

Written Update 24 July Planning Committee Meeting

Agenda Item 5 – 24/02889/FP – Land at Roundwood, Back Lane, Graveley, Hertfordshire

1. Lead Local Flood Authority

Following publication of the committee report a consultation response has been received from the LLFA. Their response can be read in full on the website. They made the following comments:

“The applicant has submitted a Technical Memorandum dated 23 May 2025 which follows a meeting held between the applicant and the LLFA on the 08 May 2025. The Technical Memorandum addresses comments previously made by the LLFA on the 01 April 2025. The LLFA is satisfied that the information provided covers the concerns previously raised by the LLFA in relation to the required drawings and the updated calculations using the correct parameters. The LLFA remains concerned around the half drain times of the attenuation basins. The Technical Memorandum provides an assessment of the basins with supporting hydraulic calculations to show that the basins can accommodate a 1% AEP flood event and a consecutive 5.9% AEP flood event. While this does not achieve the suggested consecutive 3.33% AEP flood event, the LLFA appreciates that storage has been maximised on site and that there are storage elements within the surface water drainage network that have not been included within these calculations.

Therefore, we have no objection subject to conditions being attached to any consent if this application is approved.”

As such clause (A) can be removed from the recommendation in paragraph 6.0 of the committee report and the following conditions and informative are recommended:

“Condition 50

All development shall be constructed in accordance with the submitted and approved Flood Risk Assessment (dated 6 December 2024), this includes all new residential dwellings to have a finished floor level raised a minimum of 300mm above any 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.

Condition 51

Prior to the commencement of development, construction drawings of the surface water drainage network, associated sustainable drainage components and flow control mechanisms and a construction method statement shall be submitted and agreed in writing by the local planning authority. The scheme shall then be constructed as per the agreed drawings, method statement, Flood Risk Assessment (dated 6 December 2024) and Technical Memorandum (dated 23 May 2025) and remaining in perpetuity for the lifetime of the development unless agreed in writing by the Local Planning Authority. No alteration to the

agreed drainage scheme shall occur without prior written approval from the Local Authority.

Reason: To ensure that the development achieves a high standard of sustainability and to comply with NPPF Policies of North Herts Council.

Condition 52

The development hereby approved shall not be occupied until details of the maintenance and management of the sustainable drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be implemented prior to the first occupation of the development hereby approved and thereafter managed and maintained in accordance with the approved details in perpetuity. The Local Planning Authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the scheme to be submitted for approval shall include:

I. a timetable for its implementation

II. details of SuDS feature and connecting drainage structures and maintenance requirement for each aspect including a drawing showing where they are located.

III. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. This will include the name and contact details of any appointed management company.

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

Condition 53

Upon completion of the surface water drainage system, including any SuDS features, and prior to the first use of the development; a survey and verification report from an independent surveyor shall be submitted to and approved in writing by the Local Planning Authority. The survey and report shall demonstrate that the surface water drainage system has been constructed in accordance with the details approved pursuant to condition 51. Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed with the findings submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the flood risk is adequately addressed, not increased and users remain safe for the lifetime of the development in accordance with NPPF and Policies of North Herts Council.

Informative

For further advice on what we expect to be contained within the FRA and/ or a Drainage Strategy to support a planning application, please refer to the Validation List and Proforma on our surface water drainage webpage <https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/water/surface-water-drainage/surface-water-drainage.aspx> this link also includes HCC's Flood Risk Management policies on SuDS in Hertfordshire. We do expect the Validation List to be submitted to the Local Planning Authority and LLFA to show you have provided all information and the Proforma to the LLFA to summarise the details of the proposed development.

Both FEH13 and FEH22 are currently accepted to support drainage modelling calculations. For the avoidance of doubt the use of FSR and FEH1999 data has been superseded and therefore, use in rainfall simulations are not accepted."

2. Errors in the report

There is an error in the s106 table. Under "Highways – Strand 2" it should read as follows:

"Strand 2 contribution of £1,918,106 (index linked). This Strand 2 contribution would be allocated to packages identified in the North Central Growth and Transport Plan (May 2022), route 2 of the adopted Stevenage Borough Council (SBC) Local Cycling and Walking Infrastructure Plan 2019 identified in the TA and upgrade of NCN 12 (PRoW Wymondley 001) and the interurban route between Stevenage and Hitchin identified in the NHDC LCWIP."

This contribution was already, and remains, agreed by the applicant.

3. Conditions

There have been some amendments to the wording of recommended conditions as set out below following discussion with the applicants. The changes are underlined.

"Highways

3. No development shall commence until full details (in the form of scaled plans and / or written specifications) have been submitted to and approved in writing by the Local Planning Authority to illustrate the following:

i) Roads, footways.

ii) Cycleways.

iii) Foul and surface water drainage.

iv) Visibility splays

v) Access arrangements

vi) Parking provision in accordance with parking locations plan DES-716-110 Rev 3

vii) Loading areas.

viii) Turning areas.

