

Location: **Land South Of
Watton Road
Knebworth
Hertfordshire**

Applicant: **Gladman, K Tubb and D Collingridge**

Proposal: **Outline planning permission for up to 200 dwellings
(including affordable housing), structural planting and
landscaping, informal public open space and children's
play area, surface water flood mitigation, vehicular
access point and associated ancillary works. All
matters reserved except for means of access.**

Ref. No: 23/01552/OP

Officer: **Paul Chaston**

Date of expiry of statutory period

Tuesday 3 October 2023

Extension of statutory period

Friday 19 December 2025

Reason for Delay

The original officer report was delayed due to discussions and negotiations 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 17 July 2025. Members resolved to defer deciding on the application to (1) To explore potential modifications to the scheme to have further minimal impact to Swangleys Lane Gateway junction and (2) To request an amended Transport Assessment with up-to-date traffic surveys to have a true reflection of the current traffic flows as members felt up-to-date surveys would assist them in making their decision. The applicant provided a revised Transport Assessment, and revised access arrangement plans on 21 October 2025. Following a full public reconsultation, the application is now reported to Members for re-consideration.

Reason for Referral to Committee

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

1.0 Site History

- 1.1 21/02586/OP – Outline application for the erection of up to 200 dwellings with the provision of affordable housing, public open space, landscaping and sustainable drainage system (SuDS), vehicular access points and associated ancillary works. All matters reserved except for means of access. This application was withdrawn in July 2023.

2.0 Policies

2.1 North Hertfordshire District Council Local Plan 2011-2031

Adopted 8 November 2022.

Policy SP1: Sustainable Development in North Hertfordshire

Policy SP2: Settlement Hierarchy

Policy SP5: Countryside and Green Belt

Policy SP6: Sustainable transport

Policy SP7: Infrastructure requirements and developer contributions

Policy SP8: Housing

Policy SP9: Design and Sustainability

Policy SP10: Healthy Communities

Policy SP11: Natural resources and sustainability

Policy SP12: Green infrastructure, landscape and biodiversity

Policy T1: Assessment of transport matters

Policy T2: Parking

Policy HS1: Local Housing Allocations

Policy HS2: Affordable Housing

Policy HS3: Housing mix

Policy HS5: Accessible and adaptable housing

Policy D1: Sustainable design

Policy D3: Protecting living conditions

Policy D4: Air quality

Policy HC1: Community facilities

Policy NE1: Strategic green infrastructure

Policy NE2: Landscape

Policy NE4: Biodiversity and geological sites

Policy NE6: New and improved open space

Policy NE7: Reducing flood risk

Policy NE8: Sustainable drainage systems

Policy NE9: Water quality and environment

Policy NE10: Water conservation and wastewater infrastructure

Policy NE11: Contaminated land

Policy HE4: Archaeology

- 2.2 The application site was previously Green Belt. The Local Plan has removed the site from the Green Belt and brought it within the defined settlement boundary of Knebworth.
- 2.3 Policy HS1 indicates that Local Housing Allocations are listed by parish and Settlement as shown on the Policies Map and confirms that residential development and associated infrastructure on these sites will be granted provided that:
- a) Development broadly accords with the indicative number of homes shown;
 - b) Proposals successfully address site specific policy considerations; and
 - c) Unless site specific policy considerations state otherwise, a variety of homes are provided in accordance with the general policy requirements of this plan.
- 2.4 The site is identified in the Local Plan as Local Housing Allocation KB4. Policy KB4 also contains detailed policy criteria for consideration in the determination of any applications for planning permission, which are set out below for ease of reference:

Policy KB4 – Land east of Knebworth – Dwelling estimate 200 homes

- Transport Assessment to consider the cumulative impacts of sites KB1, KB2 and KB4 upon key junctions and rail crossing points for all users, including walkers and cyclists, and secure necessary mitigation or improvement measures;
 - Structural landscaping and planting to provide and/or reinforce Green Belt boundary to east;
 - Land north of Watton Road reserved for long-term secondary education needs;
 - Integrate Bridleway Knebworth 001 as part of green infrastructure strategy;
 - Address existing surface water flood risk issues through SUDS or other appropriate solution;
 - Preserve views from Knebworth to wider countryside along dry valley to south of Watton Road; and
 - Detailed drainage strategy identifying water infrastructure required and mechanism(s) for delivery.
- 2.5 **National Planning Policy Framework (NPPF)**
Section 2: Achieving sustainable development
Section 5: Delivering a sufficient supply of homes
Section 6: Building a strong competitive economy
Section 8: Promoting healthy and safe communities
Section 9: Promoting sustainable transport
Section 11: Making effective use of land
Section 12: Achieving well-designed places
Section 13: Protecting Green Belt land
Section 14: Meeting the challenge of climate change, flooding and coastal change
Section 15: Conserving and enhancing the natural environment
- 2.6 **Supplementary Planning Documents**
Design SPD (2011)
Planning Obligations SPD (2023)
Vehicle Parking Provision at New Development SPD (2011)
North Hertfordshire and Stevenage Landscape Character Assessment

2.7 **Hertfordshire County Council**

Local Transport Plan (LTP4 – adopted May 2018)

Hertfordshire Waste Core Strategy and Development Management Policies Development Plan Document (2012)

2.8 **Knebworth Neighbourhood Plan**

KBBE1 – Housing Mix

KBBE2 – Sustainable Buildings

KBBE3 – Accessibility and Adaptability

KBBE4 – Design

KBBE5 – Masterplanning and Placemaking

KBBE8 – Site KB4 Land east of Knebworth

KBEF3 – Flooding and Drainage

KBT1 – Sustainable Modes of Travel

2.9 **National Planning Practice Guidance**

Provides a range of guidance on planning matters including flood risk, viability, design and planning obligations.

3.0 **Representations**

Consultees

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 A of this report.

3.2 **Knebworth Parish Council** – There appears to be nothing in the revised Transport Assessment that addresses the Parish Council's main concerns detailed in previous submissions. There is no evidence of any attempt to address the overall volume of traffic to be directed through Knebworth from the multiple proposed developments in the village and in surrounding villages. The Parish Council would like the opportunity to commission an independent appraisal of the Transport Assessment before any decision is made by North Herts Council and have requested that consideration of this application is deferred.

3.3 **Datchworth Parish Council** – The documents do not address the fundamental points made by the Parish Council in its original objections relating to highway matters or the points raised at the last planning committee meeting concerning the roundabout option. The Parish Council acknowledges data presented in the revised Transport Assessment, however, the Parish Council's position remains the same in that highway impact, traffic flows, convenient travel, highway capacity, environmental highway impact and accessibility for residents and businesses in the broader local area including Datchworth has not been considered as part of the Transport Assessment.

3.4 **British Horse Society (Herts) Access Group** – There has been no consideration of the equestrian community in the Transport Assessment of the health and safety of equestrians who are vulnerable road users.

3.5 **NHDC Environmental Health (Contaminated Land)** – No further comments.

- 3.6 **NHDC Environmental Health (Noise)** – No further comments.
- 3.7 **NHDC Environmental Health (Air Quality)** – No further comments.
- 3.8 **HCC Highways** – does not wish to restrict the grant of planning permission. Conditions and mitigation measures are as previously recommended.
- 3.9 **HCC Rights of Way** – No further comments.
- 3.10 **Historic Environment (Archaeology)** – No further comments.
- 3.11 **HCC Fire and Rescue Services** – No further comments.
- 3.12 **Environment Agency** – No further comments subject to conditions to ensure that the development will not present unacceptable risks to groundwater resources.
- 3.13 **Historic England** – No further comments.
- 3.14 **Active Travel England** – No objection. ATE has undertaken a detailed assessment of this application and is content with the submission.
- 3.15 **Sport England** – No objection subject to financial contributions being secured for a variety of indoor and outdoor sports facilities (new and upgrading of existing) to meet the needs of the proposed development.
- 3.16 **Anglian Water** – No further comments.

Neighbour and Local Resident Representations

- 3.17 As the main additional technical document provided by the application was a revised Transport Assessment, and the other supporting drawings relate to the proposed access arrangements for the application site, 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 A). They are not repeated below. A total of 13 letters of objection and 12 letters of support have been received in connection with the latest re-consultation exercise. These are in addition to the previous reported objections (186), letters of support (3) and neutral comments (6).
- 3.18 Reasons for latest objections:
- The revised report fails to address the likely traffic flows from the proposed development into Datchworth along Swangleys Lane.
 - No consideration of the effect of the proposed 500 homes at Bragbury End on Watton Road and the A602.
 - The report only considers counting/traffic flow only.
 - The TA does not address the concerns of residents regarding the closure of Swangleys Lane and fails to elaborate on why this would be a benefit.

- Traffic during busy times and when traffic has been diverted from the A1M through Knebworth has not been considered.
- The report does not consider the effect of the new development upon the existing narrowness of Watton Road and Swangleys Lane from a highway safety point of view.
- Concerns around the existing condition of roads and pavements, particularly along Watton Road.
- The Traffic Management Plan is flawed and incomplete.
- There is no consideration of the closure of Swangleys Lane and collection of school children by car and the likely re-directed increase in traffic on London Road at key rush hour times.
- Concerns around the amount of traffic the development would generate particularly at the Watton Road/Knebworth High Street roundabout.
- No consideration of longer response times of emergency services for residents in Datchworth.
- The updated TA is flawed and is not representative of the real road conditions in Knebworth.
- Roundabout capacity modelling shows reduced RFC values compared to the previous assessment. This appears inconsistent.
- Reported trip generation of the new development is understated.
- The TA fails to consider Datchworth, Baines Lane, New Road and Bury Lane.
- Data collected just ahead of the entrance to Old Lane on Watton Road will not capture the data of road users using Watton Road/Bell Close travelling west into Knebworth.
- The Automatic Traffic Count Report within the TA could materially and likely does understate the traffic on Watton Road.
- Collapsible bollards in Swangleys Lane will cause road users from Datchworth considerable inconvenience when trying to reach facilities in Knebworth.
- The installation of lockable bollards may offer a slightly improved solution for emergency service access. However, it does not address the broader implications for residents and the community at large.
- Redirecting traffic through the development will increase congestion on Watton Road and at the junction with Station Road.

