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Planning, Growth and Sustainability Directorate
North Herts District Council
Council Offices
Gernon Road
Letchworth Garden City
SG6 3JF

28 July 2026

PP-Reference: PP-15063849

Dear Sarah,

Application for Approval of Details Reserved by Condition 31 of 24/01013/HYA - Hybrid application for residential development of up to 325 dwellings at Land Surrounding Burloes Cottages, Royston, Hertfordshire

Vistry (Northern Homes Counties) (the applicant) are please to enclose an application for approval of details reserved by Condition 31 of 24/01013/HYA.

Permission was granted on 2 July for *“Hybrid application for residential development of up to 325 dwellings comprising (a) full planning application for Phase 1 comprising 106 dwellings and associated infrastructure including access from Newmarket Road, emergency and pedestrian/cycle access from Burloes Hall Drive, internal highways, public open space, landscaping and drainage and b) outline application for up to 219 dwellings and associated infrastructure with all matters reserved apart from primary means of access and emergency and pedestrian/cycle access from Burloes Hall Drive”* (North Herts reference 24/01013/HYA).

In addition to this letter, the application comprises:

- Approval of Details Reserved by Condition Application Form
- Construction Management Plan (CMP) – SLR

The application has been submitted via the Planning Portal (reference PP-15063849) and the fee paid via the online payment system.

Condition 31 (CMP)

Condition 21 states:

“No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan: The Construction Management Plan shall include details of:

- a) Construction vehicle numbers, type, routing;*
- b) Access arrangements to the site;*
- c) Traffic management requirements*
- d) Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);*

- e) *Siting and details of wheel washing facilities;*
- f) *Cleaning of site entrances, site tracks and the adjacent public highway;*
- g) *Timing of construction activities (including delivery times and removal of waste) and to avoid the hours 08:00-09:15 and 15:00-15:45;*
- 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"*

The following details are submitted in respect of Condition 31:

- Construction Management Plan (CMP) - SLR

The submitted Construction Traffic Management Plan has been prepared by SLR Consulting and provides a comprehensive response to all requirements of Condition 29. Compliance with each criterion is summarised below:

Condition Criteria	Relevant Section	Summary
a) Construction vehicle numbers, type and routing	Sections 2.16–2.29, Figures 2.3 & 2.4	Defines construction traffic routing via the A505/M11, prohibits routes through Royston town centre, identifies vehicle types (vans, rigid HGVs, articulated HGVs), and provides forecast peak daily vehicle movements.
b) Access arrangements to the site	Sections 2.3–2.8, Figures 2.1 & 2.2, Appendix B	Details temporary construction access arrangements for both Phase 1 and Phase 2, including vehicle tracking and access layouts.
c) Traffic management requirements	Sections 2.42–2.43	Explains that traffic management will be required during construction of temporary access junctions and confirms any necessary Traffic Management Orders and licences will be secured through Section 278 agreements.
d) Construction and storage compounds (including parking, loading/unloading and turning areas)	Sections 2.12–2.15 and Appendix B	Identifies compound locations for both phases and confirms provision of storage, welfare facilities, parking, deliveries, loading/unloading and turning areas.
e) Siting and details of wheel washing facilities	Sections 3.23–3.25	Provides a detailed wheel washing procedure, including location near the site exit, construction of the wheel wash area and operational management.
f) Cleaning of site entrances, site tracks and adjacent public highway	Section 3.26	Commits to daily highway and footpath sweeping where necessary and covering of loads to prevent debris leaving the site.
g) Timing of construction activities (including deliveries and waste removal) and avoidance of school traffic periods	Sections 2.29–2.30, 2.46–2.48 and 3.2–3.5	Establishes construction hours and delivery hours, commits to coordinating larger vehicle movements outside peak periods and explains why school-time restrictions are not required due to routing via the A505.
h) Provision of sufficient on-site parking	Sections 2.41 and 3.22, Appendix B	Confirms contractor parking will be provided within the construction compounds and states that capacity is sufficient to meet forecast demand.
i) Post-construction restoration/reinstatement of working areas and temporary access	Sections 2.8 and 2.42	Confirms that the temporary Phase 2 access will be removed and reinstated following completion and that temporary traffic management will be removed following completion of the access works.

j) Highway occupation plan where works cannot be contained within the site	Sections 2.9–2.11 and Table 1.1	Confirms all works will be contained within the site boundary and no fencing or hoarding will be located within the adopted highway; therefore no highway occupation plan is required.
k) Phasing Plan	Section 2.1 and Appendix A	Provides the overall phasing strategy and includes a dedicated Phasing Plan at Appendix A.

The submitted Construction Traffic Management Plan has been prepared to discharge Condition 29 and addresses all matters required by the condition, including construction traffic routing, site access arrangements, traffic management, construction compounds, wheel washing, highway cleaning, construction hours, contractor parking and reinstatement measures. A detailed Phasing Plan is also provided. It is therefore considered that the submitted CTMP fully satisfies the requirements of Condition 29 and the condition can be discharged

Yours sincerely

Garry Hutchinson

Senior Planning Manager - Vistry Northern Homes Counties

