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Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

Director of Planning

North Hertfordshire Council
Council Offices
Gernon Road
Letchworth Garden City
Hertfordshire
SG6 3JF

District ref: 24/02889/FP
HCC ref: NH/23537/2025
HCC received: 10 January 2025
Area manager: James Dale
Case officer: Adrian McHale

Location

Land At Roundwood, Back Lane, Graveley, Hertfordshire,

Application type

Full Application

Proposal

Full Planning Permission : Residential development of 281 dwellings and associated roads, parking, realignment of Back Lane, drainage, landscaping, open space, servicing facilities and associated works

Recommendation

Notice is given under article 22 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to a £318,517.96 (Strand 1) contribution, £1,918,106 (Strand 2) contribution the following conditions:

CONDITIONS

- 1) 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 adopted standard.
 - vii) Loading areas.

viii) Turning areas.

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

2) Prior to the first occupation of the development hereby permitted the vehicular accesses shall be completed and thereafter retained as shown on 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).

3) Surface Water: 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).

4) Electric Vehicle (EV) Charging Point

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

Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

5) Construction Management Plan

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

- a. Construction vehicle numbers, type, routing;
- b. Access arrangements to the site;
- c. Traffic management requirements
- d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
- e. Siting and details of wheel washing facilities;
- f. Cleaning of site entrances, site tracks and the adjacent public highway;
- g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h. Provision of sufficient on-site parking prior to commencement of construction activities;
- i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;

- j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements;
- k. Phasing Plan.

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

6) Rights of Way

A) Design Approval

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

B) Implementation / Construction

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

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

7) Travel Plan – Requested Prior to Use

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

8) Temporary Traffic Regulation Order

Prior to the commencement of the development hereby permitted any Temporary Traffic Regulation Orders (TTROs) that are required for the temporary parking restrictions as indicated on drawing 2105-037 PL110 Rev - must be secured in place, unless rendered unnecessary by the details approved as part of the Construction Management Plan details.

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

9) Monitor & Manage - Mendip Way

No development shall commence until a monitoring programme to ensure the smooth operation of buses along Mendip Way shall be submitted to and approved in writing by the Local Planning Authority and a management plan with appropriate mitigation measures agreed to ensure where necessary an operational bus service along Mendip Way.

Reason: To ensure that agreed traffic levels are not breached and thus highway network is adequate to cater for the development proposed to be in accordance with Policies 5 and 12 of Hertfordshire's Local Transport Plan (adopted 2018).

10) Monitor & Manage - Calder Way

No development shall commence until a monitoring programme to assess the level of traffic utilising Calder Way shall be submitted to and approved in writing by the Local Planning Authority and a management plan with appropriate mitigation measures agreed.

Reason: To ensure that agreed traffic levels are not breached and thus highway network is adequate to cater for the development proposed to be in accordance with Policies 5 and 12 of Hertfordshire's Local Transport Plan (adopted 2018).

APPROPRIATE INFORMATIVES

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

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

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

AN5) Avoidance of surface water discharge onto the highway: The applicant is advised that the Highway Authority has powers under section 163 of the Highways Act 1980, to take appropriate

steps where deemed necessary (serving notice to the occupier of premises adjoining a highway) to prevent water from the roof or other part of the premises falling upon persons using the highway, or to prevent so far as is reasonably practicable, surface water from the premises flowing on to, or over the footway of the highway.

AN6) Works within the highway (section 278): The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the County Council website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.

AN7) Roads to remain private: The applicant is advised that all new roads associated with this development will remain unadopted, with the exception of the rerouted Back Lane (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) The Public Right of Way(s) should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works. Safe passage past the site should be

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

AN11) Stopping up of highway: Highway rights will need to be extinguished across the area of land affected in accordance with a Stopping Up order to be made by the Secretary of State for the Department of Transport under Section 247 of the Town and Country Planning Act 1990 before development can commence. Further information is available on the Planning Portal at: https://www.planningportal.co.uk/info/200187/your_responsibilities/40/other_permissions_you_may_require/14 and on the government website: <https://www.gov.uk/government/publications/stopping-up-and-diversion-of-highways>

AN12) 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.

