

<u>Location:</u>	<b>Land Off Barkway Road And North Of Flint Hall Barkway Road Royston Hertfordshire</b>
<u>Applicant:</u>	<b>Woolsington One Ltd</b>
<u>Proposal:</u>	<b>Outline Planning Application for Residential Development of up to 280 dwellings (including affordable housing) with all matters reserved except for access which is to be taken from Barkway Road, green infrastructure including public open space, landscape boundaries and SUDS</b>
<u>Ref. No:</u>	<b>21/00765/OP</b>
<u>Officer:</u>	<b>Peter Bull</b>

**Date of expiry of statutory period:**

9<sup>th</sup> June 2021

**Extension of statutory period:**

23<sup>rd</sup> October 2025

**Reason for Delay:**

The original officer report was delayed due to discussions and negotiations relating to the masterplan and on various technical aspects, further information received and additional consultation exercises that have been undertaken as a result. The application was initially considered by Members at the PCC meeting on 4th September 2025. Members resolved to defer deciding on the application to (1) To allow the Applicant to conduct further traffic modelling and (2) To enable Members to undertake a visit to the application site. The applicant provided a Transport Technical Note and a cover letter on 16 September 2025. Following an additional consultation exercise, and a site visit scheduled for 16 October 2025, the application is now reported to Members for re-consideration.

**Reason for referral to Committee**

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

**1.0 Policies**

**1.1 National Planning Policy Framework (2024):**

1.2 In general and with regard to:

Section 2 – Achieving sustainable development;  
Section 4 – Decision-making;  
Section 5 – Delivering a sufficient supply of homes;  
Section 6 – Building a strong, competitive economy;  
Section 11 – Making effective use of land;  
Section 12 – Achieving well-designed places;  
Section 15 – Conserving and enhancing the natural environment;  
Section 16 – Conserving and enhancing the historic environment

1.3 **Supplementary Planning Document and Other**

SPD – Developer Contributions (2022)  
SPD – Design Supplementary Planning Document (2011)  
SPD – Vehicle Parking at New Developments (2011)  
SPD – Sustainability (2024)  
Other - Therfield Health SSSI Mitigation Strategy (2022)

1.4 **North Hertfordshire District Local Plan 2011-2031**

SP1 - Sustainable development in North Hertfordshire  
SP2 - Settlement Hierarchy  
SP8 - Housing  
SP9 - Design and Sustainability  
SP10 - Healthy Communities  
SP11 - Natural resources and sustainability  
SP12 - Green infrastructure, biodiversity and landscape  
SP13 - Historic Environment  
T2 – Parking  
HS1 - Local Housing Allocations  
HS2 - Affordable housing  
HS3 - Housing mix  
D1 - Sustainable design  
D3 - Protecting living conditions  
D4 - Air quality  
NE1 – Strategic green infrastructure  
NE2 – Landscape  
NE4 – Biodiversity and geological sites  
NE6 – New and improved open space  
NE7 – Reducing flood risk  
NE8 – Sustainable drainage systems  
NE10 – Water conservation and wastewater infrastructure  
HE4 - Archaeology

## 2.0 **Site History**

2.1 None.

## 3.0 **Representations**

3.1 This report sets out the responses received in connection with the latest re-consultation exercise and updated responses received since the last report was published only. Previous responses from organisations and technical bodies are set out in the original report which can be found at Appendix 7.1a to this report.

3.2 **Royston Town Council** – no response received at the time the report was drafted. Previously objected to the application.

3.3 **Cllr Matt Barnes** –the new TN does not address the problem on the lower section on Barkway Road which is surprising given that the committee's views at the previous meeting.

3.4 **HCC Highways** – does not wish to restrict the grant of planning permission. Conditions and mitigation measures are as previously recommended.

3.5 **NHS (Cambridge and Peterborough)** – updated response which reaffirms no objection although higher financial contribution is now being sought as the Primary Care Networks in Royston are seeking to deliver a new build solution for accommodating growth where previously the solution sought was for extension and refurbishment of existing premises.

3.6 **Natural England** – no objection subject to a Recreation Management Strategy being secured as part of the outline permission.

3.7 **Conservators Therfield Heath and Greens** – a response from the conservators was originally received September 2024 although was not referred to in the original report. This set out a number of potential projects which they would seek contribution towards. A further letter was received September 2025 objecting as the requested financial contribution has not been secured.

3.8 **Sport England** – no objection subject to financial contributions being secured for a variety of indoor and outdoor sports facilities (new and upgrading of existing) including cricket to meet the needs of the proposed development.

## 3.9 **Neighbour Representations**

3.10 Neighbours - as the only additional technical document provided by the applicant was a Transport Technical Note (TN), additional comments set out below relate to highways and transport issues only. Other technical issues and objections raised by third parties in this latest consultation exercise have been considered previously and are set out and addressed in the previous report (see appendix 7.1a). They are not repeated below. A total of 19 letters of objection have been received in connection with the latest re-consultation exercise. These are in addition to the previously reported objections (437) and letters of support (2). Reasons for latest objections –

- Preparation of Technical Note has been rushed.
- Poorly presented report and data with errors.
- Inaccurate claims and conclusions made in TN.
- The independence of the report is in question as it was provided by the developer.
- Location of survey did not review the key traffic congestion spots along the Barkway Road.
- Original data collected over a single day where it should have been several days
- Survey timing (December) inappropriate.
- Over-reliance on LinSig instead of microsimulation for a complex gyratory.
- Questionable assumptions in TRICS trip generation and sustainable mode uptake.
- Queue and congestion outputs that seem implausibly optimistic.
- Heavy reliance on appeal precedents rather than localised sensitivity analysis.
- 280 houses generate approx 420 cars, 700 people and immediately 140 and potentially 500 children (Government figures on UK averages).
- No practical sustainable transport modes for walking or cycling proposed.
- Possible wrong traffic survey criteria at junctions as they are not flowing gyratory systems in town centre.
- Unclear if traffic modelling for 2027 did this include the roundabout improvements to A10/Newmarket Road and Melbourn Street.
- Impractical sustainable transport routes from the site due to topography and gradients – not policy compliant.
- The increase in drivers mounting the footway along Barkway Road is a safety concern that should be addressed.
- HCC Highways suggest that the LINSIG modelling software cannot accurately model the impact the proposed development will have on the traffic flow around the gyratory and in particular on the Barkway Road approach.
- The two lines of parked cars along Barkway Road at the north end on the west and east sides effectively reduces this road to a single track road. The TN does not address this matter which is particularly acute at peak times.
- It is likely that on street parking from this section of Barkway Road will need to be removed in future disadvantaging existing residents.
- Modelling software dependent upon how it has been configured by the software user.
- Microsimulation modelling should have been carried out providing either validation of existing modelling or not. This would have addressed HCC Highways and public concerns.
- No additional data has been collected therefore the revised traffic modelling has no value for the planning committee. Further data collection and modelling together with additional mitigation should be identified.
- Barkway Road would be a hazardous and dangerous route for cyclists, especially children.
- There is an existing static queue of traffic in peak periods along Barkway Road.
- Survey locations do not include the Beldam Avenue or necessary sections of Barkway Road.
- Inadequate and unsafe cycle routes to train station and to King James Academy.
- The TN fails to demonstrate that there will no traffic problems with this proposed development, even after the various road infrastructure improvements have been completed.

- The TN did not review the key traffic congestion spots along the Barkway Road
- Existing, proposed and consented housing schemes have not been mentioned in the TN and will inevitably impact the already congested road system.
- TN does not consider that A10 Southbound traffic queuing at the gyratory system which may tail back to the roundabout causing congestion.
- Video snapshots provided in Appendix B outside of peak times should have been provided also.
- Council and highway representatives need to carry out a site visit at peak hours before making a decision on flawed modelling.
- No certainty that development will come forward in the short term.
- Inadequate time given by council for public to review additional information.

#### 4.0 **Planning Considerations**

#### 4.1 **Site and Surroundings**

- 4.1.1 The application site comprises two agricultural fields (referred to as eastern and western parcels) located to the south of and adjoining the built-up area of Royston. The site boundaries abut Barkway Road (B1039) in the north-east and existing residential development in the north. To the south-west the site abuts an existing agricultural field separated from the application site by trees and hedges. The southern boundary runs adjacent a track which connects the A10 classified road in the west to Barkway Road (B1039) in the east. It also sits adjacent to Flint Hall Farm which includes a range of farm cottages and traditional barns recently converted together with the construction of a number of new dwellings. The two fields which make up the application site are dissected by a tree belt which runs in the north south direction. The application site is 18.47 hectares in area. Of this approximately 8.31 is identified as residential developable area and 10.16 hectares will comprise open and green space.
- 4.1.2 The site is characterised by a sloping topography and is approximately 1.3 km from the town centre. The Hertfordshire Way, a long-distance bridleway 010, and public footpath 016 run through the through the central tree belt. Overall, the surroundings are mixed rural and edge of suburban in character. The site is located 4.6km north-west of the settlement of Barley.
- 4.1.3 Royston is the third largest of the four towns in North Hertfordshire when measured by population. The relative isolation of the town means that it plays an important service role for many of the surrounding villages in both Hertfordshire and Cambridgeshire.