3.19 Reasons for comments in support:

- The proposed access arrangements would leave St Martin's Road, Old Lane and Swangleys Lane as a closed loop which would appear to address previous concerns.
- Swangleys Lane with reduced road traffic would be safer for school children that attend the village primary school.
- Support the proposal to restrict road traffic using Swangleys Lane given that there are no footpaths along the road for pedestrians.
- Traffic generated by new development will be prevented from using Swangleys Lane as a result of the proposed access arrangements.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

- 4.1.1 The application site is located to the east of the Knebworth. The site covers an area of approximately 14.74 hectares in size and comprises three irregularly shaped field parcels that adjoin the eastern edge of Knebworth.
- 4.1.2 To the east of the site are open fields which are in the Green Belt. Also, to the east of the site is the Swangleys Farm complex on the southern side of Swangleys Lane and the dwelling known as 'Long Dene' which is accessed from Old Lane. There are residential properties adjacent to the site along large parts of the western boundary.
- 4.1.3 There are no public footpaths crossing the site. However, there is an informal route used by pedestrians adjacent to the western boundary of the site to travel between Watton Road and Old Lane and to gain access to the existing allotments.
- 4.1.4 There is an existing vehicular access at the northern end of the site from Watton Road known as Old Lane. Old Lane travels in a southerly direction through the centre of the site and joins up to the western edge of the site with St Martin's Road. Swangleys Lane also passes through the central portion of the site.

4.2 **Proposal**

- 4.2.1 Outline permission is sought with all matters reserved other than means of access, for the erection of up to 200 dwellings (including affordable housing), structural planting and landscaping, informal public open space and children's play area, surface water flood mitigation, vehicular access point and associated ancillary works.
- 4.2.2 The development area is approximately 7.61 hectares in area. The key elements of the proposed development comprise:
- Up to 200 dwellings, of which 40% will be affordable housing;
 - Vehicular access point from Watton Road;
 - Reconfigured vehicular access points on Swangleys Lane to facilitate access to the northern and southern parcels of the application site including the closure of Swangleys Lane to vehicles in an easterly direction at the junction of Swangleys Lane and Old Lane;
 - Off-site highways works, including improvements to Swangleys Lane outside the school for the benefit of pedestrians and cyclists;
 - A network of cycle and pedestrian routes across the site with linkages to existing roads;
 - A network of 6.77ha of formal and informal open spaces across the site including play areas, footpath connections, green corridors and allotments; and
 - Provision of Sustainable Drainage Systems (SuDS).
- 4.2.3 At the Planning Control committee on 17 July 2025, Members resolved to defer making a decision on the application for the following reasons:
1. To explore potential modifications to the scheme to have further minimal impact to Swangleys Lane Gateway junction; and

2. To request an amended Transport Assessment with up-to-date traffic surveys to have a true reflection of the current traffic flows as members felt up-to-date surveys would assist them in making their decision.

4.2.4 The applicant provided the following additional documents on 21 October 2025:

- Transport Assessment prepared by GTA Civils & Transport (dated October 2025)
- Proposed Access Plan (Drawing No. 13936/2100 Rev P1)
- Proposed Access Plan (Drawing No. 13936/2100 Rev P2)
- Pedestrian and Cyclist Provisions (Drawing No. 13936/2101 Rev P1)
- Pedestrian and Cyclist Provisions including Collapsible Bollard Sections (Drawing No. 13936/2101 Rev P2)
- Bell Close & Watton Road Active Travel Access Layout (Drawing No. 13936/2101 Rev P1)

5.0 **Key Issues**

5.1 The key issues identified in the original report (see Appendix A) considered by Members on 17 July 2025 were:

- Principle of the development
- Effect upon the Green Belt
- Loss of Agricultural Land
- Masterplanning and site-specific requirements
- Highway matters
- Landscape and visual impacts
- Heritage and archaeological impacts
- Ecology and Biodiversity
- Tree impacts
- Flood risk and drainage
- Environmental impacts (noise, land contamination and air quality)
- Sustainability
- Impact on residential amenity
- Other Matters
- Planning obligations
- Planning balance and conclusion

5.1.1 This revised report sets out the conclusions on each of the above technical matters as set out in the original report except for Highway matters and Planning Obligations 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 4.2.3 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 A) 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.

5.2 Principle of the development

Conclusion on the principle of development

- 5.2.1 The site is allocated for housing in the North Hertfordshire Local Plan 2011-2031 under Policy HS1 as KB4 for approximately 200 homes. Upon the adoption of the North Hertfordshire Local Plan on 8 November 2022, the site was removed from the Green Belt and placed within the settlement of Knebworth.
- 5.2.2 As set out in the Council's most recent Housing Land Supply Update (November 2025), the total requirement for housing delivery in the District from 1 April 2025 – 31 March 2030 is 6,976 dwellings. Currently there is a deficit of 3,347 dwellings over the five-year period of 2025/26 – 2029/30. The Council therefore can only demonstrate a five-year land position of 2.6 years against our adopted housing requirement. The site will make a significant contribution to the housing land supply, delivering both market and affordable housing (40%) where there is a shortfall across the district.
- 5.2.3 Overall, the proposal complies with LP Policies SP1, SP2, SP5 and SP8. The residential use of this site is appropriate in land use terms, and this weighs substantially in favour of the proposal in the planning balance.

5.3 Effect upon the Green Belt

Conclusion on the effect upon the Green Belt

- 5.3.1 The easternmost parcel of the application site within the red line is proposed to be used as a drainage basin. This part of the site to the east of Old Lane is outside the boundary of the site allocation in the open countryside within the Green Belt. It is considered that the formation of the drainage basin would be an engineering operation in accordance with part (b) of Paragraph 154 of the NPPF by virtue of it supporting the proposed development, therefore, it would not constitute inappropriate development. As it would be a depression, it would have no effect on the openness of the Green Belt and therefore would not conflict with any of the five purposes for including land within the Green Belt. It is therefore considered that the offsite drainage basin raises no conflict with national Green Belt policy or Local Plan Policy SP5.

5.4 Loss of Agricultural Land

Conclusion

- 5.4.1 The proposal would result in the loss of some 'Grade 3 – good to moderate' category Best and Most Versatile (BMV) agricultural land in respect of the land associated with the housing allocation (the application site) and the land to the east of the site for the proposed drainage basin. This would equate to a relatively small area of BMV land within the District and therefore moderate weight is attributed to this harm in the planning balance.

5.5 Masterplanning and site-specific requirements

Conclusion

- 5.5.1 The proposal is in general accordance with the Local Plan, including the site-specific allocation Policy KB4 as well as Policy SP9 concerning design and sustainability, and the requirement for sites over 100 units to include a Strategic Masterplan.

5.6 Highway Matters

5.6.1 The previous Transport Assessment prepared by Stirling Maynard (dated March 2024) set out a variety of highway and access related impacts comprising:

- Sustainability including walking, cycling, and public transport matters; and
- Traffic impact including access, traffic, and road safety matters

Transport Assessment – Response to Planning Control Committee queries

5.6.2 The revised Transport Assessment prepared by GTA Civils & Transport (received on 21 October 2025) seeks to address transport issues and matters raised by Members and other interested third parties raised at the Planning Control Committee meeting on 17 July 2025.

5.6.3 The Transport Assessment is presented in seven sections. Key details and summaries have been extracted from the report and are quoted below:

Section 1 – Introduction

5.6.4 In relation to this matter, the Transport Assessment confirms that:

1.3 This TA has been prepared specifically in response to the planning committee meeting held in July 2025 in which the committee deferred their decision for the following two reasons:

1. To explore potential modifications to the scheme to have further minimal impact to Swangleys Lane Gateway junction. (Discussion of impact provided in Section 7).

2. To request an amended Transport Assessment with up-to-date traffic surveys to have a true reflection of the current traffic flows as members felt up to date surveys would assist them in making their decision (comparison summary of 2019 and 2025 surveys are provided in Section 3).

1.7 This revised Transport Assessment is primarily provided to directly respond to points 1 and 2 above, being direct requests by the planning committee. It also covers much of the information within the Stirling Maynard report to minimise reference to that report.

Section 3 – Local Highway Network (Traffic Surveys)

5.6.5 In relation to this matter, the Transport Assessment confirms that:

3.10 The Automatic Traffic surveys were conducted from Monday 8th September to Sunday 14th September 2025 in the following locations to replicate the 2020 surveys, full output files are provided in Appendix B.

- Watton Road 7-day traffic count & speed
- Swangley's Lane 7-day traffic count & speed

3.11 The summary differences between 2020 to 2025 are:

- Watton Road average two-way weekday flows increased by 17%
- increase in Watton Rd westbound AM peak
- Swangley's Lane flows largely unchanged
- vehicle speeds remain consistent

3.12 Regarding the increase in Watton Road westbound traffic in the AM peak period,

- a development since 2020 at the north end of Watton Road at Bragbury End may have contributed to the higher traffic flows, and/or
- this may indicate motorists are now using Watton Road as an alternative route into or through Knebworth at peak times to avoid congestion elsewhere on the network as off-peak periods average at just above around 113 vehicle per hour, commensurate with the 2020 westbound flow.

3.13 Turning counts were taken at the 4 junctions below on Tuesday 9th September 2025 between the hours of 07:00 -10:00 & 16:00 -19:00 to replicate the 2019 surveys:

- B197 / Watton Road / Station Road roundabout
- B197 / St. Martin's Road priority junction
- B197 / Swangley's Lane priority junction
- B197 / Milestone Road priority junction

3.14 A check of roadworks using the Causeway one.network website for the 9th September shows no roadworks in Knebworth on the day of the turning count surveys.

3.15 Some roadworks were noted as being in place in Woolmer Green, although as these were an overnight closure only between 8pm and 5am, this would not have affected the surveys.

3.16 By way of a summary, the peak hour demand inflows at each junction are provided alongside a comparison with the 2019 turning count surveys. Overall, across the 4 junctions, the 2025 surveys show a reduction in the peak periods.

3.17 The Watton Road roundabout shows a reduction in total flows which includes reduced B197 flows and increased Watton Road flows, as shown in the Watton Road traffic survey. Overall, the fluctuations equate to an overall reduction in movements in the peak periods assessed.

3.18 A comparison with flows at a permanent local count helps to contextualise the period between 2019 to 2025. The graph at Table 3.5 shows the Annual Average Daily Traffic of the A1(M) to the west of Knebworth, (roadtraffic.dft.gov.uk/manualcountpoints/36067) with the impact of the Covid pandemic in 2020 and the traffic volume having not returned to pre-pandemic levels some 4 years later. Therefore, the slight traffic reduction maybe a reflection of wider trends and greater working from home.

Section 5 – Proposed Development

5.6.6 In relation to this matter, the Transport Assessment confirms that:

5.3 The main vehicular access is onto Watton Road with further access points on Swangley's Lane via an internal link road through the middle of the site that is of varying width. This includes the closure of Swangley's Lane immediately west of the site.

5.7 Access will also be provided from Swangley's Lane and a layout plan for this junction is provided in Appendix D. Swangley's Lane to the west of the link road is stopped up for vehicles allowing only pedestrian/cycle access which is no change to the agreed scheme.