AN13) Travel Plan (TP): A TP, in accordance with the provisions as laid out in Hertfordshire County Council's Travel Plan Guidance, would be required to be in place from the first occupation/use until 5 years post occupation/use. A £1,200 per annum (overall sum of £6000 and index-linked RPI March 2014) Evaluation and Support Fee would need to be secured via a Section 106 agreement towards supporting the implementation, processing and monitoring of the full travel plan including any engagement that may be needed. Further information is available via the County Council's website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> OR by emailing travelplans@hertfordshire.gov.uk

COMMENTS

The allocated GA1 (Roundwood) site is located adjacent to the existing Great Ashby development on the northern edge of the town of Stevenage within the Local Planning Authority area of North Herts District Council (NHDC).

Sustainable Transport Access

In line with the Policies of LTP4, particularly Policies 1 (the Transport User Hierarchy) and 5 (Development Management) it is essential given the declared climate emergency that this is

considered first to unlock a site sustainably.

Walking & Cycling Access

The site is located reasonably well in terms of walkable and cyclable destinations (for example the Round Diamond Primary School is circa 0.8-1km (3-5mins cycle or a 10-12minutes walk), the Lister Hospital is a 3.5-4.5km cycle (15-20mins cycle) and Stevenage train station is 5-6km (20-25mins cycle)). Furthermore, Letchworth Garden City and its numerous facilities and opportunities are approximately a 6-12km (25-50min) cycle via NCN Route 12, and Hitchin is potentially circa a 7-10km (30-40mins) cycle via Little Wymondley.

However, whilst the development connects to the immediate cycle network, it is noted that walking and cycling routes to these destinations involve indirect shared use facilities of inconsistent quality or hostile road sections. Therefore, contribution to the adopted Stevenage Borough Council Local Walking and Cycling Infrastructure Plan (SBC LWCIP, 2019), upgrade of NCN 12 (PRoW Wymondley 001) and the interurban route between Stevenage and Hitchin identified in the NHDC LCWIP (September 2023) are considered appropriate to fully unlock this site with regards to walking and cycling.

PROW Graveley 010 passes along the northern border of the proposal site and has been identified in Hertfordshire County Council's Right of Way Improvement Plan (RoWIP), a statutory document for upgrade to a redistricted byway that will support walking, cycling and horse riding. In line with policy both national and local (policy 7e of HCC's LTP4) the opportunity must be taken for this upgrade. The short section of Graveley 010 west of the development to Manor Farm (circa 275m) also needs to be upgraded. Part 3 Chapter 8 of HCC's Highway Place & Movement Planning and Design Guide (P&M PDG) has more information on P2/M1 Active Travel Links (<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#designguide>)

The old section of Back Lane which borders the eastern boundary of the site will be closed to motorised vehicles should also be designated a restricted byway and built according to the above guidelines.

Bus Access

Whilst the SE corner of the development is just over an acceptable walk distance to existing bus stops on Great Ashby Way (450m 5.5-6mins walk) large parts of the proposal site is significantly beyond this (upto 1km beyond). Therefore, in order to unlock the allocated site in terms of bus services HCC Highways worked with the applicant's transport consultant through extensive pre application discussions. Initially in relation to the previous 2016 application this considered diversion of the existing SB7 bus service along Mendip Way. However, more recently a new SB12 bus service operating between the allocated GA1 site (Mendip Way), Lister Hospital and Stevenage train station was more viable and potentially could be extended along Mendip Way to residents of the allocated GA2 site when it comes forward. Not only would this service unlock the site with regards to bus provision, it would also benefit existing Great Ashby residents who are in excess of the recommended walk distance to bus services. Initially, this service would travel from the west on Mendip Way as far as the Haybluff Drive roundabout and U-turn, before returning back along Mendip Way. The service will restore previously lost connections to Trumper Road and Wisden Road, then proceed directly to Stevenage Old Town, Lister Hospital, John Henry Newman School, and Stevenage Interchange, offering passengers a new route option and better connectivity.

However, it is recognised that car parking along this section of Mendip Way could prove an obstacle to this new bus service despite the road being demonstrated wide enough for an efficient bus service. As shown in the TA for the site parking surveys have found though there is capacity in the numerous off road parking courts available for some cars to be parked in which would allow the bus service to operate. In order to facilitate the construction of the site the applicant proposes to impose temporary parking restrictions through a Temporary Traffic Regulation Order (TTRO). It is anticipated that the restrictions on car parking imposed by the TTRO would also allow the bus service to commence at an agreed trigger point within the construction period.

The applicant, however is conditioned to monitor the situation and if necessary manage it to allow the smooth operation of the bus service once the TTRO expires.