#### 4.2 **Proposal**

- 4.2.1 Outline permission is sought for Residential Development of up to 280 dwellings (including affordable housing) with all matters reserved except for access which is to be taken from Barkway Road, green infrastructure including public open space, landscape boundaries and SUDS.
- 4.2.2 At the Planning Control Committee on 4th September 2025, Members resolved to defer making a decision on the application for the following reasons –

1. To allow the Applicant to conduct further traffic modelling and;
2. To enable Members to undertake a visit to the application site.

4.2.3 The applicant provided the following additional documents on 16<sup>th</sup> September 2025 –

- Covering letter to explain the additional and revised information and proposals
- Transport Technical Note by Mode

### 4.3 Key Issues

4.3.1 The key issues identified in the original report (see Appendix 7.1a) considered by Members on 4<sup>th</sup> September 2025 were -

- Policy SP9 - Design and Sustainability (Strategic Masterplans) and Design Review
- Principle of development
- Loss of agricultural land
- Landscape and visual impacts
- Impact on heritage assets
- Archaeological impacts
- Highway and access impacts
- Environmental impacts (land, noise and air)
- Flooding and drainage
- Ecology and Biodiversity Net Gain
- Open Space
- Sports Pitch
- Tree Impacts
- Primary Care Impacts
- Sustainability assessment
- S106 matters
- Planning Balance and conclusion

4.3.2 This revised report sets out the conclusions on each of the above technical matters as set out in the original report except for Highway and access impacts, Open Space, Sport Pitch, Primary Care Impacts and S106 matters which have been updated to reflect more recent consultation responses. The consideration of this application is confined to (i) the reasons for deferral set out in 4.2.2 and (ii) issues arising following the revised and additional application details provided by the applicant or technical consultees since the publication of the original officer report. This original officer report (Appendix 7.1a) sets out detailed consideration of a number of unaffected technical matters. The conclusions previously reached on each of these technical matters are set out in this report for ease.

#### **Policy SP9 - Design and Sustainability (Strategic Masterplans) and Design Review**

##### *Conclusion on Design and Sustainability (Strategic Masterplans) and Design Review*

4.3.3 The proposal is in general accordance with LP Policy SP9 relating to design and sustainability and the requirement for sites over 100 units to include a Strategic Masterplans. This matter weighs neutral in the planning balance.

## **Principle of development**

### *Conclusion on the principle of development*

- 4.3.4 This is an unallocated housing site in the adopted local plan and is located outside the settlement boundary within the rural area beyond the Green Belt. It is therefore in conflict with *LP policies SP5 and CGB1*. However, the Council does not have a 5-year supply of deliverable housing land. Therefore, these policies are out-of-date under the provisions of NPPF paragraph 11. In addition, the site physically adjoins the existing built-up area of Royston town which contains a range of services to support housing growth. None of the housing sites allocated within the Local Plan have come forward to date. This site will make a significant contribution to the housing land supply, delivering both market and affordable housing (40%) where there is shortfall across the district. Therefore, residential use of this site is considered to be appropriate in land use terms, and these matters weigh substantially in favour of the proposal in the planning balance.

## **Loss of agricultural land**

### *Conclusion*

- 4.3.5 The proposal would result in the permanent loss of some lower Grade – 3a and 3b BMV land for agricultural production. This would equate to a relatively small area of BMV within the District and therefore moderate weight is attributed to this harm in the planning balance.

## **Landscape and visual impacts**

### *Conclusions on landscape and visual impacts*

- 4.3.6 The site occupies a sensitive edge of settlement location between urban and rural environments, with its proximity to Royston Town and valued PRoWs. Although the application is in outline form with landscaping reserved as a future consideration, the LVIA and Addendum identify and test key landscape and visual impacts. Landscape and visual harms are identified, and these would result in some conflict with Policy *NE2 Landscape*. However, given existing landscaping to site boundaries which would contain the development and subject to the identified strategic planting being secured particularly along southern and eastern site boundaries, these harms are not considered to be significant in the long term. Overall, the proposed site is considered to have capacity for some sensitively located development. Mitigation measures are outlined in the Masterplan and precise details of these can be reasonably secured through reserved matters, Landscape and Ecological Management Plan (LEMP) and other conditions. Therefore, there would be some conflict with *LP Policy NE2*. Overall, therefore it is considered that the identified visual and landscape harm should be attributed moderate weight in the planning balance.

## **Impact upon heritage assets**

### *Conclusion on heritage asset impacts*

- 4.3.7 The proposal is not considered to cause harm to the identified heritage assets. This matter weighs neutrally in the planning balance.

## Archaeological Impacts

### *Conclusion*

- 4.3.8 The proposed development is such that it should be regarded as likely to have an impact on heritage assets of archaeological interest. Further investigative work is necessary and the scope and scale of this can be secured by condition. Subject to such conditions, there are no objections to the proposals on archaeological grounds. This matter weighs neutral in the planning balance.

## Highways and access impacts

- 4.3.9 The previous report set out a variety of highway and access related impacts comprising –

- *Vehicular access*
- *Sustainable Transport Route - Shrubbery Grove/ the A10 (Shrubbery Grove to The Warren)*
- *Sustainable Transport Route - Barkway Road Corridor*
- *Personal Injury Collisions (PICs)*
- *Traffic Analysis*
- *Servicing*
- *Public Transport*
- *Car and Cycle Parking*
- *Travel Plan*
- *Car Club*
- *Public Rights of Way*
- *Mitigation and contributions*
- *Other highways and transport considerations*

### *Technical Note - Response to Planning Control Committee Queries*

- 4.3.10 The Technical Note (TN) submitted 16<sup>th</sup> September seeks to address transport issues and matters raised by Members and other interested third parties raised at the original Planning Control Committee meeting on 4<sup>th</sup> September 2025. For the avoidance of doubt, no additional data collection has been carried out as part of this TN.

- 4.3.11 The TN is presented in four sections -

- *Section 2 – A10 Gyratory and Barkway Road*
- *Section 3 – Wider Traffic Impacts*
- *Section 4 – Sustainable Accessibility*
- *Section 5 – Summary and Conclusions*

### *A10 Gyratory and Barkway Road*

- 4.3.12 In relation to this matter, the TN summary confirms that –

*2.8.1 In summary, Members can be reassured that the A10 Gyratory and Barkway Road have been rigorously assessed using a combined LinSig model agreed with HCC as the Highway Authority. This provides a proportionate and nationally*



*recognised way of testing how traffic signals and queues interact. The findings have been further validated and enhanced by real-world video footage, giving confidence that the modelling reflects what actually happens on the ground today.*

*2.8.2 The results are clear: the A10 Gyratory generally operates under free-flow conditions, with short rolling queues caused by the A10 northbound approach to the Newmarket Road / Melbourne Street roundabout, rather than by Barkway Road itself.*

*2.8.3 With the proposed mitigation in place – the upgrade of the zebra crossing and improvements at the Newmarket Road / Melbourne Street roundabout – queues on Barkway Road will be limited to less than one stationary vehicle in either peak hour. This confirms that the development proposals will not lead to residual severe traffic impacts.*

*2.8.4 It is also important to note that the modelling approach is strongly supported by National Appeal precedent. Inspectors have consistently trusted and accepted LinSig as the right and proportionate tool for assessing signalised junctions:*

- In 2019 (APP/C1570/W/17/3184654, Great Dunmow), an Inspector observed that microsimulation runs from different parties produced conflicting results, showing that microsimulation is not inherently more reliable.*
- In 2021 (APP/D2510/W/20/3257405, Brothertoft), the Inspector accepted LinSig as the correct method for a signal-controlled system, and the appeal was allowed.*
- In 2022 (APP/C1435/W/22/3296579, Hailsham), the Inspector explicitly described LinSig as "industry standard" for signalised junction assessment.*
- In 2024 (APP/Y3615/W/23/3320175, Wisley Airfield), LinSig was again used and accepted in a large and complex appeal.*

*2.8.5 Beyond traffic modelling, the development proposals will also deliver a package of walking, cycling and bus improvements along Barkway Road and the A10 London Road – including upgraded crossings, extended footways, and measures to support safer cycling.*

*2.8.6 These improvements will not only reduce the impact of development traffic but also encourage existing drivers to switch to sustainable travel, in-line with the NPPF and HCC's LTP4.*

*2.8.7 Crucially, without the development proposals, these improvements would not be funded, and the current pressures, perceived or otherwise on Barkway Road and the A10 Gyratory, would remain unchanged.*

*2.8.8 Taken together, the evidence demonstrates that the development proposals will help to better regulate flows through the A10 Gyratory, improve safety and accessibility for pedestrians and cyclists, and avoid any residual severe traffic impacts once this mitigation is in place.*

*2.8.9 The transport case for the assessment of the A10 Gyratory and Barkway Road is therefore robust, policy-compliant, and capable of withstanding Inspector scrutiny.*

## *Wider Traffic Impacts*

4.3.13 In relation to this matter, the TN summary confirms –

*3.7.1 This section has demonstrated that wider traffic impacts have been fully and robustly assessed, using industry-standard methods and with scope and methodology agreed with HCC as the LHA.*

*3.7.2 First, peak-hour trip generation has been established using the TRICS database – the nationally accepted, industry-standard tool for assessing trip rates. The agreed figures equate to 197 two - way (AM) and 178 two-way (PM) in the peak hours, not the 400+ vehicles suggested by some objectors. This methodology is consistent with both National and Local policies and has been repeatedly endorsed by Inspectors at Appeal as the most reliable basis for assessing development trip generation.*

