
- Stantec Drawing L6 Rev G - A drawing showing the landscape and visual impact assessment – to show vegetation in the vicinity of the access

I also attach an email dated the 22nd July from Oliver that clarifies acceptance of the model approach (as referred to in the attached table) but also requests further details of flare lengths relating to the London Road / A10. The longest flare as mentioned in the email is modelled correctly and I set out an extract of this measured flare below:



I trust this is clear but please do not hesitate to get in contact if there any further queries.

Regards,

James Duffy | Associate Director



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jamesduffy@ridge.co.uk

Ridge and Partners LLP    



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Policy position maintained by LHA

June 2025 LHA Response			
Topic Area	LHA Comment	Jubb Comment	LHA position following meeting 15th July 2025
A road access (policy)	"Officers note that the site is not compliant in terms of LTP4 policies, is likely to be heavily reliant on the use of the private car, with it not possible to implement a high quality and coherent active travel route into the town centre. It is therefore considered that there are no special circumstances that can justify the proposed junction onto the A507, and as such, we recommend refusal of any amended planning application."	As set out in the Jubb response dated June 2025 whilst the A507 is a classified A road it is not identified as a Primary route. In this regard traffic flows are also less than other higher order roads in the area. Furthermore, existing precedent already exists for access to be delivered to other much higher order A roads on the edge of towns (for example from the A505 near Royston and from the A10 at Neal Drive to the north of Buntingford). The site also includes on site facilities to retain trips on site and also includes high quality active travel and bus connection.	The LHA have confirmed that they will continue to maintain objection on this point of policy.