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

Specified that parking provision shall be in accordance with the parking locations plan, which is in accordance with the Local Plan standards.

- 4. Prior to the first occupation of the development hereby permitted the vehicular and active travel accesses shall be completed and thereafter retained as shown on Transport Assessment drawing numbers (PL101 Rev - , PL102 Rev - & PL103 Rev) 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).

Condition 4 referred to plan PL108 in error so has been deleted from this condition.

"Ecological Enhancements

16. No development shall take place until an Ecological Enhancement Plan (EEP) for the creation of new wildlife features such as hibernacula, the inclusion of integrated bird/bat and bee bricks, at a rate equivalent to one per unit, in buildings/structures and hedgehog holes in fences, as informed by the December 2024 Ecological Impact Assessment, has been submitted to and approved in writing by the local planning authority.

Reason: To conserve and enhance biodiversity in accordance with Policy NE4 of the North Hertfordshire District Local Plan 2011-2031."

This is in response to the Northeast Herts Swift Group's request for a condition for the inclusion of integrated swift boxes at a rate of one per dwelling as recommended in the ecology assessment. We don't necessarily want a swift brick or bat brick in every home; they need to be located where they will be used so 'equivalent' has been used in the wording.

"Land contamination

23. Prior to any permitted dwelling being occupied a validation report shall be submitted and approved in writing by the Local Planning Authority to demonstrate the effectiveness of any agreed Remediation Strategy (agreed under condition 22). Any such validation shall include responses to any unexpected contamination discovered during works.

Reason: To protect human health and to ensure that no future investigation is required under Part 2A of the Environmental Protection Act 1990."

Amended to refer to the report(s) done under condition 22.

"Noise

25. The development shall be constructed in accordance with the submitted plans including the noise mitigation scheme as set out in the submitted MEC Ltd noise assessment report dated March 2025 (25521-ENV-0402 Rev B).

Reason: In the interests of protecting living conditions of future occupiers in accordance with Policy D3 of the North Hertfordshire District Local Plan 2011-2031."

Corrected an error as condition referred to the original not revised report.

"EV charging points plan

35. Prior to the first occupation of the development hereby approved details of siting, number and design of the Electric Vehicle Charging Points shall have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed prior to the occupation of each dwelling and permanently retained thereafter. Each of the proposed new dwellings shall have an Electric Vehicle (EV) charging point. Proposals should also be made for the provision of EV charging within other public parking areas of the proposed development.

Reason: To avoid obstruction of the footpaths and in the interests of good urban design/visual impact in accordance with Policy D1 of the North Hertfordshire District Local Plan 2011-2031."

Replaced the word "incorporate" with "have" as is more appropriate, particularly for flats.

"Cycle parking

36. No development shall commence until details of the cycle parking in accordance with DES-716-265-0 (Bins and Cycle Storage Plans and Elevations) and DES-716-110-3 Parking Location Plan have been submitted to and approved in writing by the Local Planning Authority. The cycle parking provision shown shall accord with the guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum unless local cycle parking standards are greater. The development or any phase of the development, whichever is the sooner, shall not be occupied until the cycle parking has been constructed and completed in accordance with the approved details and shall thereafter be kept free of obstruction and permanently available for the parking of cycles only.

Reason: To ensure the provision of cycle parking that meets the needs of occupiers of and visitors to the proposed development in compliance with the guidance in the Hertfordshire Place & Movement Planning and Design Guide and LTN1/20 on Cycle Infrastructure Design as a minimum, 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) and in the interests of good urban design/visual impact in accordance with Policy D1 of the North Hertfordshire District Local Plan 2011-2031."

Updated with corrected plan number.

"Landscape Management Plan

27. No development above ground level shall take place until a landscape management plan, including long term design objectives, management

responsibilities and maintenance schedules and periods for all soft landscape areas (other than privately owned domestic gardens) together with a timetable for the implementation of the landscape management plan, has been submitted to and approved in writing by the Local Planning Authority. The landscape management plan shall cover the management and maintenance of all areas of open space (to include parks, greenways, play areas, informal open space, semi-natural green space). 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 landscape management plan shall be carried out in accordance with the approved details and timetable. 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 the longevity of the landscaping scheme and protect the visual amenity and character of the area, in accordance with Policies SP12, NE6 and GA1 of the North Hertfordshire District Local Plan 2011-2031.”

Condition 27 and 49 combined to simplify arrangements for approval of details reserved by condition.