*3.7.3 Second, all junctions identified in the agreed scope have been tested using the most up-to-date versions of TRL's Junctions software. Where differences between earlier and updated results exist, they are negligible and in some cases actually show slightly better performance. At no junction has a severe residual impact been identified compared with previously.*

*3.7.4 Third, the agreed distribution of trips across the network has ensured that junctions along the A505 and elsewhere have been properly accounted for. Beyond the mitigation already proposed at the A10 Gyratory and Newmarket Road / Melbourne Street roundabout, HCC has raised no objection in respect of any other junction – confirming that the development traffic can be accommodated without severe impacts.*

*3.7.5 Fourth, concerns raised about the December 2024 traffic surveys have been shown to be unfounded. While Department for Transport guidance identifies “neutral” months as September–October and March–May, it does not prohibit surveys outside this window.*

*3.7.6 The December surveys were conducted in typical conditions, well ahead of the Christmas holiday period and without extreme weather. HCC accepted the data without question, and modelling based on this evidence confirms that no residual severe impacts would result. Local precedents in North Hertfordshire, examples from wider Hertfordshire, and relevant Appeal decisions further confirm that surveys undertaken in December, February, November, or similar “non-neutral” months are routinely accepted where conditions are representative.*

*3.7.7 Finally, minor queries over technical inputs – such as the Kneesworth Street lane length assumption – have been checked, updated, and shown not to change the modelling outcomes.*

*3.7.8 Taken together, the assessment provides a clear and proportionate basis for decision-making. The development traffic has been tested thoroughly, using the best-practice tools available, against a scope agreed with HCC. With the proposed*

*mitigation in place, HCC has confirmed that there are no severe residual impacts – the only test relevant under the NPPF, and which an Inspector would consider.*

#### *Sustainable Accessibility*

4.3.14 In relation to this matter, the TN summary confirms -

*4.3.1 Additional accessibility plans show that key destinations such as King James Academy, Royston Station, and the Industrial Employment Area are within short and realistic cycling or bus journey times. The calculations have been based on DfT guidance in LTN 1/20, with allowance made for the uphill gradients on Barkway Road and the A10 London Road, confirming that sustainable journeys remain achievable even under worst-case conditions.*

*4.3.2 Importantly, the development proposals will deliver new and upgraded infrastructure – including improved footways, cycle links, and safer crossing points – that will not only benefit new residents but also make sustainable travel more attractive for existing communities. Without the development proposals, these improvements would not come forward, and current pressures on Barkway Road and the A10 Gyratory, perceived or otherwise, would remain unresolved.*

*4.3.3 Taken together, this evidence reinforces HCC's position of no objection and confirms that the site is sustainably accessible in line with the NPPF and HCC's LTP4 policy objectives. The proposals therefore strike the right balance: they support National and Local policy aims of reducing car dependence while improving travel choices for both new and existing residents*

#### *Summary and Conclusions*

4.3.15 The overall summary within the TN confirms –

*5.5.1 The transport evidence for this planning application is robust, proportionate, and policy-compliant. It has been prepared using industry-standard tools, checked and updated where necessary, and agreed in scope with HCC. Importantly, HCC (as the LHA) has raised no objection and confirmed that the proposals will not result in residual severe impacts, as per the NPPF.*

*5.5.2 In addition, the modelling approach, survey evidence, and mitigation strategy are all supported by relevant Appeal precedent, demonstrating that the planning application is capable of withstanding Inspector scrutiny.*

#### *Officer's response*

4.3.16 The submitted TN explains further the approach taken to A10 Gyratory and Barkway Road, Wider Traffic Impacts and Sustainable Accessibility and it reaffirms the view that this represents a proportionate approach to modelling traffic likely to arise from the proposed development.

4.3.17 Members concerns at the previous meeting appeared to be centred on road traffic impacts to Barkway Road and the A10 Gyratory. The previous report confirmed that only traffic impacts arising from a development can be mitigated. Notwithstanding this, there is known to be an existing problem with traffic jamming alongside the parking on Barkway Road. This is highlighted by the additional objections recently received from local residents. Officers believe that one of the problems is the relatively short gap – approximately 20

metres - between the south-side and north-side parking bays. Another is that vehicles may enter both ends of the section with the 100m south-side run of bays, unaware that there is no passing space. In either case, rather than drivers reversing (which is likely to be impractical and potentially hazardous), one driver will pull onto a driveway or footway to let the other vehicle(s) pass.

4.3.18 Officers have considered the following additional mitigation measures along the Barkway Road to deal with the above -

- Bollards – these would reduce the width of the footway disadvantaging pedestrians and are unlikely to resolve congestion, indeed may make it worse. These could be further considered if there were evidence (as opposed to anecdotal reports) of a safety issue, which currently is not the case.
- Removal or relocation of parking bays – this would require the council to carry out a Traffic Regulation Order (a non-planning legal procedure) used for implementing traffic and road management schemes and which would need to be carried out in accordance with the Council's Traffic Regulation Orders policy. As this process would require local consultation and majority support for it to be implemented, there is no certainty that this could be secured.
- Signalisation of the road – this would formalise single-lane running and, although theoretically possible, is neither practical (because of the existing on street parking) nor a proportionate mitigation.

4.3.19 As stated in the previous report (Appendix 7.1a paragraph 4.3.135), Herts CC Highways acknowledges that there are times of day when there will be localised congestion and that harm will occur. However, it concluded that the impact of the development in this instance was neither 'severe' in the context of the NPPF nor does it require mitigation other than that previously set out. Hence, the 'moderate' harm on highway matters confirmed in the previous report. In response to the TN, Herts CC Highways has confirmed again that it does not wish to restrict the grant of planning permission subject to the previously identified mitigation being secured and delivered. In the event that Members resolve to refuse planning permission for highway / traffic congestion reasons, officers confirm that sustaining such a reason(s) at appeal based on anecdotal grounds of additional peak period congestion on Barkway Road would be very difficult.

#### *Conclusion on Highway and access impacts*

4.3.20 The recently submitted TN reconfirms that the developer has taken a reasonable approach to highway and access issues that are proportionate to the scale of the development proposed. Officers have identified potential additional mitigation measures to alleviate congestion along the Barkway Road although, for reasons set out, these are unlikely to address potential increased congestion. In the circumstances, no additional mitigation measures are recommended by officers. As stated in the previous report, the application seeks to secure the access arrangements to the site. Herts CC Highways has confirmed that in principle the proposed vehicular access is acceptable. Further details on the active travel route improvements and new bus stops will be required by conditions. Delivery of these will be secured via the phasing plan condition and the S106 agreement. A detailed Travel Plan will need to be agreed for the proposed residential use of the site and is to be secured by condition. Car and cycle parking details will be secured through conditions. Traffic impacts will be mitigated through off-site highway works delivered directly by the developer (secured by conditions) and by HCC funded by financial contributions made by the applicant and secured through the s106. The applicant has agreed in principle to make

the requested financial contributions. In essence, the NPPF aims to balance development needs with the need for sustainable transport and highway safety. It encourages early consideration of transport issues, focusing on mitigating impacts and promoting sustainable travel choices. Paragraph 116 of the NPPF confirms that '*Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.*' The proposal will result in harm although in the context of NPPF, this is not considered to be 'severe'. This harm weighs moderate in the planning balance.

## **Environmental Impacts**

### *Conclusion on Environmental Impacts*

- 4.3.21 The supporting documentation confirms that there are likely to be minimal impacts in relation to air quality and noise pollution. Any impacts can be reasonably mitigated through conditions. Further investigative work is required in relation to contaminated land and this can also be secured via condition. Given the foregoing, there is not considered to be any harmful environmental impacts arising. Therefore, subject to recommended conditions, this matter weighs neutrally in the planning balance.

## **Flood risk and drainage**

### *Conclusion on Flood risk and drainage*

- 4.3.22 The supporting FRA confirms that the proposed development is not at risk of flooding and, subject to detailed design measures being agreed, can be safely carried out without increasing the risk of flooding to downstream / surrounding properties. These details can be secured by condition if planning permission is granted. There is capacity to accommodate the additional foul water flows arising from the development. In the circumstances there is no harm arising to matters relating to flood risk and drainage and this matter weighs neutral in the planning balance.

## **Ecology and Biodiversity Net Gain (BNG)**

### *Conclusion on Ecology and BNG*

- 4.3.23 Having regard to foregoing, there are no ecology impacts arising from the proposals, that cannot be mitigated. For the construction stage, a condition requiring the submission and approved of a Construction Environmental Management Plan (CEMP) is recommended. Future design work should be informed by further habitat, species and tree surveys, including but not limited to bats and barn owls. Further details of mitigation measures can be secured by conditions – LEMP, EEP and Design Code. A condition requiring the approval of the active travel and pedestrian routes at the Green Way Planation and Grange Bottom – informed by surveys - is considered reasonable and necessary. In relation to BNG, the proposal will provide an above improvement across the site. As this is not a mandatory requirement in this case, it is considered to be a moderate benefit in the planning balance.