Proposed Vehicle Accesses

Vehicle access to the proposal site is by two separate accesses that will hopefully reduce impact on existing settlements whilst not inducing through traffic by making the through route between Stevenage and the North more convenient via the proposed Haybluff Drive access. The 281 home development has been split so that only 1/3 of the development can directly access onto the re-routed Back Lane, which is to be realigned through the site on a less direct route, the remaining 2/3 of the development will access via Haybluff Drive. There will be no direct road connection within the development between the realigned Back Lane and Haybluff Drive accessed development area.

HCC Highways are aware that Calder Way currently, despite its constraints, facilitates 'rat run' traffic it is hoped that the introduction of limited traffic opposing the existing flow will make the 'rat run' less attractive. None-the-less the applicant is conditioned to monitor the Calder Way situation and introduce mitigation if necessary.

Parking

The Transport Assessment indicates that cycle and car parking will be provided as per the NHDC parking standards and generally the Highway Authority is in acceptance of this, however NHDC and the applicant should take note of the 2021 approved version of the 2010 Building Regulations, part S1.

Requirement

The erection of new residential buildings

- S1.**
- (1) A new residential building with associated parking must have access to electric vehicle charge points as provided for in paragraph (2).
 - (2) The number of associated parking spaces which have access to electric vehicle charge points must be—
 - (a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or
 - (b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings.
 - (3) Cable routes for electric vehicle charge points must be installed in any associated parking spaces which do not, in accordance with paragraph (2), have an electric vehicle charge point where—
 - (a) a new residential building has more than 10 associated parking spaces; and
 - (b) there are more associated parking spaces than there are dwellings contained in the residential building.

New dwellings

- 1.1** Where associated parking spaces are provided for a new residential building, the number of associated parking spaces that have access to an electric vehicle charge point must be a minimum of either of the following.
- a. The number of associated parking spaces.
 - b. The number of dwellings that the car park serves.

See paragraphs 1.4 to 1.7 for the application of these requirements.

NOTE: Where no associated parking spaces are provided, there is no requirement to install an electric vehicle charge point.

https://assets.publishing.service.gov.uk/media/6218c5d38fa8f54911e22263/AD_S.pdf

Road Traffic Collisions (RTCs)

Whilst the Highway Authority does not normally accept CrashMap preferring more detailed causation analysis using data obtained from HCC Highways, we do not consider that RTC data, checked against our data, constitutes a pattern that indicates a problem that would be negatively influenced by the development proposals.

Travel Plan

Whilst HCC Highways Travel Plan team consider the presented Residential Travel Plan (RTP) is acceptable at this stage in the planning process, they indicate post planning it will need further work before the associated planning condition can be discharged.

- TPC details should be provided 3-6 month prior to the first occupation when a full TP is submitted.
- No steering group is introduced.
- Healthy Street objectives must be considered.
- Travel pack contribution of £100 per house and £50 per flat is required to be secured.
- Measures like High Speed Broadband to enable Home Working should be considered

The finalised Travel Plan document will need to be reviewed every year for 5 years post full occupation.

An Evaluation and support fee of 1200 per annum for 5 years post full occupation must be secured via S106 legal agreement for this FTP.

Road Traffic Analysis

Trip Generation, Mode Split, Distribution and Assignment

In order estimate the number of vehicle trips generated by the proposed 281 home development both the national standard TRICs database and local traffic surveys have been consulted. The observed local traffic survey data was in line with the TRICs database but marginally more so has been utilised. This is likely a robust overestimate as the proposed homes would be subject to the aforementioned Residential Travel Plan and should be equipped with the latest technology to enable homeworking.

Subsequently, data from the 2011 Census and the existing areas (E02004944 Stevenage 001 and 'E02004945 Stevenage 002) has been used to estimate person trips by modes. This again is likely to be a robust overestimate of car trips as the proposed development will be introducing a new bus service and providing immediate sustainable transport solutions and contributing to wider strategic schemes aimed at facilitating modal shift.

A comparison with the more generic (non area specific specific) but more recent National Transport Survey (NTS 2015-2019) for journey purpose also showed that there is scope to improve the predicted modal split and reduce motorised vehicle trips.

In order to distribute the predicted motorised vehicle trips across the wider network the 2011 census was again consulted. Whilst the 2011 Census is dated this is recognised by HCC Highways as the most appropriate data to use.

Subsequently motorised vehicle trips have then been assigned to the network as per the observed percentages using Back Lane/ and the A1M etc.

HCC Highways consider the estimation of Trip Generation, Mode Split, Distribution and Assignment whilst likely an overestimate is robust for use in the further analysis presented.

