

ITEM NO:

<u>Location:</u>	Land North of Highover Farm to Stotfold Road Highover Way, Hitchin
<u>Applicant:</u>	BDW Trading Ltd
<u>Proposal:</u>	Outline application with all matters reserved other than access, comprising residential led development of up to 700 dwellings of use class C3 (dwellings), approximately 500 sqm of neighbourhood-level facilities, a new 2FE primary school, open space, play space, green infrastructure, and associated accesses (vehicular, pedestrian and cycle), including a new primary access off Stotfold Road with limited access off High Dane (as amended by plans and documents received 6th,13th and 29th January 2020, 4th, and 20th February 2020, 8th September 2020 and 17th, 20th and 21st December 2021 and January 2023).
<u>Ref. No:</u>	18/01154/OP
<u>Officer:</u>	Sarah Kasparian

Date of expiry of statutory period: 18 September 2018

Extension of statutory period: 31 August 2023

Reason for Delay

Application was deferred from Planning Control Committee on 6 July 2023 pending further transport information.

Reason for Referral to Committee

The site area for this application for residential development exceeds 0.5ha and therefore under the Council's scheme of delegation, this application must be determined by the Council's Planning Control Committee.

1.0 Site History

- 1.1 This Planning Control Committee Report follows on from another Report to Committee on 6 July 2023 recommending that planning be granted for Outline Planning Permission subject to conditions and a suitable Section 106 agreement. That Report is appended to this Report in Appendix A for ease of reference and should be read together.
- 1.2 The scope of the Report is limited to consider the reasons for deferral of the application from Planning Control Committee on 6 July 2023 and the submission of further information to support the application. From the Minutes of that PCC (Appendix 2) it was '*resolved*

that application 18/01154/OP be deferred outline planning permission to allow a review and update of the submitted Transport Assessment in order to address the cumulative impact of recent housing development in Hitchin on the road network and provide more detail of transport mitigation measures.'

2.0 Policies

2.1 North Hertfordshire District Local Plan 2011 – 2031

Policy SP1: Sustainable Development in North Hertfordshire

Policy SP6: Sustainable transport

Policy SP7: Infrastructure requirements and developer contributions

Policy SP17: Site HT1 'Highover Farm, Hitchin

Policy T1: Assessment of transport matters

2.2 Supplementary Planning Documents

Developer Contributions SPD 2023

2.3 National Planning Policy Framework updated 2023

Section 9: Promoting sustainable transport

2.4 Hertfordshire County Council

Local Transport Plan (LTP4 – adopted May 2018)

3.0 Representations

Statutory Consultees

3.1 **HCC Highways** – No objection, subject to conditions and s106 obligations as set out in Appendix 1

3.2 **National Highways** – No objection

3.3 **County Archaeologist** – The County were consulted on a submitted Written Scheme of Investigation, which was the subject of a proposed condition in Appendix 1. Given the applicant has prepared a WSI and the County Archaeologist is content with its content, there is no need for a condition to have a WSI approved. The condition has been replaced with wording to secure the appropriate implementation of the agreed WSI.

3.4 Neighbour and Local Resident Representations

The application has been advertised via letters to 758 neighbours and a press notice. At the time of finalising this report and in addition to those representations reported at PCC on 6 July 2023, a further 42 comments have been received. Comments relate principally to transport matters as requested in the consultation letter, but raising some other matters which are summarised at the end of this section. These are not considered in this report as they have all been previously considered in the committee report dated 6 July 2023.

- 3.5 The objections and the issues raised are as follows and will be addressed in the remainder of this Committee Report:

Cumulative Impact comments:

- Flawed traffic data - why have specific days been chosen rather than a mean over several days? Why were evening data collections started at 4pm, missing some of the school run? Also, comparison between 2017 and 2022 is flawed as traffic at the end of July is different to that at the start of the month. May 2022 was considered to still be in the aftermath of the pandemic and so data from then should not be used. Year were chosen for comparison which are not reflective of the real situation
- Para 2.2.4 figures generated as a result of North Herts College development look intuitively too small
- Para 3.3.4 questions suitability of Map and June assessments which are during exam times for school
- It did not include measuring the traffic at various different times of the day
- Table 3.1/para 3.3.5 reductions appear 'within bounds of normal fluctuations' prefer to see surveys from consecutive days; no ref to -49% in supporting text; comments regarding the decline in PM peak period – what is the reasons, forecast changes to future working patterns and need more data to compare and predict
- The largest comparable site for TRICs data is 195 units which is significantly smaller than the application site; the railway bridges are a barrier to movement of pedestrians and cyclists which increases car movements; and do trip rates include deliveries, gardeners, etc?
- Regarding the school site, the site will generate some additional traffic due to teachers/staff arriving/departing the site
- Noting the traffic report which was presumably undertaken during school holidays and is not considered to be a true assessment
- Argument that there will be 'significant' impact on the volume of traffic
- Assessment doesn't take into account cumulative impact of development from Fairfield, Arlesey and Stotfold
- Inappropriate comparison to other sites which were unlike the Highover Farm site in number, in development and nature
- No updated traffic survey
- There should be no addition to the impact on the roads
- Request for independent transport assessment

Mitigation measures:

- The traffic lights mentioned will make it even harder get out with build-up of cars
- Existing infrastructure for pedestrians and cyclists is insufficient
- Need safe and sustainable routes into Hitchin such as a safe cycle path and infrastructure
- Lack of space on existing roads for new cycle infrastructure
- Wheelchair access required from the site to the town centre
- Unconvinced that HCC Highways have provided sufficient certainty that the monies identified for offsite improvements are adequate
- Bus services have been reduced since undertaking the assessment
- Solution is to build a relief road from Cadwell lane and/or Wilbury way to Stotfold Road, significantly reducing the industrial traffic to/from these industrial estates from going via Grove/Woolgrove/A505

- Generic funding for mitigation but with no breakdown in detail of funding making it impossible to judge if there was enough funding for mitigation.
- People won't cycle up Stotfold Road due to topography
- Important that the outline permission is not granted until the figure for a commuted sum toward such measures is properly considered and accepted
- Traffic lights at Woolgrove road / Cambridge Road needs to improved
- The constraints of the two local railway bridges represent a significant barrier
- Concern that heavy commercial vehicles that have to use the central position under Woolgrove Road bridge will impact, together with the curvature of the road, the proposed width of the footpath and potential for cyclists to travel alongside.
- Note the high pressure gas main under the railway bridge could be a constraint
- Suggests that signalising under the bridge and the Grove Road crossroad will cause longer traffic queues especially at peak times
- Suggests that fundamental improvements needs to be made to Hitchin to improve the town and prepare for developments such as these
- It was a condition of the North Herts College development to contribute to Hitchin station eastern access project, for which 'nothing has happened'
- Approval plans should show off site improvements

Other Transport comments raised, which were considered in the Committee Report in Appendix 1:

- Little updated detail to address the deferral of the last committee meeting
- Application should have been assessed by Active Travel England (Officer note: ATE not a required consultee on this application as it was submitted before the requirement)
- The site is overall unsustainable due to the need for most people to use the car between Hitchin and Letchworth, ref NPPF para 34 for developments to be located where sustainable transport can be maximised
- Visibility along Stotfold Road is very difficult with the topography and speeding cars
- Cars on Stotfold Road most days during rush hour are at a standstill, and problems with the mini-roundabout (Grovelands Avenue?)
- There is no local neighbourhood near the site, so the A505 would be a required route for everyone to access supermarkets and critical facilities in the town which are 2 miles away, creating a severe impact on the road network
- Letchworth and Hitchin stations are too far to walk, residents on Highover Farm will be car dependant
- Millary Way will become a 'rat run' and concern for pedestrian safety
- Stotfold Road is already extremely busy, there are often accidents
- Congestion from High Dane onto Woolgrove Road in morning peak
- Woolgrove Road is congested and at a 'standstill' especially at peak times and the road under the bridge is not 'fit for purpose'
- Negative impact on Cambridge Road and Walsworth crossroads Walsworth which is already a 'bottleneck'
- Despite 'limited access' to High Dane, any access would put further pressure on Woolgrove Road
- Existing traffic pressure of Cambridge Road junction with Woolgrove Road is unsustainable.
- Both bridges are very narrow and cannot cope now with amount of traffic
- The roads into Hitchin are overcrowded due to the expansion of house development in the villages including Arlesey, Stotfold and Clifton

- It doesn't take much for the roads to be gridlocked
- The lack of access to and from the site would restrict all emergency services.
- Proposals do not take into account proposed development north and west of the town
- Plans look worse compared to previous versions with an increased negative impact on High Dane/Sturgeons Way; Concern about parked cars along High Dane, repair of potholes, safety of children and construction vehicles
- Concern over 'rat run' between Stotfold Road and High Dane

Other comments raised, which were considered in the Committee Report in Appendix 1:

- No need for new housing; existing overcrowding
- Enough housing development in nearby towns (Letchworth and Central Beds)
- Woolgrove Road and Cambridge Road crossroads susceptible to flooding
- Site should remain as valuable agricultural land
- Reduction of green space between Hitchin and Letchworth
- There is a need for more housing which is supported in principle, but the infrastructure must be in place to support new housing so that new and existing residents are accommodated not just in terms of a home but also a community, services and access
- Concern over noise and air pollution of increased traffic
- Development should contribute to affordable housing
- Lack of secondary school provision, GP, dentist and medical provision
- Concern about the water supplies and sewerage infrastructure in the area
- Impact on wildlife and need for updated assessment
- Comments regarding lack of consultation to all residents and limited time to respond

4.0 Planning Considerations

4.1 Site and Surroundings

4.1.1 See previous description in Appendix 1.

4.2 Proposal

4.2.1 This is an outline planning application with all matters reserved other than access to the site.

4.2.2 Development proposals comprise residential led development of up to 700 dwellings of use class C3 (dwellings), approximately 500 sqm of neighbourhood-level facilities, a new 2FE primary school, open space, play space, green infrastructure, and associated accesses (vehicular, pedestrian and cycle).

4.2.3 The proposals include a new primary vehicular access off Stotfold Road with limited access off High Dane. The development will be phased and subject to future application(s) for reserved matters.

4.2.4 Plans and documents have been amended as of January 2020, February 2020, September 2020, December 2021 and January 2023. Since the PCC meeting on 6th July 2023 the applicant has also submitted an ES Supplementary Note accompanied by an Appendix known as a Supplementary Transport Note (STN).

4.2.5 The application is supported by the following plans and supporting documents, which has been updated as per the update sheet to PCC dated 4 July 2023:

- Updated Strategic Masterplan Framework Document (dated 4 May 2023)
- Updated Planning Statement (December 2021)
- Updated Design and Access Statement (January 2023)
- Sustainability Statement (April 2018)
- Phase 1 Environmental Risk Assessment (July 2017)
- Utilities Statement (September 2017)
- Indicative Housing Mix Note December 2019)
- Statement of Community Involvement (April 2018)

- PL1685-PLA-00-XX-DR-U-001 S4 Rev P02 Site Location plan
- 19604 Topographical Survey Sheets 1-5

- PL1685-PLA-00-XX-DR-U-002-S4-P01 Movement and Access Framework Plan
- PL1685-PLA-00-XX-DR-U-007-S4-P05 Urban Framework Plan
- PL1685-PLA-00-XX-DR-U-015-S4-P01 Biodiversity and Landscape Framework Plan
- PL1685-PLA-00-XX-DR-U-016-S4-P01 Density and Building Heights Framework Plan
- PL1685-PLA-00-XX-DR-U-017-S4-P01 Land Use Framework Plan
- PL1685-PLA-00-XX-DR-U-018-S4-P01 Development Areas Framework Plan
- PL1685-PLA-00-XX-DR-U-103-S4-P01 Green Infrastructure Plan
- PL1685-PLA-00-XX-DR-U-108-S2-P04 Character Areas Framework Plan
- NTS2d Illustrative Masterplan

- 62240435-TAA-DP-100-001 P09 General Arrangement
- 62240435-TAA-DP-100-002 P12 Stotfold Road Proposed Access
- 62240435-TAA-DP-100-003 P10 High Dane Proposed Access
- 62240435-TAA-DP-100-004 P10 Highover Way Proposed Access
- 62240435-TAA-DP-100-005 P08 Stotfold Road Cycle-Footpath Access
- 62240435-TAA-DP-100-006 P09 Armour Rise Cycle-Footpath Access
- 62240435-TAA-DP-100-007 P10 Collinson Close Cycle-Footpath Access
- 62240435-TAA-DP-100-008 P11 Stotfold Road Cycle-Footpath Improvements
- 62240435-TAA-DP-100-009 P10 Treatment of Stotfold Road
- 62240435-TAA-DP-100-013 P08 Typical Spine Road/Avenue Junctions and Tracking
- 62240435-TAA-DP-100-014 S P07 Spine Road/Avenue Movement Restriction

4.2.6 The application is also accompanied by the Environmental Statement with various updates having been undertaken as set out in the Report in Appendix 1.

4.3 Legal basis of determining the Planning application

4.3.1 Members will be familiar with the standard legal advice that is set out at the end of each planning Control Committee report which advises that legislation requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise. This approach was developed within Section 54A of the

Town and Country Planning Act 1990 (as amended). It is also re-emphasised within Section 38(6) of the Planning and Compensation Act 2004, which reads as follows:

- 4.3.2 *'if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise'.*

5.0 Key Issues

- 5.1 In addition to the Report in Appendix 1, the key issue for consideration of this application is twofold:

- the cumulative impact of recent housing development in Hitchin on the road network; and
- provide more detail of transport mitigation measures.