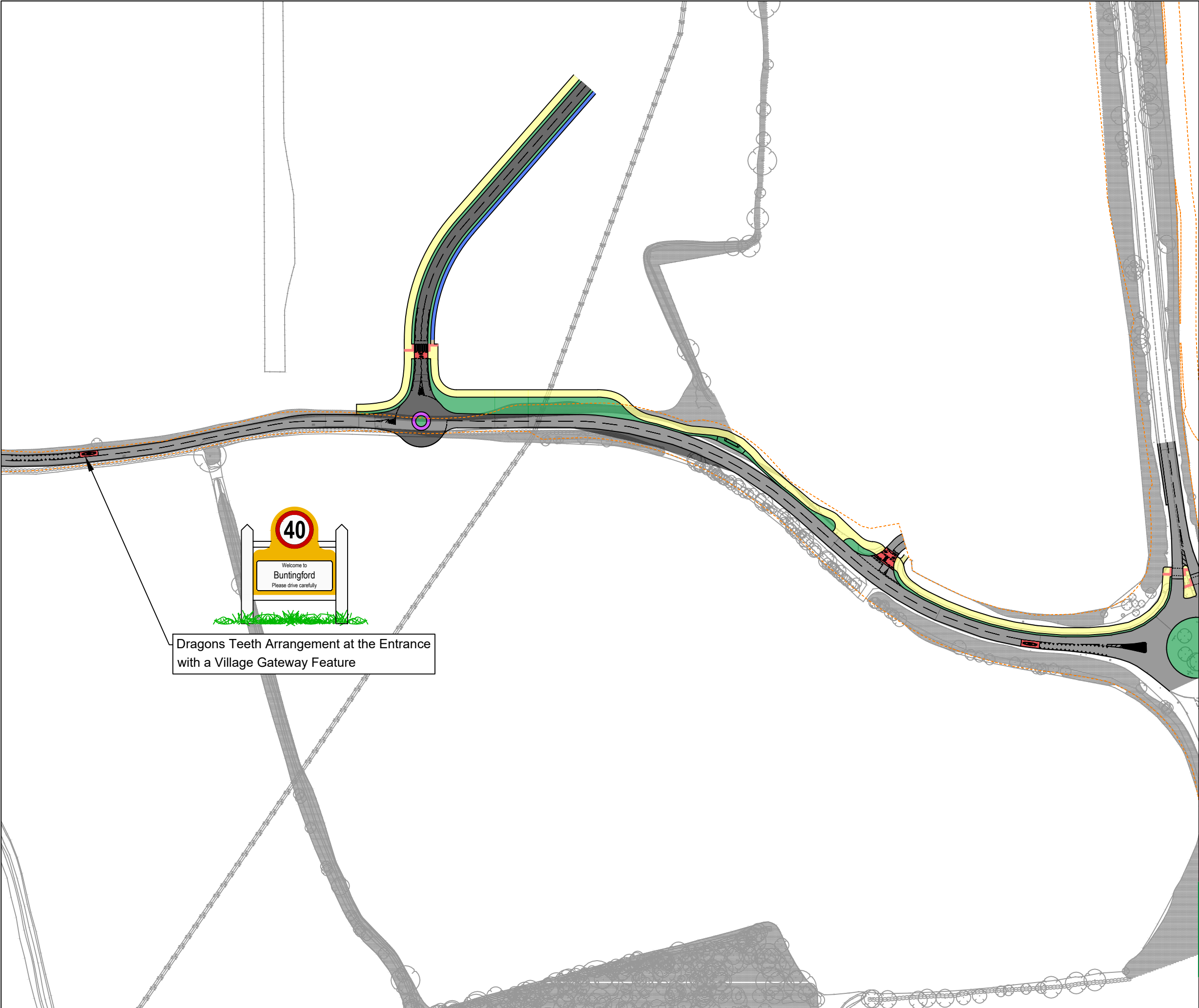
Resolved points

June 2025 LHA Response			
Topic Area	LHA Comment	Jubb Comment	LHA position following meeting 15th July 2025
Bus provision	The Local Highway Authority's Public Transport Unit has also agreed the details of bus routes that may serve the development. An initial cost of providing such services has been agreed in principle with the applicant.	Noted in this regard it is agreed that appropriate bus access can be provided.	Agreed as resolved
Speed Limit	"The applicant's proposals for a change in speed limit have also been subject to formal review by HCC's Speed Management Group. Notably, the Highway Authority has agreed to a reduction in speed to 40 m.p.h. on set section of the A507, although importantly, does not concur that a reduction to 30 m.p.h. is consistent with our published guidance."	Whilst the applicant maintains that a 30mph signed speed would be appropriate in this area. The access has been designed to accord with a signed 40mph speed limit. It is requested that the Local Highway Authority provides confirmation that this access accords with this signed speed.	Technical achievable access points have been presented in consideration of LHA recommended speed requirements on the existing road frontages. On this basis this point is agreed as resolved.
Previous Response (Responded to in Jubb June 2025 note)			
Topic Area	LHA Comment	Jubb Comment (as set out in Jubb June 2025 note)	LHA position following meeting 15th July 2025
Sustainability Comment 3 - Bus connection	The Local Highway Authority requested more detail in relation to public transport connectivity.	A strategy for public transport connectivity was agreed with the Passenger Transport Unit and summarised in the response. On this basis it is assumed that this point is agreed.	Agreed as resolved
Walking and Cycling Comment 1 - Distances	The Local Highway Authority have stated that distances to Buntingford have been measured from the centre of the site and longer distances may be measured from the sites extremities.	Jubb have confirmed that the centre of the site measurement is a standard approach and in fact some areas of the site could have shorter distances to Buntingford. Moreover, given the compact nature of Buntingford a number of facilities would still be within accessible distance of even the farthest proposed dwellings. Furthermore, the proposals would also include a number of days to day facilities on site.	Agreed as resolved