Junction Impact

As the basis of the analysis presented in TA accompanying the GA1 planning application traffic surveys were carried out in the AM and PM peak periods on Wednesday 25th May 2022. HCC Highways consider that these counts will be suitable for analysis having been carried out on a neutral midweek day within the last 3 years.

Subsequently traffic based models were created using the industry standard Junction 11 for:

- A1072 Martins Way / Grace Way / Canterbury Way 4-Arm Roundabout;
- Great Ashby Way (West) / Orwell Avenue / Greater Ashby Way (East) Priority Junction;
- Great Ashby Way / Bray Drive / Wansbeck Close 4-Arm Roundabout;
- Great Ashby Way / Mendip Way / Whitehorse Lane 4-Arm Roundabout;
- Gresley Way / Martins Way 3-Arm Roundabout;
- Orwell Avenue / Calder Way Priority Junction;
- Mendip Way / Haybluff Drive / Cotswold Drive 4-Arm Roundabout; and
- B197 High Street / Church Lane Priority Junction (Located In Graveley).

HCC Highways has reviewed the inputs to these models and are satisfied they are reasonable valid against observed queues and suitable for use in further analysis.

The base traffic data was growthed to 2026 and 2031 using the area specific traffic growth predictions from the DfT database Tempro and added the predicted traffic from the expected GA2 development for sensitivity testing. HCC Highways is satisfied that this is an appropriate base for future analysis and sensitivity testing.

Canterbury Way / Martins Way (east) / Grace Way / Martins Way (west) 4-arm Roundabout

The Canterbury Way / Martins Way (east) / Grace Way / Martins Way (west) 4-arm Roundabout is predicted to perform within capacity both in the absence of development and with the addition of GA1 traffic.

The normal RFC threshold for a priority junction or roundabout approach is an RFC of 0.85, beyond which cognisance of queuing is required.

In 2026 the maximum RFC is just 0.54 (Canterbury Way approach) during the AM peak and 0.59 (Martins Way, West approach) without development. These rise negligibly with the GA1 development in place to an RFC = 0.58 (Canterbury Way during the AM peak) and RFC = 0.61 (Martins Way, West PM peak).

In 2031 the impact of development of GA1 remains limited. Maximum RFC's = 0.56 (Canterbury Way during the AM peak) and 0.62 (Martins Way, West PM peak) in the absence of development; rising to Maximum RFC's of 0.61 (Canterbury Way during the AM peak) and 0.64 (Martins Way, West PM peak).

With GA2 in place the junction remains within capacity in 2026 (RFC = 0.82 on Canterbury Way during the AM peak and RFC = 0.69 (Martins Way, West PM peak).

In 2031 with all development (GA1 and GA2) whilst the junction remains within capacity, it is at its recognised threshold during the AM peak with an RFC of 0.85, perhaps further highlighting the need to promote modal shift. During the 2031 PM peak however the junction remains significantly within capacity with all development with a maximum RFC of 0.72 on the Martins Way (West) approach.

Great Ashby Way (West) / Orwell Avenue / Great Ashby Way (East) Priority Junction

The Great Ashby Way (West) / Orwell Avenue / Great Ashby Way (East) priority junction is also predicted to perform within capacity both in the absence of development and with the addition of GA1 traffic.

In 2026 the maximum RFC during the AM peak would be for the right turn from Orwell Avenue and during the PM peak this is an insignificant RFC of 0.18. With development of GA1 the RFC's rise slightly to 0.51 (AM peak) and 0.25 (PM peak) respectively.

In 2031 the impact of GA1 alone is again limited. Without development the Orwell Avenue right turn sees an RFC of 0.41 during the AM peak and 0.20 during the PM peak and with GA1 in place this rises to 0.56 (AM peak) and 0.26 (PM peak) respectively.

With all development in place however, the junction starts to fail during the AM peak. In 2026 the Orwell Avenue RFC would be 0.87 (AM Peak) with a corresponding queue of 4 vehicles and 0.33 (PM Peak); and by 2031 the AM peak RFC is 0.96 with a corresponding queue of 6 vehicles and the PM peak RFC is 0.36. The failure of the junction during the AM peak with all development (GA1 and GA2) again stresses the importance to promote mode shift generally. The level of congestion which will likely stretch back to Calder Way may however make the 'rat run' via Calder Way less attractive.