5. Local residents

A representation was received from a resident of Mendip Way after the report was published. They raised concerns that in the Transport Assessment the proposed mitigation appears to suggest that residents and visitors could use parking spaces that are privately owned and paid for by flat owners on Mendip Way and Nevis Road. They understand that these spaces are the legal property of individual title holders, and the council does not hold any title or permission over them. Proposing the use of assets or rights owned by a third party, without the consent of the owner and without legal entitlement, raises concerns about the lawfulness of such a mitigation measure. The representation asks whether the Council is satisfied that the proposal included in the Transport Assessment, and now put forward for consultation, is lawful. If it is not, asked if the council withdraw or amend the proposal accordingly and refer the matter to the appropriate standards or legal committee for review. They understand that residents should not be asked to comment on, or support, proposals which may be based on measures that are potentially unlawful or unenforceable.

This is covered in the section 7 below.

A representation was received from a resident of Back Lane, Graveley. They reported that on Saturday 19th July 2025 a further car crash between two vehicles occurred outside their property, and one of the drivers was injured. They said traffic on Back

Lane is already dangerous and if the development goes ahead a 20mph limit would mitigate the risk to all road users, but there would still be the problem of insufficient passing places.

6. Weston Parish Council

Following publication of the committee report a representation has been received from Weston Parish Council (WPC) in response to the re-consultation on amended plans and documents. This can be read in full on file and is summarised below:

WPC request that the following comments be taken into account:

1. The Transport Technical Note – Monitor and Manage does not meet the criteria set out in the NPPF. Highlight the following shortcomings:
 - a. A robust approach has not been taken to providing the pre-development baseline data for traffic flows.
 - b. There appears to be very little information regarding what will be monitored above and beyond vehicle movements.
 - c. It is essential that the applicants submit and gain approval for the database model that will be used throughout the project as a prerequisite for planning permission, taking into account GA2.
 - d. Believe that some mitigating measures should be implemented at the start of the development, to ensure that residents in Weston, Graveley and Great Ashby are not adversely impacted during the period when traffic volumes are increasing.
2. Emergency Access - A means should be found to legally prevent the emergency access described in the Transport Assessment document from ever being used for any vehicular purpose other than that proposed, suggest a ransom strip.
3. Back Lane passing places - The applicant has suggested that passing places could be introduced along Back Lane. They would have a negative impact on both Weston and Graveley by increasing the attractiveness the road to vehicles traveling to the north and west along Back Lane and adding to the urbanisation of a rural lane. If Highways are minded to introduce passing places, believe that sections of the road should formally be regarded as a single-track road with passing places with appropriate edging and signage.
4. Vehicle restrictions - The applicant suggest that Highways might be minded to impose restrictions on larger vehicles using Calder Way. WPC would be wholly supportive of such a move provided the same restriction applied to the whole length of Back Lane between Weston and Graveley.
5. Construction traffic – Disruption to local residents and users of Back Lane during construction. As a significant number of pupils at Weston primary school live in Great Ashby, it should be a condition of the development that construction traffic be banned from using or crossing Calder Way or Back Lane during school term times for at least 30 minutes before and after school start and end times. No construction traffic should use the approaches to the site along Back Lane between GA1 and Graveley or GA1 and Weston and suitable signage is required.
6. Construction Management Plan – should be produced and agreed before any planning consent is given.

7. Believe that the s106 estimate of £400k to cater for any fall-back intervention that may be pursued would be inadequate. Whatever sum that is agreed needs to account for inflation from now to the end of the Monitor and Manage period.
8. Solar panels should be included along with battery storage in all buildings.

The concerns Weston Parish Council have raised have been addressed in the additional Highways and Transport Addendum.

7. Highways and Transport Addendum

These notes have been compiled in response to the recent objections received (in relation to the amended plans and documents, including the Technical Note – Monitor and Manage), from the following:

- Great Ashby Community Council
- Weston Parish Council
- Great Ashby Ward Cllrs

Monitor and Manage Approach

The Highway Authority provided the following explanation as to why the Monitor and Manage approach is proposed. The Development Management/Implementation teams can only act if a development is shown to be negatively impacting on situation to a significant level and manage its specific impact. Through the Development Management process we are not allowed to have a development address an existing problem, we can only address a significant impact if it looks like manifesting, and thus the situation will be monitored to determine if there is a significant impact manifesting. Mitigation measures would not directly address existing problems, but could benefit existing residents.

A full monitoring system will have to be presented to the Councils to discharge the monitoring conditions. This will need to distinguish between through-traffic and traffic generated by the development.

Any of the potential mitigation measures may be implemented if monitoring demonstrates the need.

It would not be normal or legally defensible to require a detailed monitor-and-manage plan or construction management plan in advance of determining an application. The applicant will have to submit a comprehensive package of potential mitigations to discharge the Monitor & Manage conditions associated with any permission granted by NHDC, and the proposed triggers must be acceptable too.