5.2 Cumulative impact on the road network

- 5.2.1 Paragraph 110 of the NPPF 2023 states that *'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*
- 5.2.2 The NPPF also sets a high bar in terms of grounds to refuse an application on highway matters: Para 111 states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.*
- 5.2.3 NHLP Policy T1 on Assessment of Transport Matters states that *'Planning permissions will be granted provided that a) development would not lead to highway safety problems or cause unacceptable impacts upon the highway network'.*
- 5.2.4 The Highway Authority and National Highways were both reconsulted on the Supplementary Transport Note and Addendum to the Environmental Statement submitted in response to the key issues for consideration.
- 5.2.5 National Highways continue to raise no objection to the proposed development and its impact on the strategic road network.
- 5.2.6 The Highway Authority has also examined the additional information and concluded that the additional information presented supports the TA and demonstrates it remains a robust assessment. The Highway Authority aided the applicant in scoping the information that would help satisfy the reasons for deferral. This information included updated traffic flows using more recent data to compare to the data collected in 2018 as a 'sense-check'. The Highway Authority provided the applicant with the most up to date data from manual counts, ATC counts and signposting to DfT count data.

- 5.2.7 Comments were received by members of the public regarding the timing of additional traffic counts. The Highway Authority have reviewed these comments and provided the following feedback that: Thursday is considered to be a neutral day, as well as the months of May and June, despite potential for changes to traffic due to 'exam season'. It was agreed that May 2022 was still in the aftermath of the Covid pandemic and so results need to be assessed in that light. Regarding TRICS data the purpose is to broadly select sites which reflect the population, car ownership, location and size, it does not have to match exactly but provide a basis for forecasting.
- 5.2.8 Regarding the school site and commercial floorspace, it is anticipated in the TA that *'the primary school and the local centre which are intended to serve the proposed development will therefore have a negligible external trip ends and have not been considered as part of the trip generation for the site'*. A suitable travel plan for both residential and the school site, is a requirement of any planning permission should this application be granted, together with a contribution to HCC for the monitoring of such a travel plan.
- 5.2.9 Lastly on comments from the public, the applicant also noted an error in a calculation during the consultation period, which was corrected, and information passed back to Officers and the Highway Authority, but did not make a change to the conclusion of the STN. Overall, the Highway Authority are content that the data is robust, the comparisons are helpful and that the update is helpful in supporting the original TA.
- 5.2.10 The conclusion of the Highway Authority on traffic flows is that *'on balance, network flows may be considered to be lower in 2023 than when compared to the flows as presented'* previously. This demonstrates that the original assessment, although being 5-6 years old is a robust assessment and based on a worst-case scenario on the impact of the development on traffic.
- 5.2.11 Regarding cumulative impact from other developments, between the Local Planning Authority and Highway Authority a list of sites that received planning permission since 2018 for new housing of more than 10 units ('major' applications) was scoped in. This included 116 units at North Herts College, 28 units at Westons Motors Ltd, 107 units at John Barker Place and 53 units at Minsden Old Peoples Home. These include all in the closest proximity to the site that have been granted planning permission since the TA for Highover Farm. Also, some of these developments have commenced but are not yet occupied or fully occupied, and it is fair to assume that their traffic impacts are not yet seen in existing traffic flows. The information on these sites have been extracted from the approved Transport Assessments / Transport Statements submitted with those planning applications and input into the TA for Highover Farm which builds a model of what the traffic impact would be.
- 5.2.12 The Highway Authority conclude that *'the analysis demonstrates that the committed/new developments are not of sufficient magnitude to precipitate a material impact on the network over and above the assessments already concluded'*. This reflects the applicant's conclusion that *'the cumulative impact of the Proposed Development (taking into account the additional sites) is considered low and the residential cumulative impact on the evaluated junctions is regarded as inconsequential and not severe in the context of the NPPF Paragraph 111'*.

5.2.13 It is worth noting that although sites allocated in the Local Plan along the west side of Hitchin (HT3, HT5 and HT6) with a total of 116 units, have not been included in this scoping these numbers were included in traffic modelling in the preparation of the Local Plan, which has been examined in public and adopted. This is the same principal for large housing developments in the other towns in the district, particularly Letchworth for its close proximity, but also developments in places such as Stotfold in Central Beds which is all managed through the Local Plan preparation and the 'duty to cooperate' with neighbouring authorities (NPPF 2023 para 24).

5.2.14 Officers are satisfied that the applicant has demonstrated that the cumulative impact of more recent developments in the area will not have an unacceptable impact on highway safety, or that there would be a severe impact on the road network, in accordance with the NPPF 2023 or NHLP Policy T1.

5.3 Mitigation measures

5.3.1 The NPPF 2023 is clear on the type of mitigation required for developments that generate 'significant amounts of movement'. Para 112 requires all applications for development (among others) to:

- a) 'Give priority first to pedestrian and cycle movements...and second – so far as possible – to facilitating access to high quality public transport...'
- b) 'Address the needs of people with disabilities and reduced mobility in relation to all modes of transport'...

5.3.2 NPPF 2023 requires a travel plan to be submitted with applications for development that generate significant amounts of movement.

5.3.3 NHLP Policy SP6 on Sustainable Transport requires the applicant to '*seek the earliest reasonable opportunity to implement sustainable travel infrastructure on Strategic housing Sites and other development sites in order to influence the behaviour of occupiers or users...*'

5.3.4 NHLP Policy T1 also states that '*Planning permission will be granted provided that:...b) mechanisms to secure any necessary sustainable transport measures and / or improvements to the existing highway network are secured in accordance with Policy SP7; and d) for major developments, applicants demonstrate (as far as is practicable) how: i. the proposed scheme would be served by public transport...*'

5.3.5 There are a range of mitigation measures already set out in the previous committee report in Appendix 1, which have been identified as being able to be delivered via various mechanisms in consultation with the Highway Authority.

5.3.6 There are several ways that the District Council can secure mitigation works for the traffic impact and promoting active travel, in consultation with the Highway Authority. This is a summary of the agreed position on mitigation measures and how they will be delivered:

Works associated with the development, secured by reserved matters, condition for S106:

- a) Access from High Dane (vehicular, pedestrian, cycle and bus) (limited to 137 units) with traffic calming.
- b) Access from Highover Way, Armour Rise and Collison Close (pedestrian and cycle)
- c) Travel Plan (both Residential and School) and monitored by the County Council with a financial contribution from the applicant
- d) Reduction in the speed limit along Stotfold Road
- e) Provision of a shared footway/cycleway along Stotfold Road from the roundabout to the application site

Strand 1 – Section 278 works (paid in full by the developer and work approved and undertaken by HCC):

- f) Bus service extension through the site together with vouchers for all new households for 3 months complimentary bus travel.
- g) New toucan crossing over Stotfold Road
- h) New path between Stotfold Road and the Letchworth Greenway (subject to application 22/00303/FP)
- i) New path link from the Letchworth Greenway into The Highfield School

Strand 2 – Off-site works to improve safety and connectivity (paid to HCC who undertake feasibility, design, consultation and implementation based on identified projects in the town) (also set out in para 5.6.28 in Appendix 1):

