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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: 25/03080/HYA
HCC ref: NH/27951/2026
HCC received: 28 July 2026
Area manager: James Dale
Case officer: Adrian McHale

Location

GA2, Land North-East Of Great Ashby Stevenage, Hertfordshire,

Application type

Outline

Proposal

AMENDED PROPOSAL /ADDITIONAL INFORMATION

Hybrid application for a residential-led development comprising residential (Use Class C3), educational use (Use Class F1), a community hub (Use Class F2/ Use Class E) with associated new internal roads, access, parking, cycling infrastructure, landscaping and other associated infrastructure.

Full application comprises the construction of vehicle access and an active travel link via Mendip Way, with associated landscaping and drainage works.

The outline application, for which all matters are reserved except means of access, comprises the erection of up to 640 dwellings (Use Class C3), a site for a primary school, further land reserved for educational use (Use Class F1), a site for a community hub (Use Class F2/ Use Class E), with associated infrastructure.

(As amended).

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 £339,236.74 (pa for 5 years Strand 1) contribution, £5m (Strand 2) Contribution, a £925,267 Monitor & Manage Contribution and 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 / use of the development hereby permitted the vehicular and walking/cycling accesses shall be completed and thereafter retained as shown on drawing numbers (19244-ASHB-5-SK005 Rev C and DL03 Rev N) 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) Prior to the first occupation / use of the development hereby permitted the emergency/ pedestrian & cycle access shall be completed and thereafter retained as shown on drawing number (19244-ASHB-5-119 Rev D) in accordance with details/specifications to be submitted to and approved in writing by the Local Planning Authority in consultation with the highway authority. This will be a fully ADB B5 compliant access 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).

4) Cycle Parking – Not shown on plan but achievable

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

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

5) Highway Improvements – Offsite

A) Design Approval

Notwithstanding the details indicated on the submitted drawings, no on-site works above slab level shall commence until a detailed scheme for the off-site highway improvement works as indicated on drawing numbers (19244-ASHB-5-121 Rev D & 19244-ASHB-5-122 Rev C) have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

B) Implementation / Construction

Prior to the first use 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).

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 (ROWIP) 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.

The ROWIP shall include upgrade the on site sections (from footpath to brldeway status) of:

- Weston 029
- Weston 026
- Weston 043
- Weston 044

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) 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 the applicant commits to a management plan to implement appropriate mitigation measures as and when they are identified and as necessary by the monitoring programme.

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).

8) 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).

9) 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).

10) 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).

11) 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).

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: 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) Street works licence (New Roads and Street Works Act - Section 50): The applicant is advised that they are not authorised to carry out any work within the Public Highway and that to do so they will need to enter into a legal agreement with the Highway Authority (NRSW agreement). This consent is separate and additional to any planning permission that may be given. Before proceeding with the proposed development, the applicant shall obtain the requirements and permission for the associated placement of apparatus within the adjacent highway as part of the proposal via the County Council's website at:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/permit-scheme/east-of-england-permit-scheme.aspx> or by telephoning 0300 1234 40047. This should be carried out prior to any new apparatus is placed within the highway.

AN11) 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.