The submitted Transport Assessment identifies no significant additional congestion that would require mitigation to make the application acceptable in planning terms. Providing mitigation beyond what is needed would make routes to the A1 via Weston or Graveley more attractive to drivers, exacerbating an issue that is already a concern for those villages. Agreed triggers would ensure that mitigation is implemented when, and only when, a significant impact of the development is observed.

Construction Traffic Management Plan

To discharge their Construction Traffic Management Plan (CTMP) condition the applicant will have to present an answer to the Councils that we are happy with before they are allowed to proceed including:

- How the access point from Haybluff Drive across the existing Back Lane into the proposed site will be managed during the initial construction phase before a re-routed Back Lane has been constructed and is operational;
- Access for large construction vehicles, including a crane if required;
- Construction parking;
- That they will avoid construction traffic during school drop off and pick up times (this is a standard ask by the Council);
- May consider the impacts of GA2 dependent on the timings of the two developments. (At the moment the GA2 site does not have planning permission and there is not a current planning application.)

With regards to Weston Parish Council's concerns regarding construction traffic, these are noted and the applicant will have to provide a detailed Construction Traffic Management Plan (CTMP) in order to allow their CTMP condition to be discharged and for them to begin construction.

With regards to the suggestion that a Construction Management Plan should be produced and agreed before any planning consent is given, the Highway Authority have discussed it in detail (the requirement for a pre permission CMP) but considered that it would not be defensible beyond the current normal prior to construction condition for a CTMP which is enforceable.

Traffic and parking surveys

With regards to the impact on local roads of a reduction of on-street parking provision, it is acknowledged that predictive modelling cannot reliably capture impacts. That is why the Councils have agreed the Monitor and Manage process with the applicant to monitor actual impacts and introduce proportionate mitigations as needed.

The Highway Authority consider that the May 2022 traffic surveys are sufficiently recent to be acceptable. It would be unreasonable to ask an applicant to repeatedly undertake fresh counts. Inaccuracy or uncertainty in the forecasting of future traffic volumes would be captured in the 'Monitor & Manage' process.

Regarding the scope, extent and timings of future parking and traffic surveys, this will need to be included in the detailed monitoring proposal the applicant would present to the Councils to discharge the monitoring condition.

A significant proportion of the parking provision in Great Ashby is in private parking courts, and therefore it is appropriate that the monitoring process includes these to build a complete and accurate picture of the whole parking situation.

S106 funding

In addition to the £3,510,695.80 (index-linked) (Strand 1 and 2 contributions) secured for off-site transport and highway improvements, the Highway Authority is confident that the proposed sum of £400,000 (also index linked) is adequate to cover a range of additional mitigations, if needed, for Great Ashby, Weston, and Graveley.

Layout of the proposed development

It is acknowledged that where the proposed extended Haybluff Drive is terminated at the point of the emergency service access to the proposed re-routed Back Lane, there is no formal turn-around. However, the road and verge cross-overs (which lead to private driveways) provide space for turning around. The Highway Authority is satisfied with this arrangement. Emergency services requiring access to Back Lane will be able to pass through (e.g. by unlocking demountable or folding bollards). Further iterations of the detailed design will be considered by the Development Implementation and Fire Department.

With regards to the allocation of visitor spaces across the site, it is expected that some visitors will use bays accessible from Back Lane when their destination is a dwelling to the east. The walking distances are not significantly greater than from visitor bays accessible from Haybluff Drive. For instance, the bays at the south end of Back Lane are closer to plots 21 and 22 than the space to the east of plot 19. Similarly for plots 174 and 175.

Please note that since receiving Great Ashby Community Council's comments, we have received a corrected parking locations plan (which is published on the website) which corrects typos in relation to plots 71 and 93 (please note that plot 130 is a mews style property with a parking space on the ground floor). All dwellings would have allocated parking spaces in line with the parking standards in the NHDC Local Plan and Supplementary Planning Document: Vehicle Parking at New Development. The re-routed Back Lane would be wider than the existing Back Lane, and would more easily accommodate tractors and horse boxes.

Emergency access

The exact implementation of the modal filter will be agreed with the HCC Implementation team, under the appropriate legal agreements (S38 and S278), but it likely to employ a locked folding or demountable bollard that emergency services are able to unlock .

Potential mitigation measures

With regards to Weston Parish Council's concerns regarding the potential provision of passing places along Back Lane, the parish council's consideration that providing such measures needlessly would only serve to make Back Lane and a route through Weston more attractive to the existing traffic is noted and agreed. The intervention is only a potential option at this stage, subject to the monitor and manage condition. If required following monitoring, Highways may be minded to impose restrictions on larger vehicles using Calder Way (except for access). Weston Parish Council's request that any such restriction is applied to the whole length of Back Lane between Weston and Graveley is noted.