Great Ashby Way / Bray Drive / Wansbeck Close 4-Arm Roundabout

The Great Ashby Way / Bray Drive / Wansbeck Close 4-Arm Roundabout is also predicted to perform within capacity both in the absence of development and with the addition of GA1 traffic alone.

The predicted maximum RFCs are predicted on the Great Ashby eastern approach during the AM peak and on the western Great Ashby approach during the PM peak in both 2026 and 2031. In 2026 without development the RFC on the Great Ashby Way (East) approach is predicted to be 0.48 (AM peak) and during the PM peak the corresponding maximum RFC (Great Ashby Way (West)) approach is 0.51. With development these rise negligibly to RFCs of 0.50 (Great Ashby Way (East) AM Peak) and 0.54 (Great Ashby Way (West), PM peak).

In 2031 the situation is similar. Without development the RFC on the Great Ashby Way (East) approach is predicted to be 0.50 (AM peak) and during the PM peak the corresponding maximum RFC (Great Ashby Way (West)) approach is 0.52. With development these rise negligibly to RFCs of 0.52 (Great Ashby Way (East) AM Peak) and 0.56 (Great Ashby Way (West), PM peak).

As with the previous junction however the introduction of all development unchecked results in the Great Ashby Way / Bray Drive / Wansbeck Close 4-Arm roundabout struggling during the AM peak. During the peaks of 2026 the Great Ashby Way (East) RFC is 1.00 (AM peak) and the Great Ashby Way (West) RFC is 0.48 (PM peak) without development rising to 1.02 (Great Ashby Way (East) AM) and 0.76 Great Ashby Way (West) PM, respectively. Whilst the level of congestion may be accommodated on the Great Ashby Way (East) approach it again reinforces the need to promote mode shift.

Mendip Way / Great Ashby Way (East) / Whitehorse Lane / Great Ashby Way (West) 4-Arm Roundabout

The nature of the Mendip Way / Great Ashby Way (East) / Whitehorse Lane / Great Ashby Way (West) 4-Arm Roundabout is again tidal with maximum RFC's observed on the Great Ashby Way (East) approach during the AM peak and on the Great Ashby Way (West) during the PM peak. The impact of the of the GA1 development however is negligible. In 2026 without development the maximum RFCs are 0.29 (Great Ashby Way (East) AM) and 0.39 (Great Ashby Way (West) PM). With the GA1 development these rise insignificantly to a maximum RFC of 0.30 (Great Ashby Way (East) AM) and 0.39 (Great Ashby Way (West) PM).

In 2031 the impact of the GA1 development alone is again negligible. Without development the maximum RFCs are 0.30 (Great Ashby Way (East) AM) and 0.41 (Great Ashby Way (West) PM). With the GA1 development the maximum RFC is 0.31 (Great Ashby Way (East) AM) and 0.42 (Great Ashby Way (West) PM).

Unlike the previous junctions this roundabout is predicted to remain within capacity when GA2 is also considered, however the introduction of the GA2 development sees the maximum RFCs on the Mendip Way approach during the AM peak. In 2026 the maximum RFC are 0.65 (Mendip Way AM) and 0.63 (Great Ashby Way (West) PM) with all development (GA1 and GA2). In 2031 the maximum RFC are 0.66 (Mendip Way AM) and 0.65 (Great Ashby Way (West) PM) with all development (GA1 and GA2).

Gresley Way (north) / Martins Way 3-arm Roundabout

The Gresley Way (north) / Martins Way 3-arm Roundabout is predicted to be in capacity both prior to and post all developments (both GA1 and GA2).

In 2026 the maximum RFC is predicted to be on the northern Gresley Way approach and during the PM peak it is predicted to be on the southern arm. Without development Gresley Way North has an RFC of 0.57 during the AM peak and Gresley Way South has an RFC of 0.38 during the PM peak respectively. With development of GA1 these rise slightly to a maximum RFC of 0.61 on Gresley Way North during the AM and 0.40 Gresley Way South during the PM.

In 2031 without development Gresley Way North a maximum RFC of 0.61 during the AM peak and Gresley Way South has an RFC of 0.41 during the PM peak respectively. With development of GA1 these rise slightly to a maximum RFC of 0.64 on Gresley Way North during the AM and 0.42 Gresley Way South during the PM.

As previously indicated the Gresley Way (north) / Martins Way 3-arm roundabout remains within capacity when all developments (GA1 and GA2) are considered. In 2026 a maximum RFC of 0.69 is predicted on Gresley Way North during the AM and 0.42 Gresley Way South during the PM. In 2031 a maximum RFC of 0.72 is predicted on Gresley Way North during the AM and 0.44 Gresley Way South during the PM.