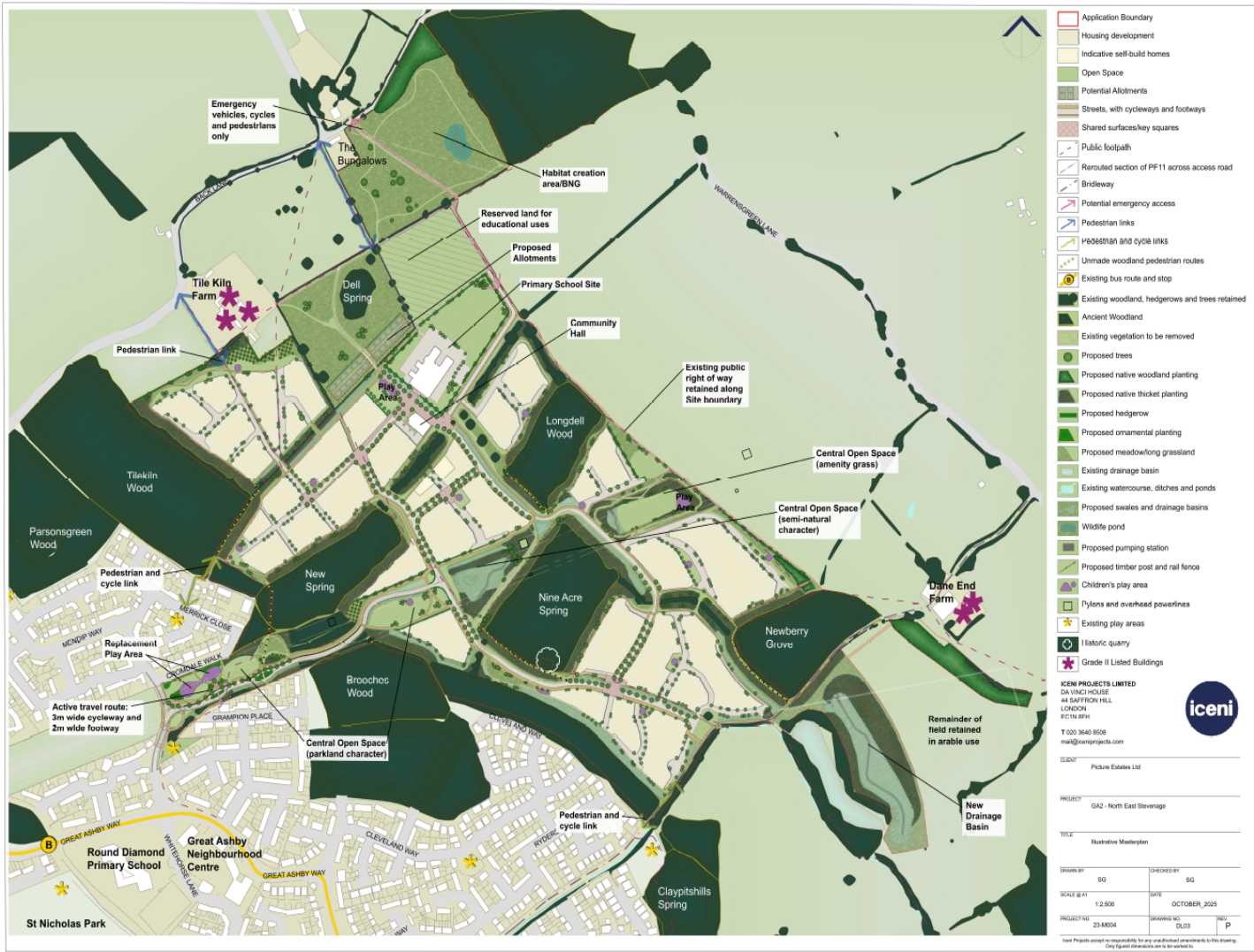
AN12) Travel Plan (TP): A TP, in accordance with the provisions as laid out in Hertfordshire County Council's Travel Plan Guidance, would be required to be in place from the first occupation/use until 5 years post occupation/use. A £1,200 per annum (overall sum of £6000 and index-linked RPI March 2014) 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

1 Introduction

1.1 The proposal site (allocated in the NHDC Local Plan as GA2) is located immediately to the north of the existing Stevenage residential area of Great Ashby. This is a Hybrid application (comprising both a Full and Outline application) for a residential-led development comprising residential (Use Class C3), educational use (Use Class F1), a community hub (Use Class F2/ Use Class E) with associated new internal roads, access, parking, cycling infrastructure, landscaping and other associated infrastructure. The Full application comprises the construction of the vehicle access and an active travel link via Mendip Way, with associated landscaping and drainage works. The outline application, for which all matters are reserved except means of access, comprises the erection of up to 640 dwellings (Use Class C3), a site for a primary school, further land reserved for educational use (Use Class F1), a site for a community hub (Use Class F2/ Use Class E), with associated infrastructure. (As amended).



2 Sustainable Transport Access

2.1 In line with the Policies of HCC Highways Local Transport Plan (LTP4, May 2018), 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.

2.2 Walking & Cycling Access

2.2.1 The principal pedestrian cycle access to the GA2 site is alongside the main access road from Mendip Way and is applied for in full as part of this application. The access has been substantially discussed between HCC, NHDC and the applicant and their consultants within confidential pre application discussions and HCC Highways consider that the access, subject to building control post planning, is acceptable.