5.8 However, in response to comments received during the application, retractable posts are now proposed to allow access by emergency vehicles between the eastern and

western arms of Swangley's Lane. Therefore, general vehicle traffic is only possible to/from Swangley's Lane to the east. HCC see this as an important pedestrian/cycle route into the town centre and to the school and closing the route to through traffic brings significant benefits, particularly at school times – note the reduction in through traffic is around 60 movements in the AM peak hour.

5.9 The impact on journey times between the eastern arm of Swangley's Lane and the B197, via the new spine road, is discussed in Section 6.

Section 6 – Trip Generation and Impact

5.6.7 In relation to this matter, the Transport Assessment confirms that:

6.1 The vehicle trip rates have been taken from the Stirling Maynard report as these were agreed by HCC Development Planning. The previous TA set out the trips for 210 units although as the proposed scheme is for up to 200 units, this number is provided.

Review of Emergency Vehicle Response Times in relation to closure of Swangleys Lane

6.13 Journey times were reviewed between Swangley's Farmhouse in Swangley's Lane to consider the impact on emergency vehicle response times between Swangley's Lane, east of the closure, and Lister Hospital.

6.14 This is in response to the request to consider opportunities to minimise the impact to Swangley's Lane, whilst maintaining its closure to general through-traffic. It is therefore proposed to introduce retractable bollards for emergency use only, rather than a fixed barrier feature as was previously proposed, to minimise the impact on emergency vehicle response times, as this was a concern arising from the consultation period.

6.18 The existing travel time via Swangley's Lane is 14minutes and via Old Lane and Watton Road is 15 minutes. However, the spine road will be a new road and is more direct to Watton Road than Old Lane and therefore the travel time difference is likely to be negligible. The cutoff proposal brings overall active travel benefits of reducing through traffic past Knebworth Primary School.

6.19 With regards to any potential for junction delays, emergency vehicles would use their blue flashing lights and sirens, so the difference is negligible if not potentially quicker via the lesser trafficked Watton Road over the Swanley's Lane junction with London Road.

Section 7 – Summary and Conclusions

5.6.8 The overall summary within the Transport Assessment confirms:

7.2 This TA report provides updated traffic surveys and reviews the proposed Swangleys Lane closure, in response to the planning committee meeting held in July 2025.

7.3 The traffic surveys have been repeated and demonstrate capacity reductions on the 2019 surveys at all assessed junctions. All assessed junctions continue to operate satisfactorily in the 2028 forecast year.

7.4 The proposed closure of Swangley's Lane brings significant benefits to Knebworth Primary School and whilst emergency response times are not impacted to the eastern arm of Swangley's Lane, the applicant proposes retractable bollards to allow for emergency vehicle use only, rather than the previous permanent barriers.

7.5 The proposed development provides supportive contributions towards the North Central Hertfordshire Growth and Transport Plan, SM93 & SM94, in relation to Knebworth High Street, London Road/Watton Road junction and B197 corridor study.

Officer's Response

- 5.6.9 The main vehicle access to the site is to be a priority junction onto Watton Road, just east of the existing 30/60mph speed limit transition (with the access being located in the 60 mph section). Based on the data collected in the latest Transport Assessment, the Highway Authority consider that the proposed junction can operate safely. The applicant has also demonstrated that emergency vehicles can safely use the junction (Drawing 13936/2100 Rev P2).
- 5.6.10 The applicant is also proposing vehicular accesses either side of Swangleys Lane in order to gain access to the respective northern and southern parcels of the site (north and south of Swangleys Lane). The Highways Authority raised concerns that this arrangement could potentially create a direct link from Watton Road via Swangleys Lane to London Road that would avoid the Watton Road roundabout which can be congested at peaks times. This potential 'rat run' would direct road users along Swangleys Lane and past the Primary School where a number of the existing accesses to residential properties on Swangleys Lane have poor visibility and no footway connection. The applicant has subsequently worked with the Highways Authority to overcome this issue by delivering the proposed Swangleys Lane Mobility Filter which will direct all existing Swangleys Lane traffic travelling in a westerly direction from Datchworth via the application site's internal spine road onto Watton Road. As previously mentioned, the mobility filter on Swangleys Lane will also improve pedestrian access to the existing residences and allow their accesses to operate more safely. The reduction in through traffic along Swangleys Lane to the west of the Mobility Filter will in turn also create a safer environment for pedestrians and cyclists travelling to and from the application site to destinations such as the Primary School and the central area of Knebworth where shops and facilities are located along London Road.
- 5.6.11 Concerns were subsequently raised over the inconvenience that this could cause to existing users of Swangleys Lane to destinations such as the Lister Hospital in Stevenage. The revised Transport Assessment (October 2025) shows that the increase in this journey to the hospital is only 1 minute. On balance, the Highways Authority considers that this slight impact is outweighed by the potential problems of keeping Swangleys Lane as a 'rat run' route. Furthermore, following the concerns raised at the previous Planning Control Committee meeting in July 2025, the installation of collapsable bollards for emergency services vehicles is now proposed at the Swangleys Lane modal filter. This will enable emergency services vehicles to bypass the internal spine road by continuing through the modal filter in a westerly direction to the now less trafficked western part of the original Swangleys Lane as well as in an easterly direction towards Datchworth. Further details of the proposed collapsable bollards are provided on Drawing No. 13936/2101 Rev P2.

Highways Authority Officer – Traffic Analysis

- 5.6.12 One of the reasons for deferral at Planning Control Committee requested that the applicant update the base traffic data. Automatic Traffic Counters (ATC's) were installed on Watton Road and Swangleys Lane between 8 and 14 of September 2025 to establish 24 hour flows on each day and determine traffic speeds. Further peak period (07:00-10:00 and 16:00-19:00) turning count surveys (MCC's) were carried out on Tuesday 9 September 2025 at:

- B197 / Watton Road / Station Road roundabout
- B197 / St. Martin's Road priority junction
- B197 / Swangley's Lane priority junction
- B197 / Milestone Road priority junction

5.6.13 The Watton Road ATC data showed that Tuesday 9 September was slightly the busiest day of the week traffic wise during the period surveyed and as such HCC Highways considers it robust data to use in further analysis. The ATC data also showed that whilst the 24-hour traffic count (AADT) only slightly increased on Watton Road, the westbound weekday peak (towards Knebworth) increased by approximately 143%.

5.6.14 The MCC at the B197/ Watton Road/ Station Road roundabout, however, suggest that this increase was outside the peaks. The 2025 AM peak having saw a reduction of 5% from 2019 traffic levels, and the 2025 PM peak having seen a reduction 8% from 2019 traffic levels respectively.

5.6.15 The Swangleys Lane ATC showed though that 24 hour (AADT) and peak period traffic levels changed very little from 2019 to 2025. Although during the AM peak on a Tuesday the junction of the B197 (London Road) and Swangley's Lane saw 10% less vehicles in 2025 compared to 2019. During the PM peak the junction (MCC) survey reflects the ATC data and the flow through the junction is approximately the same.

5.6.16 This MCC pattern is repeated at the B197/ St Martins Road junction and B197/Milestone junction where AM peak hour traffic is slightly lower and PM peak traffic is practically the same.

5.6.17 As per the Transport Industry norm, these junctions have been reviewed within the TRL Junctions Traffic Modelling Suite, 'Junctions' (Junctions 9). There is a newer version of Junctions (Junctions 11) but this does not substantially change the inbuilt ARCADY/PICADY formulae, so the Highways Authority finds the use of a previous version acceptable.

5.6.18 The principal indicator of junction performance within the Junctions model is the Ratio of Flow to Capacity (RFC) of specific approaches. The operational capacity of an approach modelled within the Junctions software is recognised to correspond to an RFC of 0.85 and cognisance of queuing is required at values above this. An approach however, is not beyond absolute capacity until an RFC of 1.00 is reached.

Traffic Analysis – Watton Road Access junction

5.6.19 Consistent with the previous TA (June 2023) the updated analysis using 2025 Traffic data for a base predicts that site access junction on Watton Road will operate with substantial spare capacity and no queuing is predicted. In 2028 the now predicted maximum RFC leaving the proposed site in the AM peak is 0.23 and the corresponding maximum RFC returning site in the PM peak is 0.21. Compared to RFC's of 0.20 (AM peak) and 0.18 in the previous analysis based upon 2019 traffic data.

Traffic Analysis – B197 / Watton Road / Station Road Roundabout

5.6.20 Whilst the updated analysis identifies some impact at the B197 / Watton Road / Station Road Roundabout, it is less than previously considered acceptable by the Highways Authority.

- 5.6.21 Based upon the September 2025 data with the proposed development in place, during the AM peak, the B197 N (Stevenage Road) approach RFC rises to its operational threshold (0.85) from 0.72 (without development). The B197 (N) approach was significantly over absolute capacity with and without the development based on the 2019 traffic data (1.08 with development and 1.05 without). A queue of 3 vehicles without the development is predicted to increase to 5 vehicles with the development in place. The variation in traffic counts may be an indication of the variability of the B197 in relation to the A1(M) which the development cannot be held responsible for.
- 5.6.22 Based on the 2025 traffic data the Watton Road approach which was predicted to go over absolute capacity during the AM peak with the development in place, now only goes over operational capacity with an RFC of 0.92 from a base of 0.61 without the development traffic. Based on the 2025 data queuing is predicted to increase from 2 vehicles to 8 vehicles with the proposed development in place. Whilst HCC acknowledges that the predicted level may vary substantially due to the relationship of the B197 and the A1(M), we still consider that it is appropriate to mitigate this level of impact through schemes aimed at encouraging a modal shift (and reducing vehicle trips).
- 5.6.23 During the PM peak the busiest direction on the B197 swaps to the reverse direction from the AM peak and it is now the B197 S (London Road) approach that experiences the peak RFC. Without the development it is predicted to be within operational capacity with an RFC of 0.80 with the development the B197 (S) approach rises to absolute capacity with an RFC of 1.00. This corresponds to a predicted increase in queuing of 15 vehicles. It's noted however, that the applicant does not present the 2028 scenario prior to development and merely the 2025 scenario prior to development and the increase in queuing may be overstated. Also as before, whilst HCC acknowledges that the predicted level may vary substantially due to the relationship of the B197 and the A1(M), we still consider that it is appropriate to mitigate this level of impact through schemes aimed at encouraging a modal shift (and reducing vehicle trips).
- 5.6.24 Perhaps related to the change in the direction of the dominant flow through the junction in the PM (now South to North on the B197), the Watton Road approach during the PM peak is predicted to remain well within capacity when the development is in place. The 2028 peak RFC on the Watton Road approach with the development in place is a mere 0.41.