## **Open space**

- 4.3.24 Natural England has confirmed that it has no objection to the application as they were satisfied that it would not adversely impact the nearby Site of Special Scientific Interest (SSSI), Therfield Heath. However, they had recommended that a Recreation Management Strategy should be secured as part of the outline permission. An additional condition is therefore recommended as part of this report and has been agreed in principle by the applicant.
- 4.3.25 The Conservators to Therfield Heath and Greens requested a contribution of £1000 per residential unit be secured as part of the application. Projects identified by the Conservators included 1. land purchase to obtain non SSSI land/land Exchange land and/or mitigation projects 2. Heath Management 3. Heath Visitor Facilities. The contribution of £1000 sought by the Conservators is taken from a case study set out in the Mitigation Strategy. The Mitigation Strategy is not part of the adopted local plan and therefore not policy. It is a technical document which is intended to guide developers and officers on how to approach mitigation issues. Each site is different and need to be considered on their merits. In this instance the site is not directly located adjacent to the Heath and therefore there is less likely to be directly impacted by new residents. The proposal will not result in the loss of Public Open Space with the existing treed bridleway retained. As previously set out, the proposal will 'over provide' for allotment space where there is a significant deficit in the Town. This together with a wider level of over-provision comprising a new parkland alongside connected green corridors and plays spaces throughout the development and other new and improved active travel routes linking to existing adjacent footpath networks is secured through the masterplan. Approximately 55% of the site (10.16ha) will be used as Public Open Space with formal spaces such as the park and allotments as well as informal natural spaces such as the bridleway and retained woodlands. Officers consider that the balance of onsite public open space benefits set out in the published report and summarised above together with the financial contribution agreed with the applicant, is a fair and reasonable form of mitigation for this development.

### *Updated conclusion on Open Space*

- 4.3.26 The development will provide open space in accordance with recognised SANG standards to mitigate the impact on Therfield Heath SSSI as required by the Mitigation Strategy. Semi Natural and allotment open space typologies have been prioritised. Details of play areas, open spaces, management and commuted sums will be secured as part of the s106. The development will deliver improved pedestrian connections to other existing pedestrian routes as identified in the Mitigation Strategy. A financial contribution is agreed towards other mitigation projects at the Heath together with a Recreation Management Strategy condition. Cumulatively, these are considered benefits which weigh moderately / substantially in the overall planning balance.

## **Sports facility impacts**

- 4.3.27 Sport England previously advised that no contributions were sought towards cricket pitch provision because the council's emerging Strategy had not identified any projects in the Royston area that a contribution could be used towards despite the Strategy identifying deficiencies in cricket pitch provision. However, following discussions with the council's consultants and Hertfordshire Cricket it transpired that due to an error in the consultation

process that took place when cricket sites were being audited in 2024 as part of the Playing Pitch Strategy research, Royston Cricket Club were not consulted. This has now been rectified and Royston Cricket Club's needs have been confirmed. These comprise the provision of cricket practice nets and additional wickets on the cricket square are a priority project for increasing match play and training capacity at Royston CC's Therfield Recreation Ground site to address the deficiencies identified in the strategy. It is therefore recommended that a financial contribution of £28,783, which is the cost of meeting the demand for cricket pitches generated by the development (as set out in the Playing Pitch Calculator outputs provided on 31<sup>st</sup> March 2025) is secured through a section 106 agreement. The developer has agreed to this request.

- 4.3.28 The emerging Strategy has identified a local need for a hockey pitch in Royston and this is a priority recommendation for the Royston area. Based on the Playing Pitch Calculator outputs for hockey (sand based artificial grass pitches) previously sent to the council in March 2025, Sport England has recommended that a financial contribution of £31,428 be secured towards a hockey artificial grass pitch and supporting ancillary facilities. However, it acknowledges that in the absence of an identified capital project, it may not be appropriate to secure a contribution given the uncertainty of whether such a contribution could be used in practice. Officers have considered the matter carefully and, in the absence of an identified capital project for hockey facilities, do not consider that a contribution would meet the Community Infrastructure Regulations (CIL Regs) and Paragraph 57 of the NPPF set out statutory and policy tests - necessary to make the development acceptable in planning terms.

- 4.3.29 The position on financial contributions towards other sports facility types would otherwise remain unchanged from that set out previously.

*Updated, conclusion on sports facilities*

- 4.3.30 The proposal would generate new sports pitch / facilities needs. These would not be met on site. Financial contributions towards the improvement of identified existing sports pitches and facilities have been identified and agreed by the applicant. In the circumstances, there is no harm arising in relation to sports facilities as part of the proposal and this matter weighs neutral in the planning balance.

**Tree impacts (including hedges)**

*Conclusion on Tree impacts*

- 4.3.31 Some low-quality trees and hedges will need to be removed to facilitate the development primarily for access purposes. Their loss would be compensated by the extensive new planting secured as part of the site's landscaping. Precise details of tree impacts can be appropriately managed by way of further surveys and information and can be secured by conditions in the event permission is granted. This matter weighs neutral in the planning balance

**Primary Health Care**

- 4.3.32 The previous report confirmed that the NHS Cambridge & Peterborough ICB (C&P ICB) had identified the existing healthcare position for Royston together with the *needs arising from the proposed development*. It confirmed that based on the 280 unit and North Hertfordshire's average population per household figure of 2.3 (based on 2021 Census Data), the proposed development will result in 644 people, respectively, requiring mitigation. A financial contribution was sought for the extension, reconfiguration and/or

refurbishment of the existing Primary Care Network (PCN) premises that would serve a development in this area. Since this matter was previously reported to Members, the C&P ICB has confirmed that the preferred way of delivering primary care services was through the delivery of a new building within Royston town. The cost of delivering new build premises is £7,232 per m<sup>2</sup> as opposed to the previously identified extension and refurbishment of existing premises which is £5,609 per m<sup>2</sup>. Table 2 below provides the capital cost calculation of additional primary healthcare services arising from the development proposal.

	Total residential units	Population increase	Floorspace required	Delivery approach	Capital required to create floorspace
Proposed Development	280	644	55.2	1. new build 2. extension & refurbishment	1. £401,488 2. £309,622

Table 8a. Capital costs calculation of additional primary healthcare services

- 4.3.33 In the event of permission being granted, in the first instance, the preference would be for this to be provided as a new build facility requiring a contribution of circa £401,488. If for any reason this new facility fails to come forward, a contribution of £309,622 would be required. The applicant and the ICB are discussing details around how the new contribution was arrived at with a view to reaching agreement on this. A further update will be provided at the meeting. For the avoidance of doubt, it is recommended that the s106 with seek an either / or approach to meet the demand arising from this development. The first preference would be for a new build solution with a higher contribution with the amount yet to be agreed. In the event that this does not come forward for any reason, the secondary preference would be for a lower contribution towards of not less than £309,622 towards refurbishment and extension of existing premises.

#### *Conclusion on Primary Health Care*

- 4.3.34 The current primary care facilities do not have sufficient capacity to accommodate the additional population resulting from these developments. The development will create 280 new homes, generating approximately 644 residents in the local area. This would have a direct impact on local healthcare services and therefore will require mitigation. The applicant has agreed in principle to make a financial contribution towards improvement to existing health care facilities. This matter weighs neutral in the planning balance.

#### **Sustainability assessment**

##### *Conclusion on sustainability*

- 4.3.35 As can be appreciated from the foregoing, the proposal is expected to exceed existing minimum standards across a number of themes as set out in the recently adopted SPD. Where standards are exceeded, these are benefits which due to their undefined nature at this stage weigh moderately in favour of the scheme. Full details of how each phase of development will deliver specific levels across all the themes will need to be confirmed via the submission of detailed Energy and Sustainability Statement at each Reserved Matters stage. Taken as a whole, the proposals deliver a variety of economic, social and environmental improvements which cumulatively will deliver a sustainable development.



### Section 106 matters

- 4.3.36 In considering Planning Obligations relating to this proposed development the Community Infrastructure Regulations (CIL Regs) and Paragraph 57 of the NPPF set out statutory and policy tests. These are: (a) necessary to make the development acceptable in planning terms; (b) directly related to the development; and (c) fairly and reasonably related in scale and kind to the development. NHLP Policy SP7: *Infrastructure requirements and developer contributions* reaffirms to need to secure infrastructure that is necessary in order to accommodate additional demands resulting from the development. The Council's *Developer Contributions SPD* also sets out further guidance and clarification on this matter.
- 4.3.37 Detailed negotiations have taken place with the applicant and agreement reached on a range of matters that are included in a draft S106 agreement (see Table 9 below). The need for these to be secured are set out in this report with the exception of HCC Growth and Infrastructure Unit contributions which have identified a need for mitigation measures in relation to First School Education, Middle School Education, Upper School Education, Nursery Services, Childcare, Special Educational Needs and Disabilities, Library services, Youth Services, Fire and Rescue Services and Monitoring. These are considered to be compliant with the above CIL tests.
- 4.3.38 A number of requests have been made for contributions which are not being sought as they would not be compliant with the aforementioned CIL tests. Details of these are set out below -
- £125,000 towards the upgrading of the skatepark in Royston (Council's Green Space Manager) - these works have been completed and therefore it is no longer reasonable to request this contribution.
  - £11,658 and £4032 towards the kitchen refurbishment and replacement boiler at Community Hall, Market Hill Rooms, Royston (Royston Town Council) - these works have been completed and therefore it is no longer reasonable to request these contributions.
- 4.3.39 The agreed Heads of Terms\* for the s106 obligation are listed in the table below and includes updated Monitoring Costs (HCC) and a Sports Pitch contribution towards cricket –