2.2.2 Additional key pedestrian & cycle accesses discussed extensively in Pre Application discussions were the accesses from Merrick Close and the Public Bridleway 'Great Ashby 012'.

2.2.3 Additionally, the Emergency Access on to Warrensgreen Lane will except for emergencies with be an additional pedestrian/ cycle access and there will be two additional pedestrian accesses on to Back Lane.

2.2.4 These pedestrian & cycling accesses are shown on the the collaboratively developed drawings 19244-ASHB-5-SK005 Rev C and DL03 Rev N.

2.2.5 Beyond the principal and key pedestrian & cycle accesses, the applicant has applicant has undertook a review of the existing pedestrian and cycling networks surrounding the site, identifying key routes to primary and secondary schools etc and identified possible improvements in an Accessibility Audit that could be made and committed to their delivery. These improvements are shown on the drawings 19244-ASHB-5-121 Rev D & 19244-ASHB-5-122 Rev C and the applicant has committed to their delivery. The applicant proposes to delay the delivery of theses improvements until significant after first occupation which is unacceptable to HCC Highways. However, originally the GA2 site was to host a 2FE Primary School and a Secondary School, the school provision has bee reduced to a 1FE primary school only, as a result the numbers of trips internalised within GA2 will be reduced. This will be compounded by the timeline for the delivery of the 1FE school which will be several years post occupation. It is therefore, considered by HCC Highways that these identified improvements are delivered prior to occupation to minimise the external impact upon the existing residents of Great Ashby and the surrounding area. In line with the previous Active Travel England ATE conditional response (17 February 2026), HCC Highways therefore, only recommends approval for the GA2 development on the basis of provision of these vital active travel improvements.

2.3 Bus & Rail Access

2.3.1 Whilst as presented in the supporting Transport Assessment (TA) for the proposed GA2 development, bus stops are located close to the main access junction on Mendip Way, the main access road is circa 550m, placing all residences beyond the 400m (5mins) walk threshold and a large number of them and the primary school would be over a 1km walk from a bus service. Therefore, it is essential that a bus service is diverted into the proposal site to unlock the site sustainably with regards to public transport.

2.3.2 For the nearby and recently approved GA1 develoment a new bus service is proposed, the

SB12. The applicant has committed to funding for the extension of this service into the GA2 site. The SB12 service would operate between a bus stop outside the GA1 site on Mendip Way, bus stops within the GA2 site and the Lister Hospital and Stevenage Train Station. 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. The service will restore previously lost connections for Great Ashby residents to Trumper Road and Wisden Road, and will also provide links to Stevenage Old Town, Lister Hospital, John Henry Newman School, and Stevenage Interchange, offering passengers a new route option and better connectivity. This is particularly relevant given the recent reduction to the frequency and operating hours of the existing SB7 service has recently been reduced.



Preliminary SB12 Routing

2.3.3 However, as with the approved GA1 site, it is recognised that car parking along this section of Mendip Way in the vicinity of the proposed site could prove an obstacle to this new bus service despite the road being demonstrated wide enough for an efficient bus service.

2.3.4 Subsequently, as with the GA1 site, parking surveys have however found 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.

2.3.5 In order to facilitate the construction of the site the applicant of GA1 propose to impose temporary parking restrictions through a Temporary Traffic Regulation Order (TTRO). It is anticipated with the GA1 site 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. However, the GA1 applicant is conditioned to monitor the situation and if necessary manage it to allow the smooth operation of the bus service once the TTRO expires. The applicant for GA2 has indicated a willingness for a similar condition to be applied to their site.

2.3.5 The residents of the proposed GA2 site are will be an approximately a 6-7km (25-30 minutes) cycle from the Stevenage rail station by the predominantly segregated Stevenage cycle network. The initial circa 1km would be on road however, as previously discussed the applicant is proposing to connect into the local cycling network and improve it where possible as identified by their accessibility audit. As with the previously discussed links to schools HCC Highways only recommends the development for the approval on the provision of sustainable transport links prior to occupation to mitigate and minimise the traffic impact upon the existing residents of Great Ashby and the surrounding area.

2.3.6 With the agreed support of the SB12 bus service in place, the commitment to ensure its running along Mendip Way through Monitor & Manage and with the off road cycle links to the Stevenage Rail Station, HCC Highways considers that the proposal site is sustainably unlocked with regards to Public Transport.