Traffic Analysis – B197 / St Martin's Road Priority Junction

- 5.6.25 The applicant does not present an updated analysis of the B197 / St Martin's Road Priority Junction given that the 2025 traffic counts at this location are substantially lower (-13%) during the AM peak and are still marginally lower during the PM peak (-4%). The previous analysis predicted that the junction was significantly within capacity with an AM peak maximum RFC with development predicted of 0.10 (compared to 0.09 without) and an unchanged (both pre and post development PM peak maximum RFC of 0.16).

Traffic Analysis – B197 / Swangley's Lane Priority/ Milestone Road Junction

- 5.6.26 Similarly, given that the AM peak flows substantially decreased through the B197 / Swangley's Lane Priority Junction (-10% and -13%) and the PM peak flows were virtually unchanged (+1% and 0%), the applicant also didn't rerun the models of the junction which was predicted to be operating substantially within capacity.

S106 and mitigation

- 5.6.27 HCC Highways operate two levels of mitigation agreements (Strand 1 and Strand 2). Strand 1 mitigation works are directly required to unlock the development and solely the responsibility of the development. Strand 2 mitigation works address the wider cumulative impact of the development for which the development isn't solely responsible for but does derive benefit from.
- 5.6.28 In the first instance HCC Highways would envisage that the agreed junction improvements and travel plan contributions are delivered via a Strand 1 s106 agreement. This includes the support fee for the Travel Plan.
- 5.6.29 In the second instance (Strand 2) HCC calculate an appropriate headline figure based on the findings of HCC's adopted Developers Planning Obligation Toolkit (2021). Strand 2 contributions should address the cumulative impacts of all development, large and small, facilitating delivery and enhancement of the necessary active and sustainable transport networks. These local sustainable networks must be provided in their entirety to provide the sustainable connections to the key trip generators, as such contributions will be pooled to fund these networks within the local area (subject to any legislative restrictions), as supported by National Planning Policy Framework (NPPF). This second strand contribution is intended to help implement broader transport measures in the catchments of new development from which contributions are secured. The need for second strand contributions will be balanced against the level of first strand contributions and any other relevant planning matters.
- 5.6.30 For the development proposal, HCC Highways calculates the Strand 2 contribution at £1,365,200. As mentioned previously this would be allocated to Package 4 of HCC's North Central Growth and Transport Plan (NC GTP, May 2022) - Specific Measure (SM) 93 (B197 sustainable transport corridor) and SM 94 (Improving accessibility from KB1-4 to the Knebworth rail station, etc).
- 5.6.31 Therefore, on the basis of the sustainable access improvements being conditioned, not reversing the road priorities at the current Bell Close/ Watton Road junction, and the £1,365,200 contribution towards improving the greater sustainable network within Knebworth that the development impacts upon HCC Highways recommends approval of the application in respect of highway related matters.
- 5.6.32 It is fully appreciated that concerns remain amongst residents and parish councils relating to the highway impacts of the proposal, these have been considered along with the submissions of support relating to the approach to Swangleys Lane. The revised TA and supporting information have been carefully considered also by officers and the Highways Authority.

Conclusion

- 5.6.33 The reasons for deferral of consideration of this application at the previous meeting have been addressed by the applicant and considered in this report. This outline planning application seeks to secure the vehicular access arrangements to this site. Conditions are recommended to ensure the proposal is acceptable from a highway perspective and to secure mitigation measures. The applicant has agreed to pay the requested financial contributions. The Highways Authority consider the proposal is acceptable, and the absence of harm weighs neutrally in the planning balance.

5.7 Landscape and visual impacts

Conclusion on landscape and visual impacts

- 5.7.1 It is considered that the proposal would inevitably have some adverse landscape and visual impacts. However, through a combination of topography, existing screening, and the provision of landscaping, it is considered that the adverse effect would be localised and limited as far as possible. Mitigation planting measures can be secured by conditions, and such measures would be beneficial to the landscape and biodiversity. Therefore, there would be some conflict with Local Plan policies. Overall, therefore, it is considered that the identified visual and landscape harm should be attributed moderate weight in the planning balance.

5.8 Heritage and archaeological impacts

Conclusion on heritage asset impacts

- 5.8.1 In accordance with the NPPF and North Herts Local Plan policies, the proposal is considered to be compliant regarding the impact on heritage assets. Therefore, this matter weights neutral in the planning balance.

Conclusion on archaeological impacts

- 5.8.2 The proposal has the potential for archaeological remains. A WSI and associated reports would address this matter. Subject to conditions, there are no objections to the proposals on archaeological grounds. This matter weights neutral in the planning balance.

5.9 Ecology and Biodiversity

Conclusion on ecology and biodiversity

- 5.9.1 It is considered there are no ecological impacts arising from the proposals that cannot be mitigated. Further details of mitigation measures can be secured by conditions. In relation to on-site biodiversity net gain (BNG), the proposal will secure an on-site net gain in habitat units of 15.17%, and an on-site net gain in hedgerow units of 81.13%. This will far exceed the minimum requirement for this application across the site. As this also exceeds the 10% on-site net gain statutory requirement, which is not mandatory in this instance, it is considered a moderate benefit in the planning balance.

5.10 Tree Impacts

Conclusion on tree impacts

- 5.10.1 Some low-quality trees and hedges will need to be removed to facilitate the new access into the site. Other minor tree impacts can be appropriately managed by way of condition at the appropriate phase. This matter weighs neutral in the planning balance.

5.11 Flood Risk and Drainage

Conclusion on flood risk and drainage

- 5.11.1 The FRA includes an assessment of flood risk from all sources based on walkover observations, a desktop study of available online mapping, consultation with the water regulators, and consultation with Affinity Water who own the adjacent pumping station asset. The FRA also includes an outline surface water and foul drainage strategy.

- 5.11.2 In terms of surface water, an interception swale is proposed around the eastern boundary, which would intercept off-site runoff and reconnect into the west to east flow pathway downstream. The surface water drainage strategy would intercept onsite run-off from the development and infiltrate to the ground, thereby reducing the catchment contribution to the west to east flow pathway. An easement would also be provided adjacent to the Affinity Water pumping station which would allow for potential future flood protection works.
- 5.11.3 In terms of the foul drainage strategy, foul flows would discharge to the nearby public sewer via a gravity connection for most of the site. Mitigation measures have also been recommended to protect the Source Protection Zone/Principal Aquifer.
- 5.11.4 The LLFA originally objected to the proposal but subsequently withdrew their objection on 25 March 2025 subject to conditions being attached to any consent if the application is approved. Affinity Water and the Environment Agency have also both recommended flood and drainage related conditions.
- 5.11.5 In summary, it is concluded there would no harm arising to matters relating to flood risk and drainage, and this matter weighs neutral in the planning balance.

5.12 Environmental Impacts

Conclusion on environmental impacts

- 5.12.1 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. This matter weighs neutrally in the planning balance.

5.13 Sustainability

Conclusion on sustainability

- 5.13.1 This planning application was submitted in July 2023, and therefore pre-dates the adoption of the Council's Sustainability Supplementary Planning Document (September 2024), which requires a major development of this size and scale to be accompanied by an appropriate Energy and/or Sustainability Statement. The application is not supported by any such statement(s). Notwithstanding this, a series of guiding principles for sustainable design and construction have been set out in the Design & Access Statement. This includes the provision of EV charging points, using recycled construction materials and aggregates, and controlling water demand through methods such as low flow showers and baths, and rainwater harvesting. In addition, a condition has been recommended for a site-wide energy and sustainability strategy to address matters relating to renewable energy, reducing carbon emissions and water conservation for the proposed development.

5.14 Impact upon residential amenity

Conclusion

- 5.14.1 In terms of matters that relate to the effect upon the living conditions of occupiers of neighbouring dwellings, such as loss of outlook, privacy, daylight and sunlight, these matters will be considered at the reserved matters stage, when approval of scale and

layout will be sought. However, considering the existing vegetation, and the proposed enhancements, there is no reason to believe that the effect upon the residential amenities of occupiers of nearby residential properties would not be able to be satisfactorily addressed. Therefore, it is considered that the proposal would comply with Local Plan Policy D3, which permits proposals that do not cause unacceptable harm to living conditions.

5.15 Planning Obligations

5.15.1 In considering Planning Obligations in relation to this development, the Framework advises that:

“Planning obligations should only be sought where they meet all of the following tests:

- necessary to make the development acceptable in planning terms;*
- directly related to the development; and*
- fairly and reasonably related in scale and kind to the development”*

5.15.2 Policy SP7 sets out infrastructure requirements and developer contributions that are ‘necessary in order to accommodate additional demands resulting from the development’. This policy reflects the NPPF principles set out above. It also cites the Development Contributions SPD adopted by the Council and the update to Development Contributions adopted by the County Council.

5.15.3 The section below outlines the Heads of Terms and financial contributions sought by statutory bodies.

5.15.4 As part of the latest re-consultation, Sport England provided an updated response on 10 November 2025 with revised projects and the respective financial contributions sought for each project. The figures are based on North Herts Council’s new Playing Pitch Strategy and Indoor Sports Facility Strategy which are now at an advanced stage and should be used as the evidence base for informing and justifying developer contributions from the development as they collectively provide up-to-date evidence of the local sports facility needs in the Knebworth area and the priority projects that development contributions should be used towards. It is noted that the previous Sport England consultation response from July 2023 identified contribution figures only based on the Sport England Playing Pitch and Sport Facility calculators whereas the most recent response now identifies specific projects for each individual financial contribution being sought. The applicant has since agreed to the updated figures and the ‘Sport Contributions’ section of Table 3 below has been updated accordingly.

5.15.5 The applicant has agreed to the following obligations and a draft S106 Legal Agreement is well progressed. It is recommended that should Members accept this recommendation and resolve to grant outline planning permission, this should be subject to the completion of the S106 Agreement, with the following obligations:

These obligations are based upon the delivery of 200 units.