- j) PR41 Cycle facilities at Hitchin station including increased cycle parking
- k) PR50 Improve pedestrian and cycle infrastructure where the rail lines cross Grove Road and Woolgrove Road
- l) PR51 Hitchin northern loop bus services work with partners to improve bus service 81
- m) PR55 Access to new development north of Hitchin – ensure high quality pedestrian and cycle access is provided through new development to the north of Hitchin to connect with routes to station, industrial estate, town centre and A505 North Hertfordshire Sustainable Spine
- n) SM39 Eastern Entrance to Rail Station – provide an eastern entrance to the rail station in Hitchin, in order to make walking and cycling from eastern Hitchin more attractive, including safe and well signposted connections to the cycle network and cycle parking. Consider improvements to pedestrian connectivity through the station
- o) SM52 Continuous cycle routes with junction treatments including from Highover Farm site to the rail station, schools and the A505 sustainable spine
- p) SM59 Continuous cycle route along A505 sustainable spine with new and improved junction/crossing facilities for cyclists
- q) SM61 Cycle hub at Hitchin rail station including repair facilities, secure parking and cycle hire improvements to the pedestrian access to Hitchin station

- 5.3.7 During the Planning Control Committee meeting on 6 July 2023 Members discussed the level of detail given on mitigation measures to be secured with the funds that would be created by this development. It is standard practice for the Highway Authority to request a financial contribution, based on the number of units proposed and identify what projects it would be most relevant for.

- 5.3.8 Given the specific local concern about the suitability of the railway line and bridge over Woolgrove Road, the applicant has reviewed in detail the potential for works to the traffic system here. The problems raised are to do with the narrow footpath on one side of the road, which is prohibitive to people walking, cycling or those using wheelchairs or prams. There is also a problem with traffic connecting with the signalised junction with Grove Road/Cadwell Lane, as well as large vehicles, bridge strikes and hesitation of two cars being able to pass each other under the bridge.
- 5.3.9 There are limited ways of dealing with these problems, which is an existing problem and not entirely the responsibility for this development to address. One option in theory is to rebuild the railway bridge over Woolgrove Road with a wider aperture, but this would be hugely costly and would not provide the public benefit commensurate with the cost.
- 5.3.10 A more affordable option is to formalise the de fact shuttle system for motor vehicles passing under the bridge with traffic lights. This frees up space to widen the existing footway to create a less conflicted shared space for people walking and cycling. The applicant has looked at this in more detail and suggests a system would need to be signalised and coordinated with the main junction with Grove Road/Cadwell Lane and timed accordingly. Cycle priority can be designed into the lanes to promote safe and active travel. The traffic modelling undertaken shows that the system with signals will formalise the hesitation of drivers to pass alongside another car under the bridge. It will allow drivers to move confidently at the right time under the bridge in a coordinated way with the main junction. It will make the route much safer and pleasant for those on foot and encourage cyclists in a safe and priority environment. This is considered to be a key link between the application site and the town centre, even access to the railway station. The estimated costs (approx. £500k) involved in this level of work is within the scope of the contributions requested under Strand 2 and can be identified as a priority for Strand 2 money to contribute to. Comments received from the public note the presence of a high-pressure gas line. This will be addressed in the Highway Authorities work on feasibility and design of the scheme.
- 5.3.11 With regard to the wider picture of the town, the County Council currently have a range of proposed works planned for Hitchin. These are in response to matters raised by Members, the public and issues known to Highway Officers. The Highway Authority uses a range of funding streams to manage these projects themselves according to the complexity of each project.
- 5.3.12 Officers, in collaboration with the Highway Authority, have compiled a table which helps to provide an update on those projects set out above under Strand 2. The colours indicate the priority and likelihood of being able to deliver the scheme from this developments funding, with green being most likely and realistic:

Scheme ref.	Description	Work	Progress	Indicative work and costs
PR50	Improve pedestrian and cycle infrastructure where the rail lines cross Grove Road and Woolgrove Road	Single lane/shuttle system under railway bridge with traffic signals coordinated with those at the junction with Grove Road, creating space for a wider shared-use path footpath	Initial feasibility work undertaken by applicant High priority for HT1	For full design and construction £425k-£475k (green)
SM91	Employment Area Connectivity – Grove Road between A505 Nightingale Road and the industrial estate to the north	This scheme connects with PR50 and provides onward connectivity for active travel to the town centre and (via Ransoms Park) the railway station.	Audited as part of the LCWIP High priority for HT1	Estimate £500k-£1m (green)
SM52	Cycle routes from Highover Farm to the rail station, schools and the A505	New foot and cycle path required under S278 along Stotfold Road with speed reduction; and traffic calming along High Dane New access points to the site for pedestrians and cyclists for permeable edge to the development New toucan crossing over Stotfold Road with extension to the Letchworth Greenway and link to Highfield School	High priority for HT1	All to be delivered under Strand 1 contributions (green)

Scheme ref.	Description	Work	Progress	Indicative work and costs
SM38 and SM39	B656 Walsworth Road Pedestrian Priority Corridor	Provide a pedestrian priority corridor between Hitchin Rail Station and the town centre, including measures to improve pedestrian priority along the corridor, footway widening as appropriate and wayfinding	Audited as part of LCWIP. Further validation work is ongoing, funded by DfT/Active Travel England. High priority in relation to HT1	For further feasibility work and public consultation SM38 £500k-£1m SM39 £500k-£1m (orange)
PR55	Access to new development north of Hitchin	Ensure high quality pedestrian and cycle access is provided through new development to the north of Hitchin to connect with routes to station, industrial estate, town centre and A505 North Hertfordshire Sustainable Spine	Initial scoping undertaken by HCC. Work required on options, feasibility and public consultation.	For further feasibility and public consultation Estimate £1m-£2.5m (orange)
SM59	A505 and B656 cycle route and junction treatment for cycle priority	To improve access by walking and cycling to Hitchin station from east of the railway line	HCC to undertake feasibility of A505 and B656 improvements for active travel High priority in relation to HT1	Scoping and feasibility work required £TBA (orange)
		Hitchin Station eastern entrance	Study completed in 2022 to estimate cost of creating an eastern entrance via an extended pedestrian subway. HCC	Further work required on feasibility and design £TBA (orange)

Scheme ref.	Description	Work	Progress	Indicative work and costs
			and NHDC currently co-funding a study to review other options that may be cheaper or provide greater benefit. High priority in relation to HT1	
SM61	Cycle hub at Hitchin railway station	This would potentially encourage more people to cycle to the railway station.	No assessment yet made of need or beneficial impacts	£500k-£1m (red)

5.3.13 There is unavoidable uncertainty about exactly which scheme will in fact benefit from the financial contributions from this development. This depends on many factors, which are the responsibility of the Highway Authority to manage. There are several projects within Hitchin which will all make active and sustainable travel easier. Funding comes from various sources, which is sought and managed by either the District Council or the Highway Authority.

5.3.14 Officers are satisfied, as is the Highway Authority that there is sufficient clarity on how the contributions of approx. £3.3m in Strand 2 may be spent in Hitchin, to the benefit of existing residents and to enable and support future residents to choose active and sustainable modes of travel. The proposals are in accordance with the NPPF 2023, the NHLP Policies SP6 and T1 and the Developer Contributions SPD.