Orwell Avenue / Calder Way Priority Junction

Whilst the Orwell Avenue/ Calder Way priority junction is predicted to perform stably and within capacity in all scenarios both pre and post development of both GA1 and GA2, however as stated previously the applicant is conditioned to monitor and manage the situation regardless as it wasn't considered that a standard model could capture the performance of the Calder Way corridor suitably.

Mendip Way / Haybluff Drive / Cotswold Drive 4-Arm Roundabout

The Mendip Way / Haybluff Drive / Cotswold Drive 4-Arm roundabout is predicted to have substantial capacity during all periods pre and post all development, ensuring that there was no through route to Back Lane will have ensure this status.

In 2026 without development the maximum RFC is on the Mendip Way (East) approach during the AM peak (RFC = 0.06) and the Mendip Way (West) approach experiences a Maximum RFC of just 0.08. After GA1 is developed very little changes in the overall capacity prediction however Haybluff

Drive is predicted to have the maximum RFC at 0.14 and Mendip Way (West) continue to see the maximum PM peak RFC at just 0.13.

In 2031 without development the maximum RFC is on the Mendip Way (East) approach during the AM peak (RFC = 0.07) and the Mendip Way (West) approach experiences a Maximum RFC of just 0.09. After GA1 is developed very little changes in the overall capacity prediction however Haybluff Drive is predicted to have the maximum RFC at 0.14 and Mendip Way (West) continue to see the maximum PM peak RFC at just 0.13.

The inclusion of GA2 traffic as would be anticipated sees no change at the Mendip Way / Haybluff Drive / Cotswold Drive roundabout.

B197 High Street / Church Lane Priority Junction

The B197 High Street / Church Lane Priority Junction is predicted to perform comfortably within capacity in all scenarios both pre and post all developments.

In 2026 prior to developments the maximum RFCs are just 0.27 (AM) and 0.08 (PM) for the right turn from Graveley Lane to the High Street. Post GA1 this rises marginally to 0.30 (AM) and 0.09 for the right turn from Graveley Lane to the High Street.

In 2031 prior to developments the maximum RFCs are just 0.30 (AM) and 0.09 (PM) for the right turn from Graveley Lane to the High Street. Post GA1 this rises marginally to 0.33 (AM) and 0.10 for the right turn from Graveley Lane to the High Street.

Post all development the predicted change is only marginal. In 2026 the maximum RFC is predicted to be 0.32 AM and 0.12 PM, again on the right turn from Graveley Lane to the High Street. In 2031 the maximum RFCs are 0.34 and 0.12 on right turn from Graveley Lane to the High Street.

Site Access/Back Lane Priority Junction

The analysis shows as would be anticipated the newly created Site Access/Back Lane Priority Junction will perform comfortably in both peaks of 2026 and 2031.

Modelling Summary

The modelling that supports the application predicts that on the whole the impact of the GA1 development is minimal and cannot be considered severe however the introduction of the GA2 development means some of the modelled junctions encounter congestion during the AM peak stressing the importance of HCC's policies to encourage modal shift across the county.

Contributions

HCC Highways operate two levels of mitigation agreements (Strand 1 and Strand 2). Strand 1 mitigation works being works that are directly required to unlock the development and solely the responsibility of the development. Strand 2 mitigation works being works that address the wider cumulative impact of the development for which the development isn't solely responsible for but does derive benefit from.

In the first instance (Strand 1) HCC would envisage that, once approved, the site access junctions and necessary sustainable transport improvements (both on and off site) are delivered through a

S278 agreement, and a £318,517.96 contribution to the new SB12 bus service and travel plan contributions are contained in a S106 agreement.

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 stand contributions will be balanced against the level of first strand contributions and any other relevant planning matters.

If the proposed 281 homes development were to proceed HCC Highways would expect a Strand 2 contribution of £1,918,106. 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.

<https://www.hertfordshire.gov.uk/media-library/documents/highways/north-central-gtp/ncgtpinterventions-paper-final-acc..pdf>

<https://www.stevenage.gov.uk/documents/planning-policy/evidential-studies/transport-infrastructure/local-cycling-and-walking-infrastructure-plan-2019.pdf>

<https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/highways/north-herts-lcwip-appendix-g-detailed-infrastructure-plans.pdf>

Signed

Adrian McHale

31 January 2025