Element	Details and Justification	Justification
Affordable Housing	Based on 200 units, on site provision of 40% (approx. 80 units) which should be 65% rented tenure (approx. 52 units) and 35% intermediate tenure (approx. 28 units).	NHDC Developer Contributions Supplementary Planning Document (SPD) Feb 2023 Policy HS2 of the Local Plan.
Nursery Education	Included within the Primary Education contribution.	
Primary Education (HCC)	£2,973,523 (which includes land costs of £41,241) index linked to BCIS 1Q2024.	Towards new primary school provision in Knebworth and/or provision serving the development.
Secondary Education	£2,327,622 (which includes land costs of £55,433) index linked to BCIS 1Q2024.	Towards the delivery of new secondary school provision in Stevenage and/or provision serving the development.
Childcare Service 0-2 years	£157,046 index linked to BCIS 1Q2024.	Towards childcare facilities in the vicinity of the development and/or provision serving the development.
Childcare Service 5-11 years	£3,352 index linked to BCIS 1Q2024.	Towards provision at the new primary school and/or provision serving the development
Special Educational Needs and Disabilities (SEND)	£352,657 index linked to BCIS 1Q2024.	Towards the delivery of new Severe Learning Difficulty (SLD) special school places (EAST) for pupils ages 2 to 19 years old and/or provision serving the development.
Youth Service	£71,745 index linked to BCIS 1Q2024.	Towards the delivery of a new young people's centre serving Stevenage and the surrounding area and/or

		provision serving the development.
Library Services	£57,705 index linked to BCIS 1Q2024.	Towards increasing the capacity of Knebworth Library and/or provision serving the development.
Waste Service Recycling Centre	£1,239 index linked to BCIS 1Q2024.	Towards increasing capacity at Stevenage Recycling Centre and/or provision serving the development.
Waste Service Transfer Station	£57,769 index linked to BCIS 1Q2024.	Towards the new Northern Transfer Station and/or provision serving the development.
HCC Highways – Sustainable Transport Contributions	<p>Strand 1 – Travel pack contribution of £100 per house and £50 per flat. An evaluation and support fee £1,200 per annum. Overall sum of £6,000 and index-linked RPI March 2014.</p> <p>Strand 2 – Contribution of £1,365,200 to be allocated towards Package 4 of HCC's North Central Growth and Transport Plan (NC GTP, May 2022) – Specific Measure (SM) 93 (B197 sustainable transport corridor) and SM 94 (Improving accessibility from KB1-4 to the Knebworth rail station etc).</p>	<p>Policy SP7</p> <p>Policy SP17</p> <p>Policy D1</p> <p>Developer Contributions SPD</p> <p>HCC LTP4</p> <p>HCC 'Guide to Developer Infrastructure Contributions' 2022</p>
Air Quality (NHDC Environmental Protection)	<p>The following has been requested by NHDC's Environmental Protection team to address Local Plan policy requirements in relation to air quality:</p> <p>£38,610 towards Car Club/Car Hire Scheme</p>	<p>NHDC Air Quality Planning Guidance Document (2018)</p> <p>LP Policy D4</p>

	<p>£15,000 towards cycle vouchers</p> <p>£37,500 towards Travel plan co-ordinator</p>	
Sports Contributions – Adult/Youth/Mini Football (Sport England)	The recommendations in the PPS for Knebworth Recreation Ground for football are that the pitch quality should be improved. The recommended contribution for football would therefore be £49,850 which is the aggregated figure for adult, youth and mini football pitches.	<p>Developer Contributions SPD (2023)</p> <p>Policy SP10</p> <p>Policy NE6</p> <p>North Herts Playing Pitch Strategy</p> <p>North Herts Indoor Sports Facility Strategy</p>
Sports Contributions – Cricket (Sport England)	The PPS identifies that the former cricket square at Knebworth Recreation Ground could be brought back into use to meet future demand or Alternatively, Knebworth Park Cricket Club (based at Knebworth House) are considering relocating to a new site in the Knebworth area that would require investment. It is suggested that the cricket contribution is ring fenced for either of these projects. The recommended cricket contribution would be £29,526 which is the cricket pitch contribution.	<p>Developer Contributions SPD (2023)</p> <p>Policy SP10</p> <p>Policy NE6</p> <p>North Herts Playing Pitch Strategy</p> <p>North Herts Indoor Sports Facility Strategy</p>
Sports Contributions – Rugby Union (Sport England)	There are no rugby clubs in North Hertfordshire district that are in close proximity to Knebworth as the closest facilities in the district are in Hitchin and Letchworth. However, Datchworth Rugby Club is in the next village to Knebworth and would serve the Knebworth area although it is located in East Hertfordshire district. The action plan for the East Herts PPS which has been	<p>Developer Contributions SPD (2023)</p> <p>Policy SP10</p> <p>Policy NE6</p> <p>North Herts Playing Pitch Strategy</p> <p>North Herts Indoor Sports Facility Strategy</p>

	<p>prepared in conjunction with the North Herts PPS has identified that Datchworth Sports Club (where the rugby club are based) are in need of improved rugby pitches and clubhouse facilities. The rugby union contribution should therefore be ring fenced for pitch and clubhouse works at Datchworth Sports Club. The recommended rugby union contribution would be £42,253 which is the aggregate of the rugby pitch and changing rooms contributions.</p>	
Sports Contributions – Hockey (Sport England)	<p>There are no hockey pitches in the Knebworth area. The nearest facilities in North Hertfordshire district are in Hitchin and Letchworth which are not in close proximity to Knebworth. Stevenage Hockey Club which is based at the Nobel School in Stevenage serves the Knebworth area and the priority in the action plan for the Stevenage Playing Pitch Strategy which has been prepared in conjunction with the North Herts PPS has identified that the artificial grass pitch at the Nobel School is in need of a replacement surface to sustain hockey use. The recommended hockey contribution would therefore be £14,049 which is the sand based artificial grass pitch contribution.</p>	<p>Developer Contributions SPD (2023)</p> <p>Policy SP10</p> <p>Policy NE6</p> <p>North Herts Playing Pitch Strategy</p> <p>North Herts Indoor Sports Facility Strategy</p>
Sports Contributions – 3D Artificial Grass Pitch (Sport England)	<p>The Playing Pitch Strategy identifies a need for a 3G AGP in Knebworth but no site has been identified for this. It is unclear whether Knebworth Recreation Ground has potential. Knebworth Recreation Ground could be identified as a site for the contribution to be directed to but in view of the uncertainty of</p>	<p>Developer Contributions SPD (2023)</p> <p>Policy SP10</p> <p>Policy NE6</p> <p>North Herts Playing Pitch Strategy</p>

	<p>whether it is feasible and whether the Parish Council would actually support a 3G AGP in this location contingency should be included to direct a contribution to another site. Outside of Knebworth, the closest potential location for meeting 3G AGP needs would be Stevenage where the new PPS</p> <p>has identified 4 potential sites (Barclay School, Barnwell School Upper, Barnwell School Lower and Thomas Alleyne School) for new 3G AGPs to meet the needs of Stevenage and the surrounding area. The financial contribution recommended would be £55,214 which is the 3G AGP pitch and changing facilities contribution combined as new 3G AGPs will need new changing rooms to support them.</p>	North Herts Indoor Sports Facility Strategy
Sports Contributions – Sports Halls (Sport England)	<p>Whilst the emerging ISFS does not identify a need for new sports halls, it does identify issues with the quality of some of the existing facilities and the reliance on sports halls in the education sector for meeting the community's needs. The emerging Stevenage ISFS identified similar issues. There are no existing sports halls in Knebworth and no new projects are proposed. Therefore, sports hall demand would need to be met outside of the Knebworth area. The closest potential location for meeting sports hall needs would be Stevenage where the emerging Stevenage ISFS is identifying that the new Stevenage Sports Centre (which will include a 6 court sports hall) would be the top priority project for meeting</p>	<p>Developer Contributions SPD (2023)</p> <p>Policy SP10</p> <p>Policy NE6</p> <p>North Herts Playing Pitch Strategy</p> <p>North Herts Indoor Sports Facility Strategy</p>

	the sports hall needs of Stevenage and the surrounding area. A contribution towards this project is recommended therefore. The recommended contribution would be £94,114 as set out in the Sports Facility Calculator outputs.	
Sports Contributions – Swimming Pools (Sport England)	<p>Whilst the emerging ISFS does not identify a need for new swimming pools, it does identify issues with the capacity and quality of existing facilities. The emerging Stevenage ISFS identified similar issues. There are no existing swimming pools in Knebworth and no new projects are proposed. Therefore, swimming pool demand would need to be met outside of the Knebworth area. The closest potential location for meeting swimming pool needs (which is publicly accessible) would be Stevenage where the emerging Stevenage ISFS is identifying that the new Stevenage Sports Centre would be the top priority project for meeting the swimming pool needs of Stevenage and the surrounding area. A contribution towards this project is recommended therefore. The recommended contribution would be £113,807 as set out in the Sports Facility Calculator outputs.</p>	<p>Developer Contributions SPD (2023)</p> <p>Policy SP10</p> <p>Policy NE6</p> <p>North Herts Playing Pitch Strategy</p> <p>North Herts Indoor Sports Facility Strategy</p>
Sports Contributions – Tennis (Sport England)	The recommendations in the PPS for Knebworth Recreation Ground for tennis are that the providing sports lighting on the unlit tennis court be explored to meet demand. The recommended contribution would be £7,311 as set out in the Sports Facility Calculator outputs.	<p>Developer Contributions SPD (2023)</p> <p>Policy SP10</p> <p>Policy NE6</p> <p>North Herts Playing Pitch Strategy</p>

		North Herts Indoor Sports Facility Strategy
HCC Monitoring Fees	£340 for each distinct trigger point.	
NHDC Monitoring fees	2.5% of NHDC contributions capped at £25,000.	

Table 3: Heads of Terms for S106 Agreement

5.15.6 All the elements of these Obligations are necessary to make the development acceptable in planning terms, are directly related to the development, and are fairly and reasonably related in scale and kind to the development. In the light of the detailed evidence, all the elements of the Obligation meet the policy in paragraph 256 of the NPPF and the tests in Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended).

5.16 Planning Balance and Conclusion

5.16.1 This site is allocated for residential development in the adopted Local Plan. The proposal meets the site-specific criteria for Site KB4, and the proposal is in general conformity with Policy SP9. It is considered that the application is acceptable in principle.

5.16.2 The proposal would deliver up to 200 dwellings (including 40% affordable housing) as part of the local plan housing allocation. The proposal would boost the supply of housing in a sustainable location with access to services and facilities in Knebworth. It is considered that this is a **benefit** to which **substantial** weight should be attributed.

5.16.3 The proposal will provide an above 10% biodiversity net gain (BNG) improvement across the site. As this is not a mandatory requirement, it is a **benefit** to which **moderate** weight should be attributed.

5.16.4 In terms of matters relating to masterplan compliance, heritage, archaeology, highways and transport, flooding and drainage, tree impacts, and environmental impacts, it is considered that each of these elements of the development proposal would have a **neutral** effect in terms of the planning balance. Suitable conditions have also been recommended in respect of each subject area.

5.16.5 The proposal would result in some loss of Best and Most Versatile (BMV) agricultural land. This is considered a **harm** which attracts **moderate** weight in the planning balance.

5.16.6 It is considered that the proposal would have some adverse landscape and visual impacts. However, mitigation planting measures can be secured by conditions, and such measures would be beneficial to the landscape and biodiversity. Overall, it is considered that the identified visual and landscape **harm** should be attributed **moderate** weight in the planning balance.

5.16.7 There would be impact upon the character and appearance of the area through the residential development of a green field site. However, based upon the submitted masterplan and supporting information accompanying the application, and subject to suggested conditions, it is considered that there would not be significant harm to the character and appearance of the area.