Walking and Cycling Comment 2 - Lighting	The Local Highway Authority have stated that there is a lack of lighting on routes to the west of the A10 and therefore have concerns in relation to walking in night time conditions.	Jubb have confirmed that lighting will be introduced to the A507 access as appropriate. In addition, lighting / surfacing is also proposed where appropriate on RoW on the eastern side of the A10. These improvements will serve to improve active travel access outside of daylight hours and for when the weather is inclement. On this basis it is assumed that this point is agreed.	Agreed as resolved
Walking and Cycling Comment 3 - Vehicle Speeds	The Local Highway Authority have queried the introduction of the 30mph signed speed across the site access.	The Jubb response outlines previous justification for introduced reduced speed which includes existing precedence (i.e. referencing a site at Hitchin where signed speeds were reduced from national speed limit to 30mph); the fact that the access can be designed to ensure controlled speeds in the area; and that existing speeds were also observed as being far lower than that signed. Notwithstanding this, whilst the Local Highway Authority Speed Management Group have not accepted a 30mph signed speed they have suggested a 40mph signed speed would be supported that extend from the Baldock Road and Throcking Lane site access to the A10. In addition, they have also recommended introduction of a 40mph speed limit on the A10 on approach to the Baldock Road junction and to the east of the A10 on Baldock Road (i.e. replacing the existing national speed limit section). The access strategy has therefore been designed to accord with these signed speeds and it is therefore assumed that this is also agreed with the Local Highway Authority.	Technical achievable access points have been presented in consideration of LHA recommended speed requirements on the existing road frontages. On this basis this point is agreed as resolved.
Safety Audit	It has been requested that the access be safety audited to include the Toucan crossing of the A10.	All elements of the site access have been subject to a Road Safety Audit based on a brief as agreed with the Local Highway Authority. No significant issues have been identified. Thus this request is assumed to be resolved.	Agreed as resolved