5.4 Conclusions

5.4.1 Both National Highways and the Highway Authority do not raise any objection to the supplementary information requested by Members at PCC on 6 July 2023 regarding cumulative impacts and mitigation measures associated with the proposed development.

5.4.2 The Highway Authority in particular are satisfied that although there would be some increase in traffic arising from the proposed development, this would not have an unacceptable impact on highway safety or result in a residual cumulative impact that would be severe so as to warrant an objection or reason for refusal in accordance with the NPPF 2023.

5.4.3 This is read together with a substantial package of planning obligations towards active and sustainable transport as set out in the report above. Mitigation measures are to be delivered by various appropriate mechanisms and the applicant, North Herts planning

Officers and the Highway Authority have investigated additional detail on the priorities identified for Strand 2 contributions. The Highway Authority remain content with the recommended conditions set out at the end of this report.

- 5.4.4 In the light of the supplementary information submitted, the proposals are considered to be in accordance with the NPPF 2023, NHLP 2022 Policies SP7, T1, and HCC LTP4, and have address fully the reasons for the applications deferral from PCC 6 July 2023. Therefore, the proposal accords with the Local Plan as a whole and there are no material considerations that indicate that the decision should not be made in accordance with the recently adopted Local Plan. In the circumstances, planning permission should be granted.

6.0 **Alternative Options**

- 6.1 None applicable (see 'Key issues' section of this report above)

7.0 **Climate Change mitigation measures**

- 7.1 There has been no change since the Report in Appendix 1.

8.0 **Pre-Commencement Conditions**

- 8.1 I can confirm that the applicant is in agreement with the pre-commencement conditions that are proposed. Following the update sheet to PCC dated 4 July 2023, the conditions have been consolidated at the end of this report for clarity.

9.0 **Legal Implications**

- 9.1 In making decisions on applications submitted under the Town and Country Planning legislation, the Council is required to have regard to the provisions of the development plan and to any other material considerations. The decision must be in accordance with the plan unless the material considerations indicate otherwise. Where the decision is to refuse or restrictive conditions are attached, the applicant has a right of appeal against the decision.

10.0 **Recommendation**

- 10.1 That outline planning permission is resolved to be **GRANTED** subject the following:
- A) The completion of a satisfactory legal agreement and associated land transfer agreement, and the applicant agreeing to extend the statutory period in order to complete the agreement if required; and
 - B) Providing delegated powers to the Development and Conservation Manager to update conditions and informatives; and
 - C) Conditions as set out below:

Definitions:

‘Development Parcel’ means a phase or part of the development excluding Enabling and Associated Works. For instance, this would include a phase or part of the development comprising housing, a local centre, a primary school, allotments and/or play areas

‘Enabling and Associated Works’ means the preparation of a site in readiness for the first stage of development: this includes (i) surveying, (ii) environmental and hazardous substance testing and sampling (including the making of trial boreholes, sampling and test pits in connection with such testing) (iii) soil tests, (iv) pegging out, (v) tree protection, (vi) ecological survey and mitigation works, (vii) archaeological investigation and (viii) demolition and removal of buildings and other structures on the site and site set up.

Approval Plans and Documents

1. The development hereby permitted shall be carried out wholly in accordance with the details specified in the application and supporting, approved documents and plans, together with the reserved matters approved by the Local Planning Authority, or with minor modifications of those details or reserved matters which previously have been agreed in writing by the Local Planning Authority as being not materially different from those initially approved.

Reason: To ensure the development is carried out in accordance with details which form the basis of this grant of permission or subsequent approval of reserved matters.

Submission of Reserved Matters

2. No part of the built development hereby permitted shall be commenced on a development parcel within a particular development parcel or sub-phase (as referred to in condition 4) until full details of the layout, scale, appearance and landscaping within the parcel (hereinafter referred to as reserved matters) have been submitted to and approved in writing by the Local Planning Authority.

Reason: To comply with the requirements of Section 92 of the Town and Country Planning Act 1990 and the provisions of the Town and Country Development Management Procedure Order 2015 and to ensure high quality urban design and co-ordinated development.

Time Limits

3. Application for approval of the first reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission, and the development hereby permitted shall be begun before the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.

Reason: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Quantum of land uses

4. The number of homes and floorspace of land uses as set out below shall not be exceeded pursuant to this planning permission:
Residential (Use Class C3) – up to 700 residential dwellings
Flexible mixed use, neighbourhood level facilities: Classes E (a)(b)(c) – up to 500 sq.m

Phasing & Delivery

5. No development shall commence apart from enabling or associated works until a Site Wide Phasing & Delivery Plan which accords with the s106 triggers and Transport Mitigation Phasing Strategy has been submitted to and approved in writing by the local planning authority. Thereafter each subsequent reserved matters application for any phase (or part thereof) shall be accompanied by an updated programme or statement of compliance with the approved strategy for subsequent approval by the local planning authority.

The development shall be carried out in accordance with the approved Phasing Plan unless there are unforeseen events / obstacles to delivery and alternative timing for provision is agreed in writing by the Local Planning Authority.

All reserved matters submissions shall be in accordance with the Site Wide Phasing and Delivery Plan as approved by the Local Planning Authority, unless otherwise agreed with the Local Planning Authority. Any references to a Phase of the development within this permission shall be taken to be a reference to phases as identified within the Site Wide Phasing and Delivery Plan submitted under this condition.

The Site Wide Phasing and Delivery Plan shall include but not be limited to the sequence of providing the following elements:

- a) Residential development parcels;
- b) Location of self-build plots
- c) A programme for the delivery of public transport infrastructure;
- d) Major distributor roads/routes within the site, including timing of provision and opening of access points into the site;
- e) Strategic footpaths and cycleways;
- f) Primary school (playing pitches), community/neighbourhood centre facilities
- g) Strategic foul and surface water features and SUDS;
- h) Formal and informal public open space, park/square, allotments, parks, NEAP and LEAP;
- i) Strategic/structural landscaping
- j) Strategic electricity, telecommunications and gas networks;
- k) Infrastructure for the provision of fibre optic cables;
- l) Environmental mitigation measures
- m) Off-site highway improvements.