5.16.8 There should not be a significant adverse impact upon the living conditions of occupiers of nearby residential properties. Effects in terms of outlook, privacy and overshadowing would be considered at the reserved matters stage.

5.16.9 The application site is an allocated housing site in the adopted local plan and will therefore make an important contribution to the housing land supply. 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 described would be significant. Any 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. The proposal would accord with the development plan taken as a whole and there are no material considerations that indicate that the application should be determined otherwise than in accordance with the development plan. Accordingly, it is recommended that planning permission be granted.

6.0 Alternative Options

6.1 None applicable.

7.0 Pre-Commencement Conditions

7.1 I can confirm that the applicant is in agreement with the pre-commencement conditions that are proposed.

8.0 Legal Implications

8.1 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.

9.0 Recommendation

9.1 That planning permission is resolved to be GRANTED subject to the completion of a satisfactory legal agreement or similar mechanism, with details of delivery of the planning obligations identified at Table 3 and the following conditions and informatives, with any changes to the wording of the conditions or transfer of conditions to S106 planning obligations delegated to the Development and Conservation Manager, and the applicant agreeing to extend the statutory period in order to complete the agreement.

Time Limit

1. Before the development hereby permitted is commenced, approval of the details of the siting, design and external appearance of the development, the means of access (other than the access details shown on Drawing No. 13936/2100 Rev P1; Drawing No. 13936/2101 Rev P1; and Drawing No. 13936/2101 Rev P1) and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained in writing from the Local Planning Authority.

Reason: To comply with the provisions of Article 3 of the Town and Country Planning (General Development Procedure) Order 1995 as amended.

2. Application for approval of the 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.

3. The development hereby permitted shall be carried out in complete accordance with the details specified in the application and supporting, approved documents and plans 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.

Masterplanning

4. The development hereby permitted shall be carried out in accordance with the masterplan framework and parameter plans listed below:
 - Land Use Parameter Plan – Drawing No. 7521-L-20-G
 - Access Parameter Plan – Drawing No. 7521-L-21
 - Vehicular Hierarchy Framework Plan – Drawing No. 7521-L-22-B
 - Active Travel Framework Plan – Drawing No. 7521-L-23-A
 - Green Infrastructure Framework Plan – Drawing No. 7521-L-24-H
 - Building Heights Parameter Plan – Drawing No. 7521-L-25-A
 - Built Form and Character Framework Plan – Drawing No. 7521-L-26-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 document approved under application reference No. 23/01552/OP and dated January 2025, and plan numbers 7521-L-20-G – Land Use Parameter Plan; 7521-L-21 – Access Parameter Plan; 7521-L-22-B – Vehicular Hierarchy Framework Plan; 7521-L-23-A – Active Travel Framework Plan; 7521-L-24-H – Green Infrastructure Framework Plan; 7521-L-25-A – Building Heights Parameter Plan; and 7521-L-26-A – Built Form and Character Framework Plan. 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.

Design Code

6. 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 and build upon the place-making principles stated in the Strategic Masterplan Report and Design and Access Statement.

The Site Wide Design Code shall be structured as follows:

A: 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. 'Watton Park West') 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)

B: Streets, Movement and Parking

Regulating Plan (developing on routes and streets identified in Design and Access Statement and Strategic Masterplan Report).

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, etc.
- Junction design to lower order street (eg. Primary to Secondary Street)

C: 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)

Design Principles for Rural Edges

Design Principles for Key Buildings

D: Compliance

Table assessing compliance with the North Herts District Design Code

Table assessing compliance with Buildings for Healthy Life Criteria

The Design Code shall be structured as a 'comply or justify' document. All subsequent Reserved Matters applications shall accord with the details of the approved Site Wide Design Code and be accompanied by a statement which demonstrates compliance. There shall be no variation or amendment to the approved Site Wide Design Code unless this is agreed in writing by the Local Planning Authority.

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

Allotment

7. Any Reserved Matters applications which incorporate allotment provision shall, where appropriate, include the following details:
 - a) A plan of the allotments, principles of plot layout and design providing for a range of plot sizes designed to allow flexibility to meet the needs of future plot holders; areas for communal storage of, for example, manure and compost;
 - b) Proposed management arrangements;
 - c) Access and parking arrangements to allow easy and safe access to the proposed allotments and retaining access to the existing allotments;
 - d) Boundary treatment, including security arrangements for the allotments;
 - e) Water supply, including, where appropriate, rain water storage.

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

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

Waste and Recycling Storage

8. No dwelling shall be occupied until a scheme setting out details of all on-site household storage facilities for waste including waste for recycling and/or composting (including details of any enclosures of screening) to serve each dwelling in accordance with the Council's Waste and Recycling Strategy at the time of submission, has been submitted to and approved in writing by the Local Planning Authority.

Such details shall identify the specific position of where wheeled bins will be stationed, and the specific arrangements to enable collection from the kerbside of the adopted highway/refuse collection vehicles access point in accordance with the walk distances set out in the Council's approved waste collection strategy.

The scheme shall also include arrangements for management of any other waste generated by the development. All such facilities shall be provided in accordance with the approved details prior to the first occupation of the corresponding dwellings and shall be maintained and retained thereafter.

Reason: To facilitate refuse and recycling collection. To protect the amenities of nearby residents and occupiers in the interests of visual amenity and to comply with Policies D1 and D3 of the North Hertfordshire Local Plan 2011-2031.

Site Waste Management

9. No development shall take place until a Site Waste Management plan has been submitted to and approved in writing by the Local Planning Authority. The SWMP should aim to reduce the amount of waste being produced onsite 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 thereafter be implemented in accordance with the approved details.

Reason: To ensure that waste is minimised during the construction of the development in accordance with Hertfordshire Waste Core Strategy and Development Management Policies Development Plan Document 2012.

Landscaping and Biodiversity

Advanced Planting

10. Any reserved matters applications shall be accompanied by details of the structural planting along the Eastern Greenway. This shall include species composition, specification and supporting implementation timetable.

Implementation will need to be carried out prior to development above ground level (except any demolition, site clearance, ground investigation and remediation work) and in accordance with an implementation timetable agreed in writing with the Local Planning Authority.

Reason: In order to ensure key structural / screening landscape planting is carried out at the earliest opportunity, in the interest of screening, landscape character and amenity of the locality. Ensuring compliance with the North Herts Local Plan Policies KB4, SP9, NE2 NE6 and National Planning Policy Framework.

Infiltration Basin Landscape Strategy

11. Any reserved matters applications shall be accompanied by an Infiltration Basin landscape strategy. The strategy shall demonstrate how the proposed infiltration basin will be fully integrated into the landscape. The strategy shall include:
- Detailed layout and cross-sections of the basin, showing gradients, edge treatments, planting zones and relationship with surrounding levels;
 - Planting plans and schedules for all planting, including species, densities and maintenance regimes;
 - Access and safety considerations, including appropriate design of slopes, edge detailing and passive surveillance from public areas;
 - Phasing plan for delivery;
 - Long-term management responsibilities and aftercare proposals.

The SuDS features shall be constructed and maintained in accordance with the approved details and retained thereafter.

Reason: In order to ensure key structural / screening landscape planting is carried out at the earliest opportunity, in the interest of screening, landscape character and amenity of the locality. Ensuring compliance with the North Herts Local Plan Policies KB4, SP9, NE2 NE6 and National Planning Policy Framework.

Landscape and Ecological Management Plan (LEMP)

12. Any reserved matters applications shall be accompanied by a Landscape and Ecological Management Plan (LEMP). The content of the LEMP shall be written in accordance with BS42020:2013 Biodiversity Code of Practice for planning and development.

The LEMP shall include the following:

- a) Description and evaluation of features to be managed;
- b) Ecological trends and constraints on site that might influence management;
- c) Appropriate options for achieving management aims and objectives;
- d) Full details of proposed habitat creation and long-term measures to enhance the site for biodiversity;
- e) Preparation of a work schedule and implementation timetable (including an annual work plan capable of being rolled forward over a five-year period);
- f) Details of the body or organisation responsible for implementation of the plan;
- g) Supporting plan showing areas within and outside the management plan area;
- h) Biodiversity Net Gain (BNG) Plan and ongoing monitoring of BNG delivery;
- i) Full details of protection and mitigation measures to be implemented for retained trees, habitats, flora and faunal species including the timings of works;
- j) Demonstrate how the LEMP for that phase has been cognisant of the LEMP(s) for prior phases;
- k) Prior to the commencement of the given phase of the development a timescale for the implementation of these measures.

Details of habitat management practices to be used within the Site including acceptable limits of change, targets and remedial works in regard to habitats and species at the site.

Details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

Reason: In the interest of biodiversity and ensuring compliance with the North Herts Local Plan Policies KB4 and NE2 and the National Planning Policy Framework.

Trees

13. Prior to or concurrent with each Reserved Matters application and where there are identified and relevant tree or hedge impacts, the following document(s) shall be submitted to and approved in writing by the Local Planning Authority in accordance with best practice including BS5837 (Trees in relation to construction) –

- (i) Arboricultural Method Statement(s)
- (ii) Tree and Hedge Protection Plan(s)
- (iii) a Veteran Tree Management Plan and a
- (iv) 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.

Soft Landscaping Provision

14. Notwithstanding any details included in the submitted plans, no development above ground level (except any demolition, site clearance, ground investigation and remediation work) shall take place within the relevant phase (or part thereof) until details of soft landscaping for such relevant phase have been submitted to and approved in writing by the Local Planning Authority. These details shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants noting species, plant sizes and proposed numbers/densities and tree pit construction and soil volumes.

The approved scheme of soft landscaping works shall be implemented not later than the first planting season following commencement of the development (or within such extended period as may first be agreed in writing with the Local Planning Authority). Any planting removed, dying or becoming seriously damaged or diseased within five years of planting shall be replaced within the first available planting season thereafter with planting of similar size and species unless the Local Planning Authority gives written consent for any variation.

Any trees, hedges, shrubs or turf identified within the approved landscaping details (both proposed planting and existing) which die, are removed, seriously damaged or seriously diseased, within a period of 10 years of being planted or in the case of existing planting within a period of 5 years from the commencement of development, shall be replaced in the next planting season with others of similar size and species.

Reason - In the interests of character and visual amenity and ensuring compliance with North Herts Local Plan Policies KB4, SP9 and NE2 and the National Planning Policy Framework.

Hard Landscaping and Boundary Treatment Provision

15. Notwithstanding any details included in the submitted plans, no development above ground level (except any demolition, site clearance, ground investigation and remediation work) shall take place within the relevant phase (or part thereof) until details of hard landscaping and boundary treatments for such relevant phase have been submitted to and approved in writing by the Local Planning Authority.