Elements requiring further review following 15th July 2025 meeting

June 2025 Responses				
Topic Area	LHA Comment	Jubb Comment	LHA position following meeting 15th July 2025	Response to outstanding comment
Rights of Way	Confirmed that a satisfactory Rights of Way corridor to/from Buntingford has been achieved. Concerns remain in relation to distance to town centre and more poorly surveilled routes.	Walking distances to town centre would be within a 2km walking distance which is typically considered convenient. Clarity is required as to concerns relating to specific routes.	The LHA confirmed that the Countryside and Rights of Way officers have responded positively to the proposed Rights of Way improvements. The LHA have however requested further information in relation to right of way 36 between the A10 and Bowling Green Lane. On this route the LHA has requested more details of surfacing, width, visibility and lighting. The proposed active travel bridges and enhancements to right of way 35 were also discussed and confirmed as appropriate by the LHA. These connections will serve to further complement the high quality active travel links on Baldock Road.	A drawing has been provided that shows the typical cross section along the length and shows how this can be applied along the route in plan view. This drawing (drawing number 23161 034 P2) also shows surfacing and lighting details on the cross section.
Baldock Road active travel	"The principal route into Buntingford via Baldock Road may not be made compliant with LTN 1/20 and introduces traffic calming that may not be considering fitting for this key link."	The proposed links are appropriate for the likely demand. LTN1/20 indicates in Table 6-3 that a 3m width shared pedestrian / cycle route has capacity for 300 pedestrians and 300 cyclists per hour. In addition, the additional active travel connections provided via the bridges over the A10 will also provide further capacity. Notwithstanding this, should the Local Highway Authority seek specific further improvements then we would consider feasible options. The traffic calming measures can be reviewed in discussion with the Local Highway Authority and alternative treatment can be considered if required.	The LHA have confirmed that the following should be considered for the links on Baldock Road east of the A10 (subject to considerations of highway land / requirements to maintain bus access on Baldock Road): - Where possible, and if feasible, seek to continue the shared route on the eastern side of the A10 on one side of the road (rather than switching to the other side) - Look to tighten bell mouth junctions on the wide junctions - Space can be transferred from carriageway to active travel (for example on side roads) as long as this does not impede bus access - Investigate active routes on Bowling Green Lane from Baldock Road to public car park with potential for contributions to bike parking - Whilst traffic calming is not specifically objected to other measures such as carriageway reapportionment may achieve better results in terms of improving environment for active travel users This design will therefore be reviewed by Jubb (now Ridge). On the western side of the A10 the LHA have confirmed that shared use (rather than segregated cycling) would be more appropriate as this would provide consistency with the eastern side. They confirmed that this could still be a 5m corridor but with 4m as shared use path and 1m as highway verge. This design will therefore be reviewed by Ridge.	The drawing showing enhancements on Baldock Road has been updated to include the following: -tightened junctions on side road Bellmouths and improved crossings over these roads -reallocation of space from the carriageway on Bowling Green Lane where feasible to provide a continuation of active travel into this road. This still retains a 5.5m carriageway in this area. In addition, financial contribution to cycle parking can be provided to enable further provision to be provided in Bowling Green car park - It is noted that the highway boundary on Baldock Road switches sides across the length and therefore it is not possible to maintain a corridor on one side but crossing is minimised The changes are set out in drawing 23161 003 P4. The northern access plan (drawing 23161 029 P3) and cumulative access plan (drawing 23161 023 P8) have been updated to include a 4m shared pedestrian / cyclway as requested with an associated 1m landscape strip.
A road access (technical)	"The Highway Authority note that whilst it may be possible to design an access from the A507, doubts remain as to the suitability of such a junction with the prevailing speeds, rural location and the volume of earthworks needed to implement the junction."	The design of the access has been provided in accordance appropriate local and national design standards. In addition, this has been subject to safety audit, based on an agreed brief with the Local Highway Authority, which has identified no issues with this access. It is noted that the location of the site is adjacent to the existing Buntingford boundary and adjacent to the existing Buntingford business park and allocated employment area 'BUNT 3'. Thus the area is suitable for a sustainable extension to Buntingford. It has been confirmed with the Speed Management Group that signed speeds can be reduced to 40mph (similar to recorded speeds) and the design of the access is therefore in accordance with this signed speed. On this basis this comment is assumed to be resolved. Appropriate traffic management can be introduced through a conditioned Construction Traffic Management Plan to minimise any impact during access construction (including during the earthworks stage).	The LHA have confirmed that the access is technically achievable (notwithstanding the objection in terms of policy) and therefore this point is resolved from a highway perspective. However, it was confirmed that the impact on landscape / vegetation should be confirmed (i.e. where vegetation is lost and how this is compensated).	This is considered as part of the landscape plan and the landscape drawing (Stantec drawing L6 Rev G) has been provided to show this.