Reason: To secure comprehensive, co-ordinated and sustainable development and assist with the determination of subsequent reserved matters applications in order to ensure that infrastructure provision and environmental mitigation are provided in time to cater for the needs and impacts arising out of the development, in accordance with Policy SP1, SP9 and SP17

Design Code

6. Prior to or concurrently with the submission of the first reserved matters application(s) a Site Wide Design Code shall be submitted to the Local Planning Authority for approval. No development shall commence except enabling and associated works until the Design Code has been approved in writing by the Local Planning Authority in consultation with Hertfordshire County Council (as highway authority, education authority and LLFA). The Design Code shall be prepared in accordance with the approved parameter plans

established in this outline permission and build upon the Strategic Masterplan and Design and Access Statement. The Design Code shall include:

1. Vision for Development and Place-making Objectives

2. Framework Masterplan

3. Character Assessment of the Local Area

4. Nature

(a) The green space network including the design and approach to the character and treatment of each green space and corridor with regards to:

- formal and informal green space
- hard and soft landscaping
- removal of existing vegetation and trees
- treatment of existing and retained hedgerows and trees (buffer design)
- new tree planting
- habitat creation
- SUDS arrangements
- strategic earth modelling and mounding
- boundary treatment
- footpaths and cycleways/crossings within or adjacent to green space

5. Movement

(b) The street network and hierarchy and design specifications, including:

- public transport infrastructure
- key junction design
- traffic management and calming
- pedestrian /cycle crossing treatment
- bus only section, bus gate location and operation, modal filters and associated vehicular turning area treatments

(c) Typical cross sections of street types to include details of footways, cycleway, kerb treatment, tree planting, tree species, sustainable urban drainage, landscaping, service corridors and on street parking

(d) Extent of highway to be offered for adoption

(e) The design treatment of footpaths and cycleways through the site and off-site

(f) Vehicular and cycle parking design across the site for residents and visitors

6. Uses Primary School

(g) Design approach to the disposition, orientation, setback, massing and height of building, playing fields, landscaping and associated public realm

(h) Design approach to active frontage, primary entrances and architectural principles

(i) Design approach to vehicular, pedestrian and cycle access and parking Neighbourhood Centre

(j) Approach to disposition of building, setbacks and height, associated landscaping and public realm

(k) Approach to vehicular, pedestrian and cycle access, parking and servicing and hard and soft landscaping

7. Built Form

- (l) Block principles to establish use, density, building typologies, building line, primary frontages, pedestrian access points, fronts and backs, setbacks, space between buildings, landscaping, gardens, parking typologies and design, boundary treatments
- (m) Key groupings, landmark and marker buildings including specification on frontage character, heights, scale, form, level of enclosure, architectural principles and features
- (n) Principles of elevational treatment, architectural principles and building materials

8. Public Space

- (o) The conceptual design and approach to the public realm with reference to surfacing and materials, boundary treatment, landscaping and planting, signage, and street furniture
- (p) The conceptual design and approach to the lighting strategy and how this will be applied to different areas of the development with different lighting needs so as to maximise energy efficiency, minimise light pollution, protect wildlife and avoid street clutter
- (q) Details of waste and recycling provision for all building types and recycling points

9. Homes & Buildings

- (r) Specifications for space standards, accessibility, lighting, aspect, privacy, secured by design and garden space
- (s) Approach to incorporation of ancillary infrastructure such as sub stations, pipes, flues, EV charging points, fibres, wires and cables as required by statutory undertakers

10. Resources

- (t) Measures to demonstrate how the design can maximise resource efficiency through energy efficiency standards, on-site renewables and reduced water consumption and climate change adaptation through external passive means such as landscape, orientation, massing and external building features

11. Stewardship

- (u) Details of adoption, management and maintenance arrangements of highways, footpaths, cycleways, green space and public realm

The Design Code shall explain its purpose, structure and status and set out the mandatory and discretionary elements where the Design Code shall apply, who should use the Design Code and how to use the Design Code. Details of the Design review procedure and of circumstances where a review of the Design Code shall be implemented. All subsequent reserved matters applications shall accord with the details of the approved Design Code and be accompanied by a statement which demonstrates compliance with the code. There shall be no variation or amendment to the approved Design Code unless this is formally agreed in writing by the Local Planning Authority.

Reason: To ensure high quality design and co-ordinated phased development in accordance with Policy SP9 Design and Sustainability and D1 Sustainable Design in the North Hertfordshire Local Plan and Section 12 of the NPPF, National Design Guide and National Model Design Code and to mitigate and minimise any negative impact on the significance and setting of the Grade II listed Threshing Barn.

Highways

Existing Access – Closure

7. Prior to the first occupation of the development hereby permitted, vehicular and pedestrian access to and egress from the adjoining highway shall be limited to the access(es) shown on drawing number 62240435-TAA-DP-100-001 Rev P09 General Arrangement only. Any other access(es) or egresses shall be permanently closed (except construction accesses), and the highway verge shall be reinstated in accordance with a detailed scheme to be agreed with the Local Planning Authority, concurrently with the bringing into use of the new access.

Reason: To ensure construction of a satisfactory development and in the interests of highway safety and amenity in accordance with Policies 5 and 7 of Hertfordshire's Local Transport Plan (adopted 2018).

Bus Gate

8. No development apart from enabling and associated works shall commence until details shall be submitted to the Local Planning Authority in consultation with the Highway Authority relating to the design and operation of a bus gate preventing the through movement of general vehicular trips from High Dane to Stotfold Road.

Reason: To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018).

Construction Traffic Management Plan

9. No development apart from enabling and associated works, shall commence until a Construction Traffic Management Plan (in accordance with the best practice guidelines as described in the Construction Logistics and Community Safety (CLOCS) Standard), has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan, unless otherwise agreed in writing by the LPA. The Construction Traffic Management Plan shall include details of:
- i. Phasing of the development of the site, including all highway works;
 - ii. Details of temporary access points for construction vehicles
 - iii. Construction vehicle numbers, type, routing;
 - iv. Traffic management requirements;
 - v. Construction and storage compounds (including areas designated for car parking);
 - vi. Siting and details of wheel washing facilities;
 - vii. Cleaning of site entrances, site tracks and the adjacent public highway;
 - viii. Timing of construction deliveries to avoid school pick up/drop off times; and
 - ix. Provision of sufficient on-site parking prior to commencement of construction activities.

Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

Detailed Highways Plans – Reserved Matter

10. All reserved matters applications for each development parcel or sub-phase shall include full details in relation to the design of estate roads (in the form of scaled plans and / or written specifications) shall be submitted to and approved in writing by the Local Planning Authority to detail the following:
- a. Roads;
 - b. Footways;
 - c. New pedestrian and cycle accesses into the site;
 - d. Cycleways (compliant with LTN 1/20);
 - e. External public lighting;
 - f. Minor artefacts, structures and functional services;
 - g. Foul and surface water drainage;
 - h. Visibility splays;
 - i. Access arrangements including temporary construction access
 - j. Hard surfacing materials;
 - k. Parking areas for vehicles and cycles;
 - l. Loading areas; and
 - m. Turning and circulation areas.

The development shall be implemented in accordance with those approved plans.

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan 2018.

Maintenance of Streets

11. Prior to the first occupation of the dwellings within each development parcel of the development, full details shall be submitted to and approved in writing by the Local Planning Authority in relation to the proposed arrangements for future management and maintenance of the proposed streets within that Parcel. Following the provision of such streets, the streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established in accordance with the approved details.

Reason To ensure that any future management arrangements for the various elements of the transport network are in accordance with Policy SP9 of the Local Plan and Policy 5 of Hertfordshire's Local Transport Plan 2018.

Fire Hydrants

12. No development apart from enabling and associated works shall take place until details of a scheme for the provision of fire hydrants to serve the relevant phases of the development has been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. The provision and installation of fire hydrants, at no cost to the County or Fire & Rescue Service.

Reason: To ensure all proposed dwellings have adequate water supplies for in the event of an emergency.