Hard landscape details should include proposed finished levels and contours showing earthworks and mounding; surfacing materials; hard surfacing material specifications; minor artefacts and structures (for example furniture, refuse and/or other storage units, signs, lighting and similar features); boundary treatments and proposed and existing functional services above and below ground (for example drainage, power, communications cables and pipelines, indicating lines, manholes, supports and other technical features).

Reason: In the interests of character and visual amenity and ensuring compliance with North Herts Local Plan Policies KB4, SP9 and NE2 and the National Planning Policy Framework.

Biodiversity Net Gain Plan

16. No development above ground levels shall take place until a biodiversity net gain management plan (BNGMP) has been submitted to and approved in writing by the Local Planning Authority. The BNGMP should be informed by up-to-date ecological surveys and a new biodiversity metric (according to the accepted standard methodology at the time the BNGMP is submitted to the Local Planning Authority). The content of the BNGMP shall ensure the delivery of the agreed number of habitat and hedgerow units as a minimum (15.17% and 81.13% increase in habitat and hedgerow units) to achieve a net gain in biodiversity and include the following:
- a) Description and evaluation of habitat parcels to be managed, cross referenced to individual lines in the metric
 - b) Maps of all habitat parcels, cross referenced to corresponding lines in the metric.
 - c) Appropriate management options for achieving target condition for habitats as described in the approved metric.
 - d) Preparation of an annual work schedule for each habitat parcel (including a 30 year work plan capable of being rolled forward in perpetuity).
 - e) Details of the body or organisation responsible for implementation of the plan.
 - f) Details of species selected to achieve target habitat conditions as identified in approved metric, definitively stated and marked on plans.
 - g) Ongoing monitoring plan and remedial measures to ensure habitat condition targets are met.
 - h) Reporting plan and schedule for informing LPA of condition of habitat parcels for 30 years.

The BNGMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the BNGMP are not being met) how contingencies and/or remedial

action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

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

Reason: To deliver a measurable biodiversity net gain in accordance with NHDCLP Policy NE4

Badger Method Statement

17. No development shall take place (including any demolition, ground works, site clearance) until a method statement for badgers has been submitted to and approved in writing by the Local Planning Authority. The content of the method statement shall be informed by part 4 of the February 2023 Ecological Appraisal and include the;
- a) purpose and objectives for the proposed works;
 - b) detailed working method(s) necessary to achieve stated objectives;
 - c) extent and location of proposed works shown on appropriate scale maps and plans;
 - d) timetable for implementation, including guidance for updated badger checks prior to and within 2 months of construction work commencing, demonstrating that works are aligned with the proposed phasing of construction;
 - e) persons responsible for implementing / supervising vegetation clearance works;

The works shall be carried out strictly in accordance with the approved details.

Reason: In the interests of the protection of badgers and to ensure compliance with North Herts Local Plan Policy NE4.

Badger Licence

18. No works are in any circumstances to commence unless the local planning authority has been provided with either:
- a) a badger licence issued by Natural England authorizing the specified activity/development to go ahead; or
 - b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/development will require a licence.

Reason: In the interests of the protection of badgers and to ensure compliance with North Herts Local Plan Policy NE4.

Open Space Management and Maintenance

19. Any reserved matters applications shall include a detailed Open Space Management and Maintenance Scheme for the management and maintenance of all areas of open space (to include parks, greenways, allotments, play areas, informal open space, semi-natural green space, public squares) shall be submitted to and agreed in writing by the Local Planning Authority. Details to be submitted shall include:
- a) Management organisation;
 - b) Details of landscape management and maintenance plans;
 - c) Details of planting, grass cutting, weeding and pruning;
 - d) Management of sustainable urban drainage features;
 - e) Inspection, repair and maintenance of all hard landscaping and structures;

- f) Management, monitoring and operational restrictions; and
- g) Maintenance and planting replacement programme for the establishment period of landscaping.

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

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

Energy and Sustainability

20. Prior to the commencement of works above ground, a site-wide energy and sustainability strategy shall be submitted and to the Local Planning Authority for approval addressing renewable energy, reducing carbon emissions and water conservation. The development shall thereafter be implemented in accordance with the approved measures, which shall be retained thereafter.

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).

Drainage Conditions

21. Prior to or in conjunction with the submission of each reserved matters application, in accordance with the submitted Flood Risk Assessment & Outline Drainage Strategy document (prepared by Enzygo, December 2024, REF SHF.1132.269.HY.R.003A) and LLFA Rebuttal (prepared by Enzygo, 20 February 2025, REF SHF.1132.267.HY.LT.001.A), detailed designs of a surface water drainage scheme incorporating the following measures shall be submitted to and agreed with the Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the development. The scheme shall address the following matters:

- (i) Detailed infiltration testing in accordance with BRE Digest 365 (or equivalent) along the length and proposed depth of the proposed infiltration feature/s. As this is SPZ II / III, we have agreed with the applicant that clean roof water would be infiltrating via plot drainage or

If infiltration is proven to be unfavourable, then Greenfield runoff rates for the site shall be agreed with the Lead Local Flood Authority. The post development runoff rates will be attenuated to the equivalent Greenfield rate for all rainfall events up to and including the 1% Annual Exceedance Probability (AEP). The discharge location for surface water runoff will be confirmed to connect with the wider sewer network.

- (ii) Provision of surface water attenuation storage, sized and designed to accommodate the volume of water generated in all rainfall events up to and including the critical storm duration for the 3.33% AEP (1 in 30 year) and 1% AEP (1 in 100) rainfall events (both including allowances for climate change).

- (iii) Detailed designs, modelling calculations and plans of the of the drainage conveyance network in the:
- 3.33% AEP (1 in 30 year) critical rainfall event plus climate change to show no flooding outside the drainage features on any part of the site.
 - 1% AEP (1 in 100 year) critical rainfall plus climate change event to show, if any, the depth, volume and storage location of any flooding outside the drainage features, ensuring that flooding does not occur in any part of a building or any utility plant susceptible to water (e.g. pumping station or electricity substation) within the development. It will also show that no runoff during this event will leave the site uncontrolled.
- (iv) The design of the attenuation basin will incorporate an emergency spillway and any drainage structures include appropriate freeboard allowances. Plans to be submitted showing the routes for the management of exceedance surface water flow routes that minimise the risk to people and property during rainfall events in excess of 1% AEP (1 in 100) rainfall event plus climate change allowance.
- (v) Finished ground floor levels of properties are a minimum of 300mm above expected flood levels of all sources of flooding (including the ordinary watercourses, SuDS features and within any proposed drainage scheme) or 150mm above ground level, whichever is the more precautionary.
- (vi) Details of how all surface water management features to be designed in accordance with The SuDS Manual (CIRIA C753, 2015), including appropriate treatment stages for water quality prior to discharge.
- (vii) A maintenance and management plan detailing the activities required and details of who will adopt and maintain the all the surface water drainage features for the lifetime of the development.
- (viii) At detailed design stage, a clear span bridge needs to be considered prior to the inclusion of box culverts. If proven unfeasible, all culverts must include a trash screen due to the proposed grates (Figure 7 – LLFA Rebuttal, 20 February 2025, REF SHF.1132.267.HY.LT.001 A).
- (ix) At detailed design stage, there must be no land raising for any reason, for the 1% AEP plus 40% climate change area in accordance with NPPF and PPG. Additionally, there must be no development within the area of surface water flood risk in any rainfall return period.
- (x) At detailed design stage, option 2 must be fully developed including but not limited to source control on site, sufficient water quality treatment (2/3 stage) and a full drainage layout. This is to maintain groundwater recharge within this area.

Reason: To prevent flooding in accordance with National Planning Policy Framework paragraphs 181,182 and 187 by ensuring the satisfactory management of local sources of flooding surface water flow paths, storage and disposal of surface water from the site in a range of rainfall events and ensuring the SuDS proposed operates as designed for the lifetime of the development.

22. Prior to or in conjunction with the submission of each Reserved Matters application, a detailed Site SuDS Phase plan which aligns with the site phasing plan shall be submitted to and approved in writing by the Local Planning Authority. This SuDS Phasing plan shall ensure that each phase does not exceed the agreed discharge rates for that phase and that source control measures are installed within each phase to adequately address the phases own surface water runoff. The plan shall ensure that each SuDS component is adequately protected throughout the development of the scheme. The plan shall show all exceedance routes throughout the site clearance and construction of the scheme ensuring flood risk is not increased elsewhere or to the site itself and that the site remains safe for all exceedance event flow routes for the lifetime of the development during rainfall (i.e. greater than design events or during blockage) and how property on and off site will be protected.

Reason: To ensure that the development achieves a high standard of sustainability and ensure the flood risk is adequately addressed for each new dwelling and not increased in accordance with NPPF and Policies of North Herts Council.

23. All development shall be constructed in accordance with the submitted and approved Flood Risk Assessment & Outline Drainage Strategy document (prepared by Enzygo, December 2024, REF SHF.1132.269.HY.R.003A) and LLFA Rebuttal (prepared by Enzygo, 20 February 2025, REF SHF.1132.267.HY.LT.001.A),, this includes all new residential dwellings to have a finished floor level raised a minimum of 300mm above any design flood level and 150mm above the surrounding proposed ground level unless otherwise first approved in writing by the Local Planning Authority.

Reason: To ensure the flood risk is adequately addressed and not increased in accordance with NPPF and Policies of North Herts Council.

24. No development shall take place until details and a method statement for interim and temporary drainage measures during the demolition and construction phases have been submitted to and approved in writing by the Local Planning Authority. This information shall provide full details of who will be responsible for maintaining such temporary systems and demonstrate how the site will be drained to ensure there is no increase in the off-site flows, nor any pollution, debris and sediment to any receiving watercourse or sewer system. The site works and construction phase shall thereafter be carried out in accordance with approved method statement, unless alternative measures have been subsequently approved by the Planning Authority.

Reason: To prevent flooding and pollution offsite in accordance with the NPPF

25. No development shall take place until a detailed construction phase surface water management plan for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be carried out in accordance with the approved details.

Reason: To ensure that the construction of the site does not result in any flooding both on and off site and that all Surface water Drainage features are adequately protected.

26. Prior to first use of each phase of the development a detailed verification report, (appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented in accordance with the surface water drainage scheme), has been submitted to and approved (in writing) by the Local Planning Authority. The verification report shall include a full set of "as built" drawings plus photographs of excavations (including soil profiles/horizons), any installation of any surface water drainage structures and control mechanisms.

Reason: To ensure that the development achieves a high standard of sustainability and ensure the flood risk is adequately addressed for each new dwelling and not increased in accordance with NPPF and Policies of North Herts Borough Council.