Element	Detail	Justification
<b>First School Education (HCC)</b>	£2,102,691 index linked to BCIS 1Q2024 towards the expansion of a first school serving the development and/or provision serving the development	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD and HCC Toolkit

<b>Middle School Education (HCC)</b>	£1,692,505 index linked to BCIS 1Q2024 towards the expansion of King James Academy and/or provision serving the development	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD and HCC Toolkit
<b>Upper School Education (HCC)</b>	£1,365,758 index linked to BCIS 1Q2024 towards the expansion of King James Academy and/or provision serving the development	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD and HCC Toolkit
<b>Nursery Services</b>	£388,256 index linked to BCIS 1Q2024 towards increasing capacity at first school nursery in Royston and/or provision serving the development	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD and HCC Toolkit
<b>Childcare Services (HCC)</b>	£19,667 index linked to BCIS 1Q2024 towards increasing capacity at Orchard Day Nursery in Royston and/or provision serving the development	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD and HCC Toolkit
<b>Special Educational Needs and Disabilities (SEND) (HCC)</b>	£479,127 index linked to BCIS 1Q2024 towards new Severe Learning Difficulty (SLD) special school places (EAST) and/or provision serving the development	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD and HCC Toolkit
<b>Library Services (HCC)</b>	£75,588 index linked to BCIS 1Q2024 towards Royston Library to reconfigure the layout increasing the capacity and/or provision serving the development	Submission Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD and HCC Toolkit
<b>Youth Services (HCC)</b>	£68,036 index linked to BCIS 1Q2024 towards increasing the capacity of Royston Young People's Centre and/or provision serving the development	Local Plan Policy SP7 'Infrastructure requirements and developer contributions'

		Planning Obligations SPD and HCC Toolkit
<b>Herts CC Fire and Rescue Service (HCC)</b>	£120,176 index linked to BCIS 1Q2024 towards the new fire station provision at Royston and/or provision serving the development	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD and HCC Toolkit
<b>County Council Monitoring Fees (HCC)</b>	HCC will charge monitoring fees. These will be based on the number of triggers within each legal agreement with each distinct trigger point attracting a charge of £420 (adjusted for inflation against RPI January 2024).	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD and HCC Toolkit
<b>Sustainable Transport / Highway contributions (HCC)</b>	£1,561,000 (Strand 2) towards off site highway improvements as specified in the officer report.	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD (2022). HCC's adopted Developers Planning Obligation Toolkit (2021)
<b>Travel Plan Monitoring Fee (HCC)</b>	£6,000 for a five-year period (£1,200 per annum) index-linked RPI March 2014 Monitoring Fee to support the implementation, processing and monitoring of the full travel plan including any engagement that may be needed	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD (2022)
<b>Affordable Housing (NHC)</b>	On site provision of 40% affordable dwellings based on 65% rented tenure and 35% intermediate tenure. S106 to also specify triggers by when certain proportions of affordable homes are to be delivered, and mechanism for agreeing mix of affordable housing between each phase of	Local Plan Policies HS2 'Affordable Housing', SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD (2022), Evidence with the Council's SHMA.

	development or reserved matters application.	
<b>Sport Pitch Facilities Natural Turf Football Pitches (NHC)</b>	£71,013 (capital cost to meet match play demand for adult, youth and mini football pitches combined): Provision of a new 3G artificial grass pitch that could be used for football match play as well as training – new 3G artificial grass pitch at Royston Town FC or King James Academy	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD (2022)
<b>Sport Pitch Facilities 3G Artificial Grass Pitches (NHC)</b>	£57,798 (capital cost to meet training demand for 3G artificial grass pitches) – new 3G artificial grass pitch at Royston Town FC or King James Academy	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD (2022)
<b>Sport Pitch Facilities Rugby Union (NHC)</b>	£58,011 (capital cost to meet match play/training demand and changing room demand combined): Royston Rugby Club, Heath Sports Club, Therfield Heath - projects to increase capacity in terms of pitch quality, changing facilities/social space or towards the delivery of new playing pitches and/or ancillary facilities for Royston Rugby Club in the Royston area.	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD (2022)
<b>Sport Pitch Facilities -Tennis (NHC)</b>	£10,235 (capital cost to meet demand for new tennis courts): Royston Tennis Club, Heath Sports Club, Therfield Heath – projects to provide new Padel or Pickleball courts, resurfacing work to existing courts, improved clubhouse facilities; gated access and	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD (2022)

	floodlights. Alternatively, Priory Memorial Gardens to resurface existing courts.	
<b>Sport Pitch Facilities - Cricket (NHC)</b>	Cricket - £28,783, (capital cost of meeting the demand for cricket practice nets and additional wickets on the cricket square at Royston CC's Therfield Recreation Ground.	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD (2022)
<b>Sport Pitch Facilities – Swimming Pools (NHC)</b>	Swimming Pools - £159,330 (capital cost for meeting new swimming pool demand): Royston Leisure Centre – new learner pool.	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD (2022)
<b>Open space scheme (NHC)</b>	<p>Scheme to be submitted for the provision, adoption and management of all open space (including play areas but excluding allotments) required to be submitted and agreed prior to commencement of development.</p> <p>Scheme to include (not limited to):</p> <p>1. On-site provision of open space including 2 x LAP, 2x LEAPs to be provided in accordance with recognised standards as set out in the Developer Contributions SPD together with a Children's Natural Play Space and open space and associated landscaping as specified and illustrated within the agreed site-wide Masterplan (V20).</p>	Local Plan Policies SP7 and SP9 'Infrastructure requirements and developer contributions' Planning Obligations SPD (2022)

	<p>2. Preferred option for the management of open space is North Herts Council with management company option only explored if for any reason the council are unable to adopt the public open space. Commuted sum (for a minimum period of 25 years) to be calculated once RM scheme has been finalised and will be based on guidance set out in adopted Developer Contributions SPD. Sum to be index linked.</p>	
<p><b>Community Car Club (Developer / NHC)</b></p>	<p>Provision by developer or financial contribution to NHC.</p> <p>The applicant to designate for the exclusive use of at least one club car parking bay within the development site. The developer shall be responsible for preparing and covering the costs of the associated TRO.</p> <p>Requirement for the owner to arrange directly with a car club operator to provide a club car in the designated club car bay for a minimum period of three years. If an arrangement has not been agreed before occupation of the 50th dwelling, NHC may demand from the owner a monetary contribution in lieu of £50,000, index-linked, to be spent within five years of receipt on any measures that support sustainable travel by residents.</p>	<p>Local Plan Policies SP7 and SP9 'Infrastructure requirements and developer contributions' Planning Obligations SPD (2022)</p>

<b>NHS ICB (NHS)</b>	<p>Within the Royston Granta or Meridian Primary Care Networks either – (a) preference 1 - the delivery of a new primary care facility attracting a contribution TBA or (b) in the event for any reason (a) does not come forward a contribution of £309,622 towards the extension / refurbishment of existing premises.</p> <p>Both options to provide additional capacity within Royston which will service this development (or subsequent successor body)</p>	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD (2022)
<b>Therfield Heath Mitigation Strategy (NHC/Conservators of Therfield Heath)</b>	<p>Funding of £350 per dwelling or such other suitable sum] index linked for the reimbursement of a staff costs (eg site warden or similar required role) and/or other management measures (such as signage, information boards or other measures).</p>	Local Plan Policies SP7 and SP9 'Infrastructure requirements and developer contributions', Therfield Heath Mitigation Strategy (Nov 2022) and Developer Contributions SPD (pages 60/61)
<b>Allotments (Royston Town Council/NHC)</b>	<p>A scheme to illustrate 0.82ha for allotments in general accordance with Masterplan (V20). Also, triggers for when allotments to be laid out and handed over, and provisions for offering them to town council (1<sup>st</sup>) and district council (2<sup>nd</sup>), with fallback provisions in the event that neither council wishes to take them on.</p>	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD (2022)

<b>District Council Monitoring Fees (NHC)</b>	One off monitoring fee of 2.5% with a cap of £25,000 to cover the monitoring of all obligations (except for those relating to HCC).	Local Plan Policy SP7 'Infrastructure requirements and developer contributions' Planning Obligations SPD (2022)
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Table 9a: Heads of Terms for s106 agreement

### Planning Balance

4.4.40 As identified in the foregoing sections of this report, there are matters that weigh in favour and against the proposed development. The table below identifies the planning benefits and harms of the development, and the weight attributed to these. These are visual aids and should be considered along with the detailed assessment in the report.