Previous Response (Responded to in Jubb June 2025 note)				
Topic Area	LHA Comment	Jubb Comment (as set out in Jubb June 2025 note)	LHA position following meeting 15th July 2025	Response to outstanding comment
Sustainability Comment 1 and 2 - LTP4 policy 1 and 5	The Local Highway Authority have stated that proposals should comply with the user hierarchy promoting active and sustainable modes first and foremost (policy 1) and the development management policy (policy 5)	Jubb have set out how the proposals have been developed in accordance with these policies.	The LHA have confirmed that they would maintain objection based on Policy 5f. It is assumed however that all other elements of Policy 5 (i.e. other than 5f) are resolved. In addition, it is also assumed Policy 1 would be resolved following agreement of the further active travel changes (i.e. as referenced in Rights of Way and Baldock Road active travel comment)	See comment in relation Rights of Way and Baldock Road active travel.
Walking and Cycling Comment 4 - Cycle Route Baldock Road	The Local Highway Authority have stated that cyclist must join the road east of the A10.	Jubb have clarified that a long section of shared pedestrian / cycleway will be provided to the east of the A10 which would provide an ideal gateway to the Local Highway Authorities own proposed improvements on Buntingford High Street.	See comment on "Baldock Road active travel" topic	See comment on "Baldock Road active travel" topic
Walking and Cycling Comment 5 - RoW	The Local Highway Authority have requested more details in relation to proposed improvements to RoW as connecting with Buntingford.	Jubb have provided clarity on proposed RoW improvements including bridge crossings over the A10 which have been developed in agreement with the Countryside and Rights of Way (CROW) Unit. Thus, it assumed that this is agreed with the Local Highway Authority.	See comment on "Rights of Way" topic	See comment on "Rights of Way" topic
Walking and Cycling Comment 6 - Overall measures	The scope of the mitigation package for active travel was queried by the Local Highway Authority.	Since this original comment further discussion has been undertaken with the Local Highway Authority and CROW unit to further develop the strategy for active travel. This package has been presented in the June 2025 note and therefore we request specific comment on this revised strategy. Should the Local Highway Authority have comment on specific areas of this then we request that the location of these specific areas be identified.	This comment can be resolved subject to advised changes in other topic areas relating to active travel.	See comments in relation Baldock Road active travel and Rights of Way
Trip Rates	The Local Highway Authority have queried the trip rates as assumed within the Transport Assessment.	Subsequent discussions have been held with the Local Highway Authority in this regard who have confirmed that use of TRICS is appropriate for the calculation of initial rates. Further queries were however made in relation to trip rate adjustments and therefore appropriate further information was provided in this regard with some adjustments altered in consideration of Local Highway Authority comment. It is requested that confirmation be provided that these trip rates are agreed, or, if this is not the case, then further details are requested in relation to specific queries in this regard.	LHA to review trip rate note as set out in Appendix N of the Jubb June 2025 note. The LHA stated that the behaviour change adjustments may need review but they will confirm in their comment. The LHA also stated that a monitor and manage strategy could be introduced with further potential travel plan financial contributions offered if trip rate targets are not met.	The LHA has confirmed in their email dated the 22nd July 2025 that the level of behaviour change adjustment is acceptable.
Assessment / Modelling	The Local Highway Authority have stated that use of County's strategic transport model may be required.	Jubb have confirmed that models have been developed based on surveys of existing junctions with an associated excel based transport model produced to assess the forecast year traffic flows and impact of the development proposals. It is noted that this type of model, i.e. based on traffic survey rather than strategic transport model, is similar to that produced to assess numerous developments throughout the United Kingdom, with this approach also adopted in the submitted transport modelling for the recently consented Buntingford West Proposals (Planning Reference 3/23/1447/OUT). It is requested that confirmation be provided that this model (and subsequent results showing impact is insignificant) is agreed, or, if this is not the case, then further details are requested in relation to specific queries in this regard.	The LHA have stated that they will review the status of their COMET model to see if information can be extracted. They have stated that they would accept some congestion on the network but want to ensure the modelling includes for committed growth.	The LHA has confirmed in their email dated the 22nd July 2025 that the methodology of assessment is acceptable. The response has however queried the long flare assumed in the London Road/A10 junction model, however, details have been emailed to the LHA on the 22nd August to demonstrate these measurements are correct.
Access Proposals	The Local Highway Authority have requested engagement with the Speed Management Group in relation to signed speeds at the access and contact with the Strategic Transport Issues Board in consideration of A road access.	As discussed above signed speeds have been confirmed by the Speed Management Group with the access proposals designed accordingly. Contact has also been made with the Strategic Transport Issues Board. Jubb has set out that whilst the A507 is a classified A road it is not identified as a Primary route. In this regard traffic flows are also less than other higher order roads in the area. Furthermore, existing precedent already exists for access to be delivered to other much higher order A roads on the edge of towns (for example from the A505 near Royston and from the A10 at Neal Drive to the north of Buntingford). In addition visibility has been identified in both the horizontal and vertical plane at the request of the Strategic Transport Issues Board.	As discussed the LHA have maintained a policy, i.e. in principal, objection to A road access. However, they confirm that technically the access points are achievable and include for LHA required speed changes.	It is assumed that the access is confirmed as acceptable following the changes outlined although note the LHA confirmation that A road access is objected to in principal.