2.4 Sustainable Access Statement

2.4.1 Given the mitigation proposed above it is considered that the proposal site can be unlocked sustainably in line with the Policies laid out in LTP4.

3 Vehicle Access

3.1 As mentioned previously, the main access to the proposal site is via a link road to Mendip Way which has been subject to and developed from extensive collaboration between the applicant and their consultants, and officers from NHDC and HCC Highways. There will also be an emergency vehicle only access on to Warrensgreen Lane (19244-ASHB-5-119 Rev D) and it and the route to it once fully developed post outline will be a fully ADB B5 compliant.

4 Parking

4.1 HCC Highways acknowledges the applicant intention to apply NHDC parking standards for car parking, EV charging and cycle parking etc and considers these are the correct standards but it should be noted that the ultimate decision on parking standards lies with the Local Planning Authority, NHDC.

5 Road Traffic Collisions (RTCs)

5.1 HCC Highways have reviewed the RTC data presented in the applicants TA and compared it to HCC Highways Map data and we agree with the applicants transport consultants that the proposed development is not expected to significantly affect this.

6 Travel Plan

6.1 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. Principally:

- Wider Range of Measures: The plan should outline a broader and more robust package of interventions to encourage sustainable travel.
- Use of Appropriate Baseline Data: Baseline mode split assumptions must be informed by relevant and up to date data sources.
- Mode Shift Target: The plan should include a measurable and time bound mode shift target aligned with our expectations.
- Monitoring Commitments: Monitoring frequency and methodology must be specified and should fully align with our monitoring requirements.

Furthermore:

- Travel Plan Coordinator (TPC) Information:
Full contact details for the appointed Travel Plan Coordinator, along with a named secondary contact to ensure continuity in the event of personnel changes, will need to be provided on appointment. An indication of the Coordinator's expected on site presence or frequency of site visits must also be included.
- Management-Level Commitment:
For developments of this scale, a formal statement of commitment is required prior to first occupation. This should be provided by an appropriate management-level representative of the developer, confirming support for the implementation, resourcing, and long-term funding of the Travel Plan.
- Steering Group:
The establishment of a Travel Plan steering group should be considered. This group should meet regularly to provide a mechanism for feedback, stakeholder engagement, and ongoing review of the Travel Plan's effectiveness.
- Measures
Whilst the measures proposed are generally appropriate, the package is currently too limited and should be expanded to maximise the potential for behaviour change. The TP should consider:
 - Sustainable Mobility Vouchers:
These should ideally be redeemable across a range of sustainable travel modes (e.g., bus, rail, cycle purchase/repair, bike hire, micromobility schemes) to encourage broader uptake. Any vouchers proposed for use on bus services should be discussed in advance with our Integrated Passenger Transport Unit to ensure feasibility and alignment with existing services.
 - Promotion of Local Sustainable Travel Resources:
The following Hertfordshire County Council resources should be actively promoted within the Travel Plan and associated communications:
 - Intalink for bus and public transport information: <https://www.intalink.org.uk/>

- Hertfordshire Cycling webpages:
<https://www.hertfordshire.gov.uk/services/health-in-herts/keep-active/hertfordshire-cycling.aspx>
- Hertfordshire Health Walks:
<https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-management/hertfordshire-health-walks/hertfordshire-health-walks.aspx>
- Targets, monitoring and action plan
 - Baseline Mode Splits:

The Travel Plan currently uses Census 2011 data to inform baseline mode splits. While this may provide an initial indication, it should be supplemented with site-specific baseline survey data as soon as practicable to ensure accuracy

- Mode Shift Target:

No mode shift target has been included. Although the developer proposes to agree a target with HCC following the first survey, this is not sufficient.

HCC require an interim mode shift target of: 10–15% reduction in single-occupancy car use (percentage change) over a 5 year period. This target is considered reasonable and achievable for developments of this type.

- Monitoring Methodology:

The methodology currently proposed questionnaires does not meet our requirements. Monitoring must include:

1. Multi modal traffic counts undertaken to TRICS SAM standard (or an equivalent recognised methodology).

2. Qualitative monitoring, such as resident or occupier questionnaires, to capture behavioural and attitudinal information.

3. Monitoring Frequency:

Monitoring should be conducted annually

Residential Travel Plans must remain in place until 5 years after full occupation, subject to targets being met.