Tree protection

13. Before the commencement of any other works on the site, trees to be retained shall be protected by the erection of temporary chestnut paling or chain link fencing of a minimum height of 1.2 metres on a scaffolding framework, located at the appropriate minimum distance from the tree trunk in accordance with Section 4.6 of BS5837:2012 'Trees in relation to design, demolition and construction - Recommendations, unless in any particular case the Local Planning Authority agrees to dispense with this requirement. The fencing shall be maintained intact for the duration of all engineering and building works. No building materials shall be stacked or mixed within 10 metres of the tree. No fires shall be lit where flames could extend to within 5 metres of the foliage, and no notices shall be attached to trees.

Reason: To prevent damage to or destruction of trees to be retained on the site in the interests of the appearance of the completed development and the visual amenity of the locality.

Land Contamination

14. (a) No development approved by this permission shall be commenced until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:
- (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;
 - (ii) The results from the application of an appropriate risk assessment methodology.
- (b) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (a), above; has been submitted to and approved by the Local Planning Authority.
- (c) Each phase of the development shall not be occupied, or brought into use, until:
- (i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (b) above have been fully completed for that phase and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.
 - (ii) A Remediation Verification Report confirming that each relevant phase of the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.
- (d) If, during development of each phase, contamination not previously identified is found to be present at the site then no further development of that phase (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that any contamination affecting the site is dealt with in a manner that safeguards human health, the built and natural environment and controlled waters.

15. Piling or any other foundation designs and investigation boreholes using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect and prevent the pollution of controlled waters from potential pollutants associated with current and previous land uses in line with NPPF paragraphs 109, 120, 121, North Hertfordshire Local Plan Policies NE8 and NE11, and the Environment Agency's approach to groundwater protection.

Ecology

16. Development apart from enabling and associated works shall not commence until a landscape and ecological management plan (LEMP) has been submitted to, and approved in writing by, the local planning authority. The content of the LEMP shall ensure the delivery of the agreed number of habitat and hedgerow units in the approved biodiversity metric (104.49 habitat units, 31.89 hedgerow units) to achieve a net gain in biodiversity and include the following.

- a) Description, areas and evaluation of features to be managed, marked on plans.
- b) Compensation and Habitat creation as proposed and detailed in the environmental statement 'ecology and conservation'.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving target condition for habitats as described in the approved metric, directly cross referenced to lines in the approved metric.
- e) Details of the make, model, and location of a minimum of integrated bat and swift boxes in appropriate buildings has been supplied to and approved by the LPA. These should be clearly marked on plans. Boxes shall be fully installed prior to occupation and retained as such thereafter.
- f) Prescriptions for management actions, only definitive measures are acceptable.
- g) Preparation of a work schedule if applicable (including a 5 year work plan and 30 year work schedule, capable of being rolled forward in perpetuity).
- h) Details of the body or organisation responsible for implementation of the plan.
- i) Ongoing monitoring plan and remedial measures to ensure approved habitat condition targets are met.
- j) Details of species selected to achieve target habitat conditions as identified in approved metric, definitively stated and marked on plans.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved plan will be implemented in accordance with the approved details.

Reason: To conserve and enhance biodiversity in accordance with the NPPF and North Hertfordshire Local Plan Policy NE4.

Sustainability Strategy

17. Prior to or concurrently with the first reserved matters submission a site-wide sustainability strategy shall be submitted to the Local Planning Authority for approval addressing renewable energy, reducing carbon emissions and water conservation.

Reason To reduce carbon dioxide emissions and promoting principles of sustainable construction and the efficient use of buildings in accordance with North Hertfordshire Local Plan Policies SP9 and D1.

EV Recharging Infrastructure Condition

18. Prior to occupation, each of the proposed new dwellings shall incorporate an Electric Vehicle (EV) charging point. Details of which shall be submitted to an approved in writing by the Local Planning Authority. Proposals should also be made for the provision of EV charging within other public parking areas of the proposed development. The charging points shall be retained thereafter.

Reason: To contribute to the objective of providing a sustainable transport network and to provide the necessary infrastructure to help off-set the adverse impact of the operational phase of the development on local air quality in accordance with North Hertfordshire Local Plan Strategic Objective ENV4 and Policy SP9 and D4.

EHO – Noise

19. Prior to first use of (each of the different Class Uses of) any non-residential development hereby permitted, a scheme including noise control measures shall be submitted for approval to the Local Planning Authority to demonstrate that the rating level of sound emitted from any external fixed plant and/or machinery associated with the development shall not exceed the existing background level inclusive of any penalty for tonal, impulsive or other distinctive acoustic characteristics when measured or calculated according to the provisions of BS4142:2014+A1:2019 (Method for rating and assessing industrial and commercial sound) and/or its subsequent amendments. The scheme shall be such that the combined noise level of all plant shall not exceed the Rating levels detailed in Table 12.10 of Environmental Statement Chapter 12 on Noise and Vibration. No plant shall be installed and operated at the site until the noise survey has been approved by the LPA.

Reason: To ensure an adequate level of amenity for residents of the new and existing dwellings in accordance with North Hertfordshire Local Plan Policy D3.

HCC Archaeology

20. No development shall take place until the Site Investigation works as set out in the approved WSI (prepared by Orion dated May 2023, ref PN3519) have been completed by an Archaeological Contractor Registered with the ClfA. The development shall not be occupied until the Site Investigation works as set out within the approved WSI have been completed and signed off by the local planning authority/county archaeologist. Thereafter, the post-excavation analysis and archive report shall be completed in accordance with the approved WSI and submitted for approval to the local planning authority within one calendar year of the date of this planning permission, together with confirmation in writing to the planning authority/county archaeologist, that provision has been made for publication, and for deposition of the archive, where appropriate.

Reason: To ensure the implementation of an appropriate archaeological investigation, recording, reporting and publication, and the protection and preservation of archaeological features of significance, in accordance with North Hertfordshire Local Plan Policy HE4 and Section 16 of the NPPF 2021.

LLFA 1

21. No development apart from enabling and associated works shall take place until the final design of the drainage scheme is completed and sent to the LPA for approval. The surface water drainage system will be based on the submitted Highover Farm Hitchin, Flood Risk Assessment and Drainage Strategy, Revision 5, dated 12/12/19, prepared by WSP and the Drawing titled: Drainage Construction Sequencing Plan, Drawing No. 62240435-TTP-DP-300-001-02, Rev P07, dated February 2020. The scheme shall also include:
1. Detailed infiltration tests to BRE Digest 365 standard carried out at the exact location and depth of the proposed infiltrating features
 2. Updated calculations for storage based on detailed infiltration testing.
 3. Provision of a SuDS design code for the entire site securing the provision of above ground SuDS features throughout the entire development for all and each phase.
 4. Detailed engineered drawings of the proposed SuDS features including their location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance for climate change event.
 5. Provision of half drain down times within 24 hours.
 6. Details on silt management, ensuring the protection of infiltration as a means of discharge.
 7. Demonstrate appropriate SuDS management and treatment and inclusion of above ground features such as permeable paving, swales etc. for the paved areas ensuring the lack of requirement for any underground storage.