<b>Issue</b>	<b>Effect</b>	<b>Weight</b>
Agricultural land / BMV land impacts	Harm	Moderate
Landscape and visual impacts	Harm	Moderate
Highways and Traffic	Harm	Moderate
Delivery of residential development (up to 280 dwellings) including 40% affordable housing and open space	Benefit	Substantial
Biodiversity (BNG)	Benefit	Moderate
Sustainability credentials including economic benefits	Benefit	Moderate
Archaeology	Neutral*	None*
Heritage Impacts	Neutral*	None*
Tree Impacts	Neutral*	None*
Environmental impacts	Neutral*	None*
Flooding and drainage	Neutral*	None*



Open Space	Neutral*	None*
Sports pitch facilities	Neutral*	None*
Masterplan compliance	Neutral*	None*
Primary Health Care	Neutral*	None*

Table 10a: Planning Balance summary \* conditions or s106 covenants recommended

#### *Overall assessment*

- 4.4.41 This is an unallocated housing site in the adopted local plan and the site lies outside the settlement boundary for Royston. However, it will make a significant contribution to the housing land supply, delivering both market and affordable housing. As the Council is currently unable to demonstrate a 5-year housing land supply, the tilted balance of paragraph 11(d) of the NPPF is engaged. The collective benefits of the development as set out in the report and as summarised in the table above would be significant. The adverse effects of the proposal have been identified and weight attached to these. There would be moderate harm to landscape and visual matters, agricultural land and highways and traffic. However, the public benefits would outweigh that harm. As such, any possible adverse impacts of granting planning permission would not significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. The scheme therefore benefits from the presumption in favour of sustainable development which is a further material consideration.

- 4.4.42 Final planning balance - the proposal would accord with the development plan as a whole and other material considerations do not indicate otherwise. Accordingly, it is recommended that planning permission be granted.

#### **Alternative Options**

None applicable

#### **Pre-Commencement Conditions**

The applicant has confirmed agreement to the pre-commencement conditions that are proposed with the exception of condition 9 (*Design Code*). This is subject to further discussions between officers and the developer.

### **5.0 Legal Implications**

- 5.1 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.

## 6.0 **Recommendation**

6.1 That planning permission be **GRANTED** subject to:

- A) The completion of a satisfactory legal 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 (i) resolve outstanding matters including financial contributions and (ii) update conditions and informatives with minor amendments as required; and
- C) Conditions as set out below.

### *Definitions:*

*'Development Parcel' means a phase or part of the development excluding Enabling and Associated Works.*

*'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, (vii) ecological survey and mitigation works, (vii) archaeological investigation and (vi) demolition and removal of buildings and other structures on the site and site set up.*

### **Standard conditions**

1. 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.

2. The development hereby permitted shall be carried out in general accordance with the Masterplan (V20) and complete accordance with the amended location plan, access plan, Developable Area Parameter Plan and Access Parameter Plan as listed above, 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.

3. Except for the permitted vehicular access, 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 6 Phasing and Delivery) 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.

### **Masterplanning**

4. The development hereby permitted shall be carried out in accordance with the masterplan framework (V20) and parameter plans listed below:

- Land Use Parameter Plan – Drawing No. Mosaic 020-01
- Access Parameter Plan – Drawing No. Mosaic 020-02 Rev A

Reason: To ensure the development is carried out in accordance with details which form the basis of this grant of planning permission and in accordance with Policy SP9 of the North Herts Local Plan 2011-2031. Masterplan Compliance

5. Prior to or concurrent with the submission of the first Reserved Matters application, and any subsequent Reserved Matters applications, a Masterplan Compliance Statement shall be submitted to and approved in writing by the Local Planning Authority. The Masterplan Compliance Statement shall provide detailed explanation of how the proposal accords with the Masterplan Framework (V20) document approved under application reference No. 21/00765/OP. Where the proposal does not accord with a specific principle or parameter within the approved Masterplan, the Masterplan Compliance Statement must provide clear and robust justification for each departure.

Reason: To ensure that the development as envisaged by the outline application is satisfactorily implemented in accordance with Policy SP9 of the North Hertfordshire Local Plan.

### **Phasing and delivery**

6. Prior to or concurrently with the submission of the first Reserved Matters application a Site Wide Phasing and 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.

7. 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 in writing by 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.

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

- a) Residential development parcels;
- b) A programme for the delivery of public transport infrastructure;
- c) Primary roads/routes within the site, including timing of provision and opening of access point into the site;
- d) Strategic footpaths and cycleways / active travel routes;
- e) Housing Mix
- f) Strategic foul and surface water features and SUDS;
- g) Formal and informal public open space, allotments, LAPS, LEAPs and children's natural play space;
- h) Strategic/structural landscaping;
- i) Strategic telecommunications and energy networks;
- j) Environmental mitigation measures;
- k) Off-site highway improvements;
- l) Accessible and adaptable housing.

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 SP16 of the North Hertfordshire Local Plan.

### **Design code**

9. Prior to 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 Site Wide Design Code has been approved in writing by the Local Planning Authority in consultation with Hertfordshire County Council (as highways authority and LLFA).

The Site Wide Design Code shall be prepared in accordance with the approved parameter and framework plans established in this outline permission, building upon the place-making principles stated in the Design and Access Statement (Chapter 5) and the DAS Addendum (Chapter 2).

The Design Code shall also follow Buildings for a Healthy Life 2020 Guidance and any relevant North Herts Design Guidance such as the emerging District Design Code. The Site Wide Design Code shall be structured as follows:

(i) Site-wide Proposal

Regulating Framework Plan (plots, open spaces, movement network and street hierarchy)

(ii) Nature, Open Space and Ecology

Regulating Plan (based on Open Spaces identified in the Green Infrastructure Framework Plan)

Site Wide Landscaping Materials Palette (hard and soft)

Site Wide Tree and Planting Palette

Section on each Open Space (eg. 'Village Green, Plateau Park') to include:

- Vision Statement
- Illustrative Plan (showing planting, habitats, trees, routes, surfacing, play, character, lighting, SUDs, function/use, etc)
- Illustrative Sketch View
- Play Concept and Objectives
- Planting Plan (based on Site Wide Tree and Planting Palette)

(iii) Streets, Movement and Parking

Regulating Plan (developing on routes and streets identified in Access and Movement Framework Plan).

Site Wide Streets Materials Palette (paving, highways, shared surface, etc)

Site Wide Parking Typologies

Section on each Street Typology (eg. Primary Street) to include:

- Section and Plan (front door to front door) to show carriageway, pavements, planting, verges, street furniture, utility corridors, street trees, play, defensible space, boundary treatments, materials, lighting, parking, adoption, cycling provision, cycle parking, and bin storage.
- Junction design to lower order street (eg. Primary to Secondary Street)

(iv) Character and Built Form

Regulating Plan (based on Urban Design Framework Plan)

Site Wide Tenure Distribution Principles

Site Wide Built Form Principles

Site Wide Materials Strategy (with contextual analysis of surrounding area)

(v) Compliance

Compliance checklist (to include all relevant codes from Site Wide Design Code and relevant policy including BHL 2020)

Reason: To ensure high quality design and co-ordinated phased development in accordance with Policy SP9, D1 and SP16 of the North Hertfordshire Local Plan and Section 12 of the NPPF, National Design Guide and National Model Design Code and to mitigate.

**Waste**

10. All Reserved Matters applications 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 in accordance with the council's Waste and Recycling Strategy at the time of submission as per the approved site wide Design Code. Such details shall identify the specific positions of where wheeled bins will be stationed, and the specific arrangements to enable collection from the kerbside of the

adopted highway/refuse collection vehicle access point in accordance with the walk distances set out in the council's approved waste collection strategy. 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.

## **Landscaping**

11. 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, regrading 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.

Details of all hard surfacing materials (size, type and colour) shall be provided as part of condition 7. 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, SP16, NE2 and NE6.

### **Sustainability**

12. Prior to or concurrently with each Reserved Matters application, a Sustainability Assessment shall be submitted to and approved in writing by the Local Planning Authority. Each Assessment shall explain how the development will address and deliver a specific target level under each sustainability Theme as outlined in the Sustainability Framework in the approved MasterPlan Framework. Thereafter, the relevant phase of development shall be carried out in accordance with the relevant approved Sustainability Assessment.

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 and the adopted Sustainability SPD 2024.

13. No development apart from enabling and associated works shall commence until 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.

### **Drainage conditions (LLFA)**

14. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment prepared by Link Engineering reference LE20274-FH-LE-GEN-XX-RP-CE-FRA01 Revision 01 dated 20 January 2021, the Proposed Drainage Strategy drawing number FH-LE-GEN-XX-DR-C-500 Revision D, and the following mitigation measures detailed within the FRA:

- (i). Limiting the surface water run-off generated by the critical storm events so that it will not exceed the surface water run-off during the 1 in 100 year event plus 40% climate change event.
- (ii) Providing storage to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event providing a minimum

of 1952 m3 (or such storage volume agreed with the LLFA) of total storage volume in infiltration basins.

(iii) Discharge of surface water from the private drain to ground via infiltration.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.

15. No development shall take place until a detailed surface water drainage scheme for the site based on the approved drainage strategy and sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate the surface water run-off generated up to and including 1 in 100 year + climate change critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

(i) Detailed infiltration tests conducted to BRE Digest 365 standards at the exact locations and depths where infiltration is proposed.

(ii) Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth and any inlet and outlet features including any connecting pipe runs.

(iii) Relocation of shared soakaways from private curtilages. If it is not possible to relocate shared soakaways from private gardens, robust technical justification should be provided as well as easements for maintenance access for the lifetime of the development.

(iv) Evidence of full exploration of the SuDS hierarchy and the use of above-ground features. Underground, cellular features should not be located in areas of green space. A source control approach should be prioritised.