4. Baseline Survey Timing:

The baseline survey must be undertaken at 50% occupation or within the first 6 months of initial occupation—whichever occurs sooner.

- Fees

An Evaluation and Support Fee of £1200 per year (for the Residential Travel Plan which should be in place until 5 years post full occupation) index linked to RPI from March 2014 secured via s106. Education Travel Plans require a fee of £1500 per year (linked to RPI from March 2020 for 7-year plan) Secured Via S106 Legal Agreement.

7 Public Rights of Way (PRoWs)

7.1 All Rights of Way within and around the site should remain open and unobstructed at all

times during development. If there is a need to close a route for safety reasons, then a Temporary Traffic Regulation Order (TTRO) must be applied for and granted by Hertfordshire County Council before any closures or related works can take place.

7.2 The development plans indicate a desire to divert Great Ashby Footpath 011 to a new route which would align with the proposed road crossing point. The existing line of the footpath cannot be stopped up or obstructed until such a point that the diversion order to change the route of the pathway has been made, confirmed, and certified.

7.3 The illustrated routes on the masterplan do not line up exactly with the Definitive Map, there are a number of locations where there is slight deviation between the paths shown on the masterplan and the actual lines of the Rights of Way. Clarification should be provided to explain whether this is intentional, and that there are multiple, parallel, routes intended, there is an intention to divert the Rights of Way onto the illustrated routes (the same conditions and requirements as stated above for Great Ashby 011 are in place), or whether this is a mistake and will be corrected on subsequent plans.

7.4 Hertfordshire County Council's Rights of Way Improvement Plan (ROWIP) includes the upgrading of multiple routes within the development site. The developer should familiarise themselves with the ROWIP and have a discussion with the Rights of Way Access Officer for further information. Details of the specific routes and improvements which should form part of the development are as follows:

- Weston 029 - upgrade to Bridleway status including physical improvements to create either a 6m total width route consisting of 3m unsealed surface with a 3m grass amenity strip, or, a 4m total width consisting of an unsealed surface.
- Weston 026 - upgrade to Bridleway status including physical improvements to create either a 6m total width route consisting of 3m unsealed surface with a 3m grass amenity strip, or, a 4m total width consisting of an unsealed surface.
- Weston 043 - upgrade to Bridleway status including physical improvements to create either a 6m total width route consisting of 3m unsealed surface with a 3m grass amenity strip, or, a 4m total width consisting of an unsealed surface.
- Weston 044 - upgrade to Bridleway status including physical improvements to create either a 6m total width route consisting of 3m unsealed surface with a 3m grass amenity strip, or, a 4m total width consisting of an unsealed surface.

7.5 HCCs Non Motorised Route Design Guide should be used as the basis for the construction of the new surfaces, this can be obtained by contacting HCC's Rights of Way team at: row@hertfordshire.gov.uk

7.6 There are a number of improvements on the ROWIP which are outside of the redline boundary of the site, some of which include potential changes to the Definitive Map. Funding should be provided to HCC as the Highways Authority to facilitate physical improvements to the Rights of Way network, including, but not limited to, surfacing, signage, and structural improvements.

7.7 Funding will be necessary in order to ensure that the local network of Rights of Way can withstand the increased pressure it will receive as a result of this development. A figure of £2,300,000 should be made available for the aforementioned improvements to the Rights of Way network that will be most affected by the development.

7.8 The developer should ensure that any damage done to the surfaces of any Rights of Way as

a result of construction or related works is made-good to HCCs approved standard and within a reasonable timeframe (depending on the damage and works required). Additionally, for ROW remaining open during construction on site appropriate banksmen, signage and other safety features should be in place to ensure that the safety of the public using the route is maintained.

8 Traffic Analysis

8.1 Trip Generation, Mode Split, and Distribution

8.1.1 The applicant has used the Person Trip Generation approach recommended by HCC Highways during pre Application discussions for the site. The national trip generation database (TRICS) is consulted to establish the person trip generation/ attraction for the various uses of the proposal site. Subsequently, the local area journey to work statistics observed in the 2011 census are applied. It is considered that this robustly estimates the predicted vehicle generation/ attraction for a site as it reflects the observed take up of local travel opportunities. It is noted that the Great Ashby has a reasonably high (11.52%) reflecting the relatively close proximity of the area to the Stevenage Train Station. However, as previously mentioned whilst the existing area connects immediately into the predominantly off-road Stevenage Cycle Network, presently the site does not. Hence the importance to connect the site into it, upgrade it where possible and invest in LCWIP route 2.