Reason To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.

LLFA 2

22. Upon completion of the drainage works for the site and in accordance with the timing / phasing arrangements, the following must be submitted to and approved in writing by the Local Planning Authority (for each phase):
1. Provision of a verification report (appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented in accordance with the surface water drainage scheme). The verification report shall include photographs of excavations and soil profiles/horizons, installation of any surface water structure (during construction and final make up) and the control mechanism.
 2. Provision of a complete set of as built drawings for site drainage.
 3. A management and maintenance plan for the SuDS features and drainage network.
 4. Arrangements for adoption and any other measures to secure the operation of the scheme throughout its lifetime.

Reason To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

LLFA 3

23. Development (other than enabling and associated works) shall not commence until the final design of the drainage scheme has been submitted to and approved by the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site.

Waste and Minerals

24. Prior to the commencement of development, a Site Waste Management Plan (SWMP) shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Waste Planning Authority. The SWMP should aim to reduce the amount of waste being produced on site and should contain information including estimated and actual types and amounts of waste removed from the site and where that waste is being taken to. The development shall be carried out in accordance with the approved details.

Reason: To seek to reduce waste from the site, both during and after construction, in accordance with Policies 1, 2 and 12 of the adopted Hertfordshire Waste Core Strategy and Development Management Policies Development Plan Document 2012.

Allotments – reserved matter

25. Any reserved matters applications which incorporate allotment provision shall where appropriate include the following details:
- a) A plan of the allotments, principles of plot layout and design providing for a range of plot sizes designed to allow flexibility to meet the needs of future plot holders; areas for communal storage of, for example, manure and compost;
 - b) Proposed management arrangements;
 - c) Access and parking arrangements to allow easy and safe access to the allotments;
 - d) Boundary treatment, including security arrangements for the allotments;
 - e) Water supply, including use of stored rainwater and SuDS for watering crops.

The provision of allotments shall be carried out in accordance with the approved details and in accordance with the approved phasing programme.

Reason: To ensure that appropriate allotments are provided in relation to the development of the site in accordance with North Hertfordshire Local Plan Policy NE6.

Lighting – reserved matter

26. No development shall commence within a development phase until the artificial lighting scheme for that development phase has been approved in writing by the Local Planning Authority. The approved lighting scheme for that phase shall be installed, maintained and operated in accordance with the approved details / measures for that phase unless the Local Planning Authority gives its written consent to any variation.

Reason: To protect the character and appearance of the area and the amenity of existing and future residential properties in accordance with NPPF paragraphs 120 and 125 and North Hertfordshire Local Plan Policy D3.

Waste and recycling collection – reserved matter

27. Any reserved matters application pursuant to this outline permission for a development phase shall provide full details of the on-site storage facilities for waste including waste for recycling and/or composting. Such details shall identify the specific positions of where wheeled bins will be stationed, and the specific arrangements to enable collection from within 15m of the kerbside of the adopted highway/refuse collection vehicle access point and walk distances for residents. The approved facilities shall be provided prior to the commencement of the use hereby permitted and shall be retained thereafter unless alternative arrangements are agreed in writing by the local planning authority.

Reason: To facilitate refuse and recycling collections, and to protect the amenities of nearby residents/occupiers and in the interests of visual amenity in accordance with North Hertfordshire Local Plan Policies D1 and D3.

Landscape – reserved matter

28. All reserved matters applications for any development parcel or sub-phase shall include the follow design details:

Soft Landscape

- a) Details of trees, hedgerows, habitats, ponds and other natural features it is proposed to retain or remove and details of how they will be protected during the construction phase. Such details to include the tree protection measures in accordance with BS5837:2012.
- b) Full details of planting plans and written specifications, including cultivation proposals for maintenance and management associated with plant and grass establishment, details of the mix, size, distribution, density and levels of all trees/hedges/shrubs to be planted and the proposed time of planting. The planting plan shall use botanic names to avoid misinterpretation. The plans should include a full schedule of plants;
- c) 1:100 plans (or at a scale otherwise agreed) with cross-sections of mounding, ponds, ditches and swales and proposed treatment of the edges and perimeters of each development phase;
- d) The landscape treatment of roads (primary, secondary, tertiary and green) through each development phase;
- e) A specification for the establishment of trees within hard landscaped areas including details of space standards (distances from buildings etc.), tree pit details and details of the species, number and spacing of trees and shrubs;
- f) The planting and establishment of structural landscape to be provided in advance of all or specified parts of the site as appropriate;
- g) Full details of any proposed alterations to existing watercourses/drainage channels and details of any water features;
- h) Details and specification of proposed earth modelling, mounding, re-grading and/or embankment areas or changes of level across the site to be carried out including soil quantities, topsoil storage to BS 3882: 2007, haul routes, proposed levels and contours to be formed, sections through construction to show make-up, and timing of works;
- i) A specification for the Topsoil Strip, storage, re-spread and remediation in accordance with Defra: Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.

Hard Landscape

- j) Full details, including cross-sections, of all bridges and culverts;
- k) The location and specification of minor artefacts and structures, including furniture, refuse or other storage units, signs and lighting columns/brackets;
- l) 1:200 plans (or at a scale otherwise agreed) including cross sections, of roads, paths and cycleways;
- m) Details of all hard surfacing materials (size, type and colour).

No subsequent alterations to the approved landscape details are to take place unless submitted to and approved in writing by the Local Planning Authority. The landscape within each Development Phase shall be implemented in accordance with the approved landscape details for that Development Parcel or Strategic Engineering and Landscape Element.

Reason: In the interests of the amenity of residents and to ensure that a detailed approach to the development of the built-up area (or parcels thereof) is agreed, in order to safeguard the setting of the site and its surroundings, and to ensure a suitable relationship and integration of the built development with its surroundings in accordance with the North Hertfordshire Local Plan Policies SP9, SP17, NE2 and NE6.

Open Space Management and Maintenance

29. Prior to or concurrent with the first reserved matters submitted in each phase identified in Condition 6 a detailed Open Space Management and Maintenance Scheme for the management and maintenance of all areas of open space (to include parks, greenways, allotments, play areas, informal open space, semi-natural green space, public squares) shall be submitted to and agreed in writing by the Local Planning Authority and implemented in accordance with an agreed timetable and phasing strategy approved under condition 6. Details to be submitted shall include:

- a) Management organisation;
- b) Details of landscape management and maintenance plans;
- c) Details of planting, grass cutting, weeding and pruning;
- d) Management of sustainable urban drainage features;
- e) Inspection, repair and maintenance of all hard landscaping and structures;
- f) Management, monitoring and operational restrictions; and
- g) Maintenance and planting replacement programme for the establishment period of landscaping

The open spaces provided shall be retained for their intended purpose and in accordance with the approved management plan unless otherwise agreed in writing by the local planning authority.

Reason: To ensure adequate open space and amenity provision as per North Hertfordshire Local Plan Policy NE6.

Proactive Statement:

Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant at the pre-application stage and during the determination process which led to improvements to the scheme. The Council has therefore acted proactively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informatives: Remain the same as per Appendix 1