(v) Provision of robust SuDS management and treatment.

(vi) Final detailed post-development network calculations for all storm events up to and including the 1 in 100 year + 40% climate change storm with half drain down times no greater than 24 hours. All calculations should use the latest FEH rainfall data.

(vii) Exceedance flow routes for storm events greater than the 1 in 100 year + 40% climate change storm.

(viii) Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

Reason: To prevent the increased risk of flooding, both on and off site.

16. Upon completion of the drainage works for the site in accordance with the timing, phasing arrangements, a management and maintenance plan for the SuDS features and drainage network must be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

(i) Provision of complete set of as built drawings for site drainage.

(ii) Maintenance and operational activities.

(iii) Arrangements for adoption and any other measures to secure the operations of the scheme throughout its lifetime. Confirmation of who will be maintaining the SuDS for



the lifetime of the development must be provided.

Reason: To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.

17. No development shall take place until a surface water management strategy for the construction phase has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of how surface water will be captured, attenuated and discharged from the site without increasing flood risk on or off site.

Reason: To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site and to reduce the risk of flooding both on and off site.

### **Archaeology**

18. (A) Save for the approved vehicular access, no phase of development as agreed under condition 6 shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:

- (i). The programme and methodology of site investigation and recording;
- (ii) The programme and methodology of site investigation and recording as suggested by the evaluation;
- (iii) The programme for post investigation assessment;
- (iv) Provision to be made for analysis of the site investigation and recording;
- (v) Provision to be made for publication and dissemination of the analysis and records of the site investigation;
- (vi) Provision to be made for archive deposition of the analysis and records of the site investigation;
- (vii) Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

(B) Each phase of development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under condition 18 (A)

(C) Each phase of development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition 18 (A) and the provision made for analysis and publication 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 2024.

### **Environmental issues**

19. No development approved by this permission shall take place until a Phase 2 investigation report, as recommended by the previously submitted JPP report dated March 2021 (reference R-DS-21323-01-02), has been submitted to and approved in writing by

the Local Planning Authority. Where found to be necessary by the phase 2 report a remediation strategy to deal with the risks associated with contamination of the site shall also be submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall include an options appraisal giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency action.

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 in accordance with North Hertfordshire Local Plan Policies SP11, SP17 and NE11, and Section 15 of the NPPF 2024 and the Environment Agency's approach to groundwater protection.

20. Full details of a Construction Environmental Management Plan (CEMP) for the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of each phase of development (including any pre-construction or enabling works). The construction of the development shall thereafter be carried out in complete accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority. The Plan shall include but not limited to the mitigations measures as set out in the Noise Assessment provided by Sharps Acoustics Ltd and the following additional elements:

- a) Details and timing of the removal of any site waste;
- b) measures to minimise dust during construction.
- c) site set up and general arrangements for the delivery and storage of plant including cranes, materials, machinery and equipment, temporary offices and other facilities, construction vehicle parking and loading/unloading and vehicle turning areas;
- d) construction traffic route signage, monitoring and enforcement measures;
- e) any temporary screening and hoarding details to protect neighbouring residents;
- f) end of day tidying procedures to ensure protection of the site outside the hours of construction. The construction activities shall be designed and undertaken in accordance with the code of best practice set out in British Standard 5228 1997 and with the agreed details unless otherwise agreed in writing by the Local Planning Authority;
- g) wheel washing facilities for construction vehicles leaving the site;
- h) storage and removal of building waste for disposal or recycling;

Reason: To ensure the environmental impacts of the development are controlled in the interests of minimising disruption nearby residents during construction, minimising any environmental impacts, in the interests of highway safety and amenity and in accordance with Policies D3, T1 and NE12 contained in the North Hertfordshire Local Plan.

21. Each reserved matters application shall be accompanied by a detailed noise assessment which shall include details of noise sources (including but not limited to London Luton and London Stansted airports) likely to affect and be affected by the development and necessary mitigation measures. Thereafter, the development shall be carried out in accordance with the approved noise assessment.

Reason: To ensure a satisfactory noise environment for occupiers and adjacent residential properties in the interests of residential amenity in accordance with policy D3 in the North Hertfordshire Local Plan.

## Ecology

22. Prior to or in conjunction with the submission of each Reserved Matters application, an Ecological Enhancement Plan (EEP) for the creation of new wildlife features to include but not limited to hibernacula, the inclusion of bird, bat and bee boxes in buildings/structures and hedgehog holes in fences, has been submitted to and approved in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved details.

Reason: To ensure development is ecologically sensitive and secures biodiversity enhancements in accordance with the National Planning Policy Framework and adopted Local Plan Policy NE4.

23. Prior to or in conjunction with the submission of each Reserved Matters application, a lighting design strategy for biodiversity for the relevant phase shall be submitted to and approved in writing by the local planning authority. The strategy will be informed by up to date bat surveys and shall;

a) identify those areas/features on site to which bats and other nocturnal species are particularly sensitive where lighting is likely to cause disturbance in or around their breeding sites and resting places, or along important routes used to reach key areas of their territory, for example, for foraging, and

b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications including light exclusion zones, appropriate luminaire specifications, spacing and height of lighting units, light barriers / screening, light intensity, directionality and dimming and part-night lighting) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To ensure that works do not result in adverse impacts to protected species. (Section 15 of the NPPF)

24. Prior to the submission of any Reserved Matters applications, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall include the following outline site-wide information:

a) Purpose and biodiversity objectives for the proposed works;

b) Suitably detailed design(s) and/or working methods necessary to achieve these objectives (including, where relevant, the type and source of materials to be used, the provenance of native trees etc);

c) Extent and location of proposed works shown on appropriate scale maps and plans;

d) Timetable for implementation, demonstrating that works are aligned with the proposed phasing of development (including an annual work plan capable of being rolled forward over a thirty-year period comprising both initial aftercare and long-term maintenance); and

e) Ongoing monitoring and remedial measures.

The development shall thereafter be carried out in complete accordance with the approved LEMP.

Reason: To enhance biodiversity including any species and their habitats and in accordance with the NPPF and Policies NE4, NE12 and SP12 in the Local Plan.

25. No development shall take place (including ground works and vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP: Biodiversity should be informed by an up to date ecological walkover survey and shall include the following:

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of “biodiversity protection zones”.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP: Biodiversity shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure ecological impacts of the development are mitigated in accordance with the NPPF and Policies NE4, NE12 and SP12 in the North Hertfordshire Local Plan.

## **Trees**

26. Prior to or concurrent with each Reserved Matters application, the following document(s) shall be submitted to and approved in writing by the Local Planning Authority in accordance BS5837 (Trees in relation to construction) –

- (i) Arboricultural Impact Assessment
  - (ii) Arboricultural Method Statement
  - (iii) external underground service plan illustrating the routes of all cables and pipes.
- Thereafter, the development shall be carried out and completed in accordance with the approved details.

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.

## **Fire Safety**

27. Before the first occupation of any dwellinghouses hereby permitted, details of a fire hydrant(s) shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include provision of the mains water services for the development

whether by means of existing water services, new mains, or extension to or diversion of existing services where the provision of fire hydrants is considered necessary. The hydrant(s) shall be provided in accordance with the approved details prior to the first occupation of the development.

Reason: To ensure adequate fire protection for the development by way of appropriately located hydrant facilities.

## **Highways**

28. 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) and phasing details for commencement and completion shall be submitted to and approved in writing by the Local Planning Authority to detail the following:

- i) Roads, footways.
- ii) Cycleways.
- iii) Foul and surface water drainage.
- iv) Visibility splays
- v) Access arrangements
- vi) Parking provision in accordance with adopted standard.
- vii) Loading areas.
- viii) Turning areas.

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

29. Prior to the first occupation of the development hereby permitted the accesses (pedestrian, cycle and vehicle), refuge island, new bus stops and other associated highway works as illustrated on drawing numbers (J32-5129-PS-008 Rev A and Access & Movement Plan Rev D) shall be completed in accordance with details and specifications to be submitted to and approved in writing by the Local Planning Authority in consultation with the highway authority.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

30. Prior to the first use of the development hereby permitted, arrangement shall be made for surface water from the proposed development to be intercepted and disposed of separately so that it does not discharge onto the highway carriageway.

Reason: To avoid the carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

31. Prior to the first occupation of the development hereby permitted, each residential dwelling shall be provided with an active (ready to use) EV charging point which shall thereafter be provided and permanently retained.

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 Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018) and with Local Plan Policies SP9 and D4.

32. Prior to the first commencement of each phase of development hereby permitted, as agreed under condition 6, a scheme for the parking of cycles including details of the design, level and siting shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented before the development is first occupied (or brought into use) and thereafter retained for this purpose.

Reason: To ensure the provision of cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport in accordance with Policies 1, 5 and 8 of Hertfordshire's Local Transport Plan (adopted 2018)

33. No development shall commence until a Construction Management Plan 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: The Construction Management Plan shall include details of:

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
- j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements;
- k. Phasing Plan.

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).

34. Highway Improvements – Cycle Route to Shrubbery Grove/ Grange Bottom Walkway  
A) Design Approval

Notwithstanding the details indicated on the submitted drawings, no on-site works above slab level shall commence within the western parcel of the site until a detailed design for the Cycle Route to Shrubbery Grove, which should be step-free and include a lighting plan, and the Walkway to Grange Bottom, as indicated on drawing number FHR-MI-GEN-XX-CD-CE-100 Rev P03, have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The design shall be informed by appropriate ecological surveys to minimise impacts on habitats and species.