Dragons Teeth Arrangement at the Entrance
with a Village Gateway Feature

LEGEND

- Site Boundary
- Highway Boundary
- Proposed Carriageway
- Existing Carriageway
- Proposed Pedestrian Path / Footway
- Proposed Shared Pedestrian and Cyclist Path
- Verge
- Coloured Surface Treatment
- Overrun Area

P3	22.08.25	Revision	DL	JD
P2	15.08.25	Revision	DL	JD
P1	16.04.25	Preliminary issue	DL	JD

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
BALDOCK ROAD ROUNDABOUT -
NORTHERN ACCESS

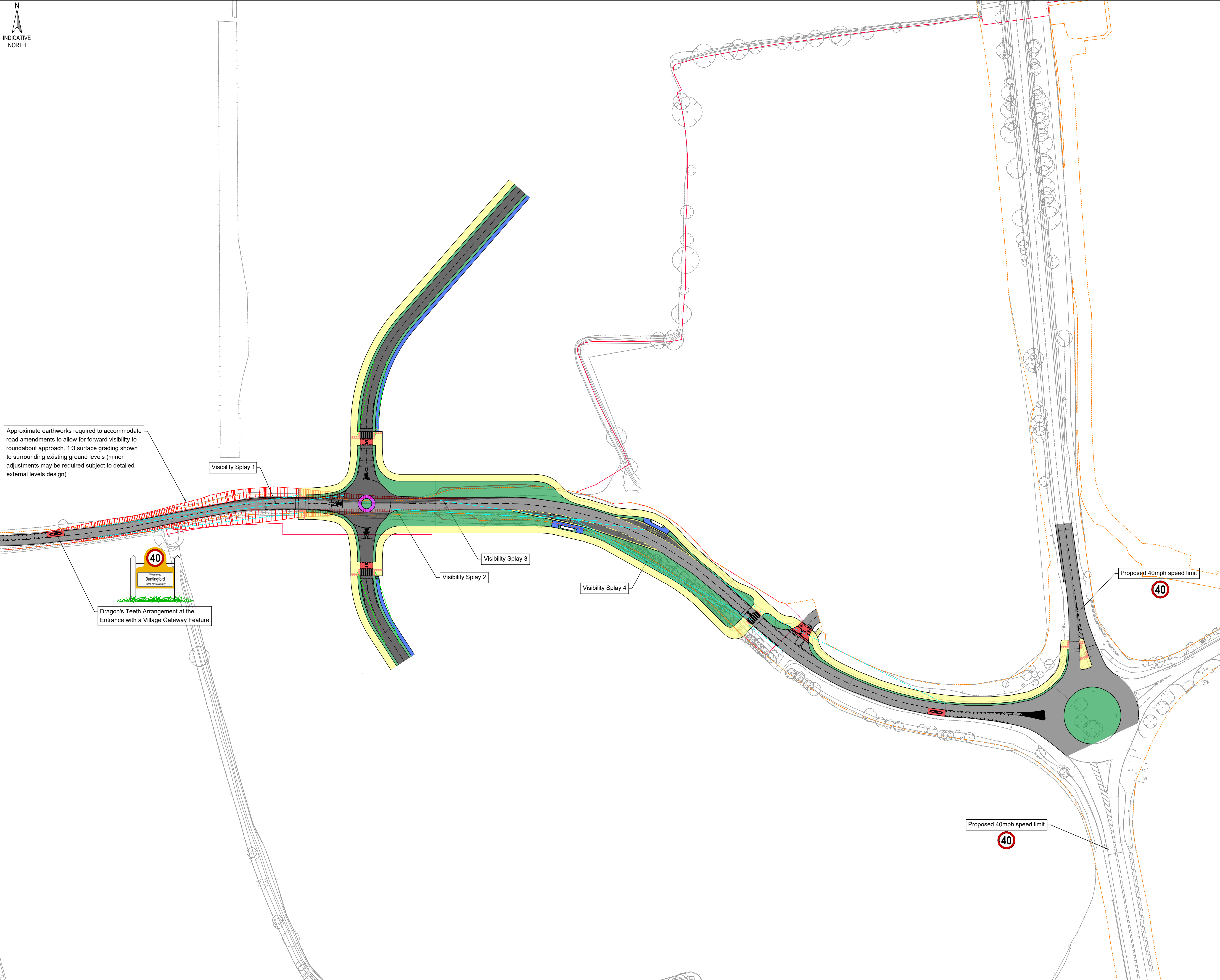
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HALLAM LAND MANAGEMENT LTD

SCALE@A3:
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PROJECT REF: 23161	STATUS: N/A
DRAWING No: 029	REV: P3

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction





- LEGEND
- Site Boundary
 - Highway Boundary
 - Proposed Carriageway
 - Existing Carriageway
 - Proposed Pedestrian Path / Footway
 - Proposed Shared Pedestrian and Cyclist Path
 - Verge
 - Coloured Surface Treatment
 - Overrun Area
 - Visibility Splay (40mph, 1.5m x 120m)
 - Forward Visibility Splay (40mph, 120m)
 - Visibility Splay (30mph, 1.5m x 43m)