27. Prior to the commencement of the development, no works involving excavations (except for access and intrusive site investigations) shall be carried until the following has been submitted to and approved in writing by the Local Planning Authority:

- An Intrusive Ground Investigation plan prior to the intrusive ground investigation that includes proposals for PFAS alongside other relevant parameters, agreed with Affinity Water to ensure all concerns will be covered.
- Following acceptance of the Intrusive Ground Investigation plan, an Intrusive Ground Investigation that adheres to the plan to identify the current state of the site and appropriate techniques to avoid displacing any shallow contamination to a greater depth.
- A Remediation Strategy/Report if found to be needed following the results of the intrusive investigation detailing how contamination (if found) will be dealt with. The remediation strategy shall be implemented as approved with a robust pre and post monitoring plan to determine its effectiveness.
- A Risk Assessment identifying both the aquifer and the abstraction point(s) as potential receptor(s) of contamination including turbidity generation from groundworks.
- A Foundations Works Method Statement and Risk Assessment detailing the depth and type of excavations (e.g. piling) to be undertaken including mitigation measures (e.g. turbidity monitoring, appropriate piling design, off site monitoring boreholes etc.) to prevent or minimise any potential migration of pollutants including turbidity or existing contaminants such as hydrocarbons to public water supply. Any excavations must be undertaken in accordance with the terms of the approved method statement.
- A Monitoring Plan for parameters (including turbidity) within a borehole at a location between the site and the abstraction point.
- Acknowledgement of the need to notify Affinity Water of excavation works 15 days before commencement in order to implement enhanced monitoring at the public water supply abstraction and to plan for potential interruption of service with regards to water supply.

Reason: Excavation works such as piling have the potential to cause water quality failures due to elevated concentrations of contaminants through displacement to a greater depths and turbidity generation. Increased concentrations of contaminants, particularly turbidity, impacts the ability to treat water for public water supply.

28. If, during development, contamination not previously identified is found to be present at the site, then no further development shall be carried out until the following has been submitted to and approved in writing by the Local Planning Authority in consultation with Affinity Water:

- A Remediation Strategy/Report detailing how contamination will be dealt with. The remediation strategy shall be implemented as approved with a robust pre and post monitoring plan to determine its effectiveness.

Reason: To ensure that the development does not contribute to unacceptable concentrations of pollution posing a risk to public water supply from previously unidentified contamination sources at the development site and to prevent deterioration of groundwater and/or surface water.

29. No drainage systems within the SPZ1, for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 187 of the National Planning Policy Framework.

Archaeology

30. (A) No development shall take place 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:

1. The programme and methodology of site investigation and recording
2. The programme and methodology of site investigation and recording as required by the evaluation
3. The programme for post investigation assessment
4. Provision to be made for analysis of the site investigation and recording
5. Provision to be made for publication and dissemination of the analysis and records of the site investigation
6. Provision to be made for archive deposition of the analysis and records of the site Investigation
7. 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 (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 (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 HE4 and Section 16 of the NPPF 2024.

Environmental Issues

31. (A) No development approved by this permission shall take place until a Site Investigation (Phase II environmental risk assessment) report has been submitted to and approved by the Local Planning Authority which includes:

- (i) A full identification of the location and concentration of all pollutants on this site and the presence of relevant receptors, and;
- (ii) The results from the application of an appropriate risk assessment methodology.

B) No development approved by this permission (other than that necessary for the discharge of this condition) shall be commenced until a Remediation Method Statement report; if required as a result of (a), above; has been submitted to and approved by the Local Planning Authority.

C) This site shall not be occupied, or brought into use, until:

- (i) All works which form part of the Remediation Method Statement report pursuant to the discharge of condition (b) above have been fully completed and if required a formal agreement is submitted that commits to ongoing monitoring and/or maintenance of the remediation scheme.
- (ii) A Remediation Verification Report confirming that the site is suitable for use has been submitted to, and agreed by, the Local Planning Authority.

(D) Any contamination, other than that reported by virtue of condition (b), encountered during the development of this site shall be brought to the attention of the Local Planning Authority as soon as practically possible; a scheme to render this contamination harmless shall be submitted to and agreed by the Local Planning Authority and subsequently fully implemented prior to the occupation of this site.

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 Policy NE11.

32. No dwelling shall be occupied until a scheme detailing noise mitigation measures, specifically, glazing, ventilation and acoustic fencing for specific plots (including the impact of industrial noise sources) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the submitted "Wardell Armstrong Noise Assessment Report reference GM12535, Version 1.0 dated June 2023". The scheme shall be implemented in accordance with the approved details and maintained thereafter.

Reason: To protect the residential amenity of future occupants in accordance with the aims of Policy D3 of the North Hertfordshire Local Plan 2011-2031.

33. 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 mitigation measures as set out in the Noise Assessment report provided by Wardell Armstrong 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.

Lighting

34. No dwelling hereby permitted shall be occupied unless and until an external lighting strategy has been submitted to and approved in writing by the Local Planning Authority. The strategy shall be designed to minimise the potential adverse effects of external lighting on the amenity and biodiversity of the site and its immediate surroundings. The development shall be carried out in accordance with the approved details.

Reason: In the interests of biodiversity and local amenity and to ensure compliance with North Herts Local Plan Policies NE4 and D3.

Fire Safety

35. 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

Detailed Highways Plans

36. As part of any reserved matters applications, full details (in the form of scaled plans and / or written specifications) shall be submitted to and approved in writing by the Local Planning Authority to detail the following:
- a) Roads.
 - b) Footways.
 - c) Cycleways.
 - d) Foul and surface water drainage.
 - e) Visibility splays.
 - f) Access arrangements.
 - g) Parking provision in accordance with adopted standard.
 - h) Loading areas.
 - i) 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).

Vehicular Access and Surface Water

37. Prior to the first occupation of the development hereby permitted the vehicular access shall be completed and thereafter retained as shown on drawing number (13936/2100 Rev P1) in accordance with details/specifications to be submitted to and approved in writing by the Local Planning Authority in consultation with the highway authority. Prior to use appropriate arrangements shall be made for surface water to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

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).

Surface Water

38. 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).

Cycle Parking

39. As part of any reserved matters applications, a scheme for the parking of residents' cycles with convenient and minimally obstructed access to the street, 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).

Construction Traffic Management Plan

40. No development shall commence until a Construction Traffic 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 Traffic 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).

Highway Improvements – Swangley's Lane between North and South Parcels of KB4 (The Swangley's Lane Mobility Filter)

41. 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 highway improvement works as indicated on drawing number (13936/2101 Rev P1) has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

B) Implementation / Construction

Prior to 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).

Spine Road Delivery – Prior to the Swangley's Lane Mobility Filter (Condition 41 above)

42. 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 construction of the development Spine Road between Swangley's Lane and Watton Road as indicated on drawing number (7521-L-03 Issue AB) has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

B) Implementation / Construction

Prior to occupation of the development hereby permitted, works referred to in part A of this condition shall be delivered in accordance with the approved details and be to a standard that can be adopted by the Highway 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).

Highway Improvements – Watton Road Footway

43. 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 construction of a Footway along Watton Road from the hereby permitted site to at least the Public Right of Way (Knebworth 003) has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

B) Implementation / Construction

Prior to occupation of the development hereby permitted, works referred to in part A of this condition shall be delivered in accordance with the approved details and be to a standard that can be adopted by the Highway 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).

Highway Improvements – Footpath between southern KB4 parcel and the Knebworth Primary School

44. A) Design Approval

Notwithstanding the details indicated on the submitted drawings, no on-site works above slab level shall commence on the southern parcel of the development hereby permitted (south of Swangley's Lane) until a detailed scheme for a footpath between the southern parcel and the existing Knebworth Primary School has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

B) Implementation / Construction

Prior to 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).

Highway Improvements – Swangleys Lane between development site and London Road

45. 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 highway improvement works as indicated on drawing number (P22042-SMCE-ZZ-XX-D-H-0300 P04 in the March 2024 Transport Assessment) has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The finalised design will improve the footways adjacent to the school and will reconfigure the school vehicle access to be a 'Copenhagen Style Crossing' to establish an effective continuous sustainable transport corridor from the hereby permitted site to London Road, Knebworth.

B) Implementation / Construction

Prior to 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).

Highway Improvements – Old Lane between Watton Road and Dene House

46. A) Design Approval

Notwithstanding the details indicated on the submitted drawing number (7521-L-03-Issue AB), no on-site works above slab level shall commence until a detailed scheme for the downgrading of Old Lane to establish a 'Walking and Cycling Friendly Corridor' has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

B) Implementation / Construction

Prior to 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).

Highway Improvements – Bell Close pedestrian / cycle access

47. A) Design Approval

Notwithstanding the details indicated on the submitted drawing number (13936/2102 Rev P1), no on-site works above slab level shall commence until a detailed scheme for the proposed pedestrian / cycle access and crossing of Watton Road in the vicinity of Bells Close has been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

B) Implementation / Construction

Prior to 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).

Travel Plan

48. 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 Statement shall be implemented in accordance with the timetable and target contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed 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).

Active Travel England

Infrastructure

49. No development shall commence until general arrangement plan(s) to a scale of 1:200 showing details of the walking/cycling infrastructure including works to the adopted highway have been submitted to and approved in writing by the Local Planning Authority. The details shall be submitted in accordance with guidance contained in LTN 1/20 on Cycle Infrastructure Design and Manual for Streets and where applicable indicate proposals for:
- Existing levels of the finished highway tying into building threshold levels
 - Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
 - Signing, street furniture, street trees and pits
 - Structures on or adjacent to the highway
 - Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

The development or any phase of the development, whichever is the sooner, shall not be occupied until the walking and cycling infrastructure for the development or phase of development has been constructed and completed in accordance with the approved details.

Reason: To comply with the guidance in LTN 1/20 on Cycle Infrastructure Design and in Manual for Streets.

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.

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

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) 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.

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, other than the development Spine Road that links Swangley's Lane to Watton Road, 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) Estate road adoption (section 38): The applicant is advised that if it is the intention to request that Hertfordshire County Council as Highway Authority adopt any of the highways included as part of this application as maintainable at the public expense then details of the specification, layout and alignment, width and levels of the said highways, together with all the necessary highway and drainage arrangements, including run off calculations must be submitted to the Highway Authority. No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place. The applicant is further advised that the County Council will only consider roads for adoption where a wider public benefit can be demonstrated. The extent of adoption as public highway must be clearly illustrated on a plan. 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 telephoning 0300 1234047.

AN9) 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>

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 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 travelpans@hertfordshire.gov.uk

10.0 **Appendices**

- 10.1 Appendix A – [\(Public Pack\)Agenda Document for Planning Control Committee, 17/07/2025 19:00](#)
- 10.2 Appendix B - [\(Public Pack\)Supplementary Document Agenda Supplement for Planning Control Committee, 17/07/2025 19:00](#)