**B) Implementation / Construction**

Prior to the first occupation of any part of the western parcel of the development hereby permitted, the improvement works referred to in part A of this condition shall be completed in accordance with the approved details.

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

**35. Highway Improvements – A10 Segregated foot/cycleway between Shrubbery Grove and The Warren**

**A) Design Approval**

Notwithstanding the details indicated on the submitted drawings, no on-site works above slab level shall commence until a detailed design for the off-site highway improvement works as indicated in Figure 2.2 of Land West of Barkway Road, Royston Transport Assessment Addendum v1.2, April 2025 has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

**B) Implementation / Construction**

Prior to the first occupation of the development hereby permitted, the improvement works referred to in part A of this condition shall be completed in accordance with the approved details.

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

**36. Highway Safety Improvement – Signalisation of Market Hill Zebra Crossing**

**A) Design Approval**

Notwithstanding the details indicated on the submitted drawings, no on-site works above slab level shall commence until a detailed scheme for the off-site highway improvement works as indicated on drawing number (J32-5129-PS-005 Rev B) have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

**B) Implementation / Construction**

Prior to the first occupation of the development hereby permitted, the improvement works referred to in part A of this condition shall be completed in accordance with the approved details.

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

**37. Highway Safety Improvement – Signalisation of Barkway Road Pedestrian Crossing immediately north of Shaftesbury Way**

**A) Design Approval**

Notwithstanding the details indicated on the submitted drawings, no on-site works above slab level shall commence until a detailed scheme for the off-site highway improvement works as indicated on Figure 2.2 of Land West of Barkway Road, Royston Transport

Assessment Addendum v1.2, April 2025 have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

**B) Implementation / Construction**

Prior to the first occupation of the development hereby permitted, the improvement works referred to in part A of this condition shall be completed in accordance with the approved details.

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

**38. Highway Safety Improvement – Signalisation of Barkway Road Pedestrian Crossing south of A10 Gyrotory**

**A) Design Approval**

Notwithstanding the details indicated on the submitted drawings, no on-site works above slab level shall commence until a detailed scheme for the off-site highway improvement works as indicated on drawing J32-5129-PS-005 Rev B have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

**B) Implementation / Construction**

Prior to the first occupation of the development hereby permitted, the improvement works referred to in part A of this condition shall be completed in accordance with the approved details.

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

**39. Rights of Way**

**A) Design Approval**

Notwithstanding the details indicated on the submitted drawings no on-site works above slab level shall commence on site unless otherwise agreed in writing until a Rights of Way Improvement Plan for the off-site and on-site Rights of Way improvement works has/have been submitted to and approved in writing by the Local Planning Authority.

**B) Implementation / Construction**

Prior to the first occupation of the development hereby permitted the off-site and on-site Rights of Way improvement plan works (including any associated highway works) referred to in Part A of this condition shall be completed to the written satisfaction of the Local Planning Authority.

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

**40. Travel Plan – Requested Prior to Use**

At least 3 months prior to the first occupation of the approved development a detailed Travel Plan for the site shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highways Authority. The approved Travel Plan shall be



implemented in accordance with the timetable and target contained in therein and shall continue to be implemented with an annual review to be submitted to the Local Planning Authority for a five-year period commencing following its written approval. Any modifications shall be agreed in writing by the Local Planning Authority in consultation with the Highway Authority as part of the annual review.

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).

41. Traffic Regulation Order – Indicated on Plan (Extension of Barkway Road 30mph zone)

Prior to the first occupation of the development hereby permitted the Traffic Regulation Orders (TROs) as indicated on Figure 2.2 of Land West of Barkway Road, Royston Transport Assessment Addendum v1.2, April 2025 must be secured in place and implemented.

Reason: In the interests of highway safety, amenity and capacity to ensure free and safe flow of traffic and to be in accordance with Policies 4, 5, 12, 15 and 17 of Hertfordshire's Local Transport Plan (adopted 2018).

42. The existing field access identified on the approved access and movement parameter plan shall be used for emergency vehicle purposes and active travel users only unless otherwise agreed in writing by the LPA in consultation with HCC Highways. Prior to the first occupation of the development, details of a gate, barrier or other similar means of control for this access shall be submitted to and approved in writing by the local planning authority. Thereafter, the approved details shall be implemented within an agreed time period and thereafter retained in perpetuity.

Reason: It has not been demonstrated that this vehicular access is safe for general use by vehicular traffic. To ensure that the access is suitable for emergency and active travel use only.

43. 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.

44. Prior to the first occupation of any dwellings hereby permitted, the off-site highway improvements include refuge island, pedestrian crossing locations and bus stops as illustrated on the approved access drawing shall be carried out and installed to the satisfaction of the Highway Authority.

Reason: In order to protect highway safety and the amenity of users of the public highway and 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, 10, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

45. Prior to or concurrently with the submission of any reserved matters application, a Recreation Management Strategy for the site should be submitted to and approved in writing by the local planning authority. Thereafter, the development shall be implemented in accordance with the approved Strategy.

Reason: To ensure the satisfactory management of on-site open space in accordance with adopted Local Plan Policy NE4 and the Therfield Health SSSI Mitigation Strategy (2022).

## **INFORMATIVES**

Highways:

HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) / highway informative to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980:

AN1) Extent of Highway: Information on obtaining the extent of public highway around the site can be obtained from the HCC website:

[www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx](http://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx)

AN2) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence.

Further information is available via the County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN3) Obstruction of highway: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047.

AN4) Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.

AN5) Avoidance of surface water discharge onto the highway: The applicant is advised that the Highway Authority has powers under section 163 of the Highways Act 1980, to take appropriate steps where deemed necessary (serving notice to the occupier of premises adjoining a highway) to prevent water from the roof or other part of the premises falling upon persons using the highway, or to prevent so far as is reasonably practicable, surface water from the premises flowing on to, or over the footway of the highway.

AN6) Works within the highway (section 278): The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the County Council website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

AN7) Roads to remain private: The applicant is advised that all new roads associated with this development will remain unadopted (and shall not be maintained at public expense by the highway authority). At the entrance of the new estate the road name plate should indicate that it is a private road and the developer should put in place permanent arrangements for long-term maintenance.

AN8) Construction Management Plan (CMP): The purpose of the CMP is to help developers minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses. A completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development.

The CMP would need to include elements of the Construction Logistics and Community Safety (CLOCS) standards as set out in our Construction Management template, a copy of which is available on the County Council's website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

AN9) The Public Right of Way(s) should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works. Safe passage past the site should

be maintained at all times for the public using this route. The condition of the route should not deteriorate as a result of these works. Any adverse effects to the surface from traffic, machinery or materials (especially overspills of cement & concrete) should be made good by the applicant to the satisfaction of the Highway Authority. No materials shall be stored or left on the Highway including Highway verges. If the above conditions cannot reasonably be achieved, then a Temporary Traffic Regulation Order (TTRO) would be required to close the affected route and divert users for any periods necessary to allow works to proceed, for which a fee would be payable to Hertfordshire County Council. Further information is available via the County Council website at <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-access/rights-of-way/rights-of-way.aspx> or by contacting Rights of Way, Hertfordshire County Council on 0300 123 4047.

AN10) Abnormal loads and importation of construction equipment (i.e. large loads with: a width greater than 2.9m; rigid length of more than 18.65m or weight of 44,000kg - commonly applicable to cranes, piling machines etc.): The applicant is directed to ensure that operators conform to the provisions of The Road Vehicles (Authorisation of Special Types) (General) Order 2003 in ensuring that the Highway Authority is provided with notice of such movements, and that appropriate indemnity is offered to the Highway Authority. Further information is available via the Government website [www.gov.uk/government/publications/abnormal-load-movements-application-and-notification-forms](http://www.gov.uk/government/publications/abnormal-load-movements-application-and-notification-forms) or by telephoning 0300 1234047.

AN11) Travel Plan (TP): A TP, in accordance with the provisions as laid out in Hertfordshire County Council's Travel Plan Guidance, would be required to be in place from the first occupation/use until 5 years post occupation/use. A £1,200 per annum (overall sum of £6000 and index-linked RPI March 2014) Evaluation and Support Fee would need to be secured via a Section 106 agreement towards supporting the implementation, processing and monitoring of the full travel plan including any engagement that may be needed. Further information is available via the County Council's website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>  
OR by emailing [travelplans@hertfordshire.gov.uk](mailto:travelplans@hertfordshire.gov.uk)

#### LLFA:

It is noted that the western swale/reed bed structure is indicated in the same location as a footpath. The LLFA do not object on this point but would recommend that it is clarified in future drainage details secured by conditions. We would recommend that the Environment Agency is consulted regarding the groundwater source protection zones.

#### Natural England:

The Recreational Management Strategy can be reviewed prior to submission using Natural England's Discretionary Advice Service.

### **Proactive Statement**

Planning permission has been granted for this proposal. The Council acted proactively through positive engagement with the applicant 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.

## 7.0 **Appendices**

7.1a Officer report to PCC 4<sup>th</sup> September meeting.