P8	22.08.25	Revision	DL	JD
P7	15.08.25	Revision	DL	JD
P6	08.04.25	Revision	DL	JD
P5	31.03.25	Revision	DL	JD
P4	20.03.25	Revision	BB	JD
P3	12.03.25	Revision	DL	JD
P2	03.02.25	Grading updated	RJ	JD
P1	31.01.25	Preliminary Issue	RJ	JD

Rev Date Description By Apvd

PROJECT:
BUNTINGFORD

TITLE:
FORWARD VISIBILITY PLAN

CLIENT:
HALLAM LAND MANAGEMENT LTD

SCALE@A1:
1:1000

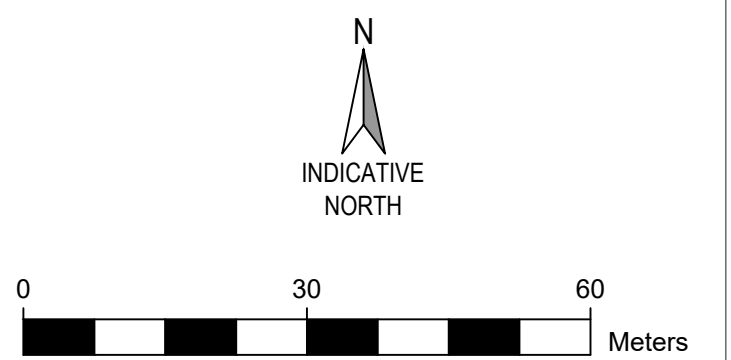
PROJECT REF:	STATUS:
23161	N/A
DRAWING No:	REV:
023	P8

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

RIDGE



- LEGEND
- Site Boundary
 - Highway Boundary
 - Existing Carriageway
 - Verge
 - Proposed Shared Pedestrian and Cyclist Path
 - Existing Footway
 - Coloured Surface Treatment



P4	22.08.25	Revision	DL	JD
P3	15.08.25	Revision	DL	JD
P2	12.03.25	Revision	DL	JD
P1	17.07.23	Preliminary issue	MK	MG
Rev	Date	Description	By	Apvd

PROJECT:
BUNTINGFORD

TITLE:
ACTIVE TRAVEL CONNECTION TO
BUNTINGFORD VILLAGE CENTRE

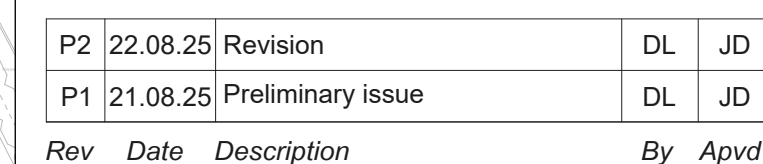
CLIENT:
HALLAM LAND MANAGEMENT

SCALE@A1:
1:1000

PROJECT REF:
23161
DRAWING No: 003
REV: P4

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction





Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



- NOTES:
- 1. Naturalistic potentially wet SuDs basins to create wetland and wetland grass zone
 - 2. Green infrastructure corridors
 - 3. Species rich grass margins with hedgerow boundaries and trees
 - 4. Community growing hub and area
 - 5. Amenity grassland and playing pitches
 - 6. Formal arc of tree planting to frame cricket pitch open space
 - 7. Open slopes grassland
 - 8. Viewing area from ridge / outdoor yoga zone
 - 9. Woodland copse planting
 - 10. Play on the Way (Natural play)
 - 11. Buntingford - Throckington Walk (exg PROW)

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332611260:LAND NORTH OF A507, WEST OF BUNTINGFORD Figure L6: Landscape Mitigation Strategy

LEGEND:

Site Boundary

Other Land In Applicants Contol

Existing PRoW

Access Points

Existing Vegetation

Proposed Native Hedgerow
Proposed Beech Hedgerow

Proposed Structural Planting

Proposed Mobility Hub and Retained Agricultural Access

Indicative Proposed Trees

Indicative Proposed Semi-Mature Parkland Trees

Residential

Local Centre

School

School Open Space

Indicative Structural Streets

Proposed Walking / Cycling Routes

Proposed Foraging Route

Informal Wetland Walk

Play on the Way Path

Proposed Climbing Wall

Locally Equipped Area of Play

Neighbourhood Equipped Area of Play

Proposed Conveyance Ditch

Proposed SUDs basins

Proposed Indicative Ponds

Views Out Over Landscape, From Ridge

Client Hallam Land

Drawing No L6

Date 28.05.25

PART OF HENRY BOOT

Drawn by JK

Checked by NJ

Scale @A3

Rev G

Drawing Status FOR ISSUE (REVISED PLANNING)

0 500m

James Duffy

From: Oliver Sowerby <Oliver.Sowerby@hertfordshire.gov.uk>
Sent: 22 July 2025 09:38
To: James Duffy
Subject: FW: 3/24/0966/OUT - Land North of A507, Buntingford Consultation Response

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Oliver Sowerby
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[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: Oliver Sowerby <oliver.sowerby@hertfordshire.gov.uk>
Sent: 22 July 2025 09:37
To: 'James Duffy' <j.duffy@jubba.uk.com>; 'Reiss Sadler' <reiss.sadler@marrons.co.uk>; Roger Flowerday <Roger.Flowerday@hertfordshire.gov.uk>; Highways Planning <HighwaysPlanning@hertfordshire.gov.uk>
Cc: Steve Fraser-Lim <fraser-lim.steve@eastherts.gov.uk>; Sally Miller <smiller@hallamland.co.uk>; Tom Thornewill <tthornewill@hallamland.co.uk>
Subject: RE: 3/24/0966/OUT - Land North of A507, Buntingford Consultation Response

Hi James,

Thanks for the below. I note the additional work that is to be undertaken which we are happy to review in order to determine whether agreement can be reached on these matters as per your spreadsheet.

To take the modelling element, after consideration, I am content that we can remain with the localised junction assessments. Just going through some of the assessment work for one of the junctions that is known to have some potential capacity issues, namely the London Road/A10 junction, I noticed that a very large flare is assumed on one of the arms? This brings me onto how the model has been calibrated/validated?

On the Travel Plan and the reduction figures, in our meeting, some doubt was expressed on the additional 15%. I note that you have a series of Travel Plan measures that should assist in reaching this target, although we don't feel that the example cited at Land West of Stevenage is entirely comparable, with your site having poorer sustainability characteristics and fewer employment opportunities than a town like Stevenage. However, given that this is not the principal issue in terms of our reasons for refusal, you can continue with the 15% figure, although I would be more comfortable with a figure of 10%.

I hope this assists.

Oliver



Oliver Sowerby
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[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: James Duffy <j.duffy@jubba.uk.com>

Sent: 09 July 2025 10:38

To: Oliver Sowerby <oliver.sowerby@hertfordshire.gov.uk>; 'Reiss Sadler' <reiss.sadler@marrons.co.uk>; Roger Flowerday <Roger.Flowerday@hertfordshire.gov.uk>; Highways Planning <HighwaysPlanning@hertfordshire.gov.uk>

Cc: Steve Fraser-Lim <fraser-lim.steve@eastherts.gov.uk>; Sally Miller <smiller@hallamland.co.uk>; Tom Thornehill <tthornehill@hallamland.co.uk>

Subject: RE: 3/24/0966/OUT - Land North of A507, Buntingford Consultation Response

Oliver,

Further to our meeting next week we have been through the latest highway response and provided initial comment in relation to each element which I attach as a potential prompt for discussion. This also includes response to your previous response from last year which was quoted in your recent letter.

We are ideally looking for the highway authority to confirm their position on each of these points so we can work to resolution where required or confirm agreement so we can narrow down the list of queries.

Please get in contact if there are any queries in relation to this in advance of our meeting.

Regards,

James Duffy
BSc (Hons), MSc, Dpl MIHT

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