8.1.2 The use of the journey to work mode split data does slightly overestimate the number of vehicle school trips as children don't drive and tend to walk, cycle or scoot or car share with their siblings. To approximate for this slight overestimate the Work from Home numbers have been included in the analysis.

8.1.3 Subsequently the local census has been again consulted to estimate the distribution (direction of travel) of the resultant trips and an online route planner has been used to assign vehicles to actually trafficked routes to enable an accurate estimate as to traffic impact on individual junctions.

8.2 Junction Impact

8.2.1 17 number Traffic Models were subsequently built for the key junctions surrounding the site and three within the nearby villages of Graveley and Weston. These were built within the industry standard Junction 10 model. To inform the key junction (excluding the site access) traffic surveys were undertaken on Thursday 15 June 2023 (Manual Classified Traffic Counts and corresponding Queue surveys). Traffic estimates for Graveley and Weston were extracted from the County Council COMET traffic model which uses 2036 as the forecast year. The predicted traffic due to other committed developments in the area have been included in their analysis.

- Junction 1 - Site Access / Mendip Way
- Junction 2 - Mendip Way / Great Ashby Way / Whitehorse Lane / Great Ashby Way
- Junction 3 - Cleveland Way / Great Ashby Way / Great Ashby Way
- Junction 4 - Great Ashby Way / Fairfield Way / Great Ashby Way / Whitehorse Lane
- Junction 5 – Grasmere / Great Ashby Way / Great Ashby Way
- Junction 6 - Great Ashby Way / Lomond Way / Great Ashby Way
- Junction 7 - Great Ashby Way / Cartwright Road / Great Ashby Way
- Junction 8 – Great Ashby Way / Gresley Way / Glanville Crescent
- Junction 9 – Gresley Way / Gresley Way / Martins Way
- Junction 10 - Pilgrims Way / Martins Way / Martins Way
- Junction 11 - Canterbury Way / Martins Way / Grace Way / Martins Way

- Junction 12 - Canterbury Way / Canterbury Way / Great Ashby Way
- Junction 13 - Great Ashby Way / Orwell Avenue / Great Ashby Way
- Junction 14 - Bray Drive / Great Ashby Way / Wansbeck Close / Great Ashby Way
- Junction 16 - Church Street / High Street (Graveley)
- Junction 17 - High Street / Graveley Lane (Graveley)
- Junction 18 - Damask Green Rd / Hitchin Road (Weston)

8.2.2 Whilst HCC Highways originally had doubts over the validity of the original base models submitted by the applicant's transport consultant, particularly Junction 12 (Canterbury Way / Canterbury Way / Great Ashby Way). When it was considered that the base model queue outputs were not representative of the base queuing observed. HCC Highways has worked with the applicants transport consultant and are now satisfied they are reasonably valid against observed queues and suitable for use in further analysis.

- Junction 1 - Site Access / Mendip Way Priority Junction

8.2.3 The normal operational RFC (Ratio of Flow to Capacity) for a priority controlled junction is 0.85, beyond which cognisance of queuing is required.

8.2.4 The model shows that for the predicted fully occupied development in 2030 the maximum RFC on the northern Mendip Way approach is just 0.57 during the AM peak and even lower 0.22 during the PM peak.

8.2.5 Given an additional 5 years of growth these are predicted to rise to just 0.58 (AM peak) and stay approximately the same in the PM peak (0.22).

8.2.6 Therefore, HCC Highways are satisfied that the site access junction can operate successfully with minimal impact upon the existing Mendip Way traffic.

- Junction 2 - Mendip Way / Great Ashby Way / Whitehorse Lane / Great Ashby Way Roundabout

8.2.7 Similarly, the normal operational RFC (Ratio of Flow to Capacity) for a roundabout type junction is also 0.85, beyond which cognisance of queuing is required.

8.2.8 With the proposed development fully occupied in 2030 the maximum RFC during the AM peak is just 0.77 on the Mendip Way approach (northern arm) and during the PM peak the maximum RFC is just 0.78 on the western Great Ashby Way approach.

8.2.9 After 5 years in 2035 it is predicted the RFC's rise slightly to 0.78 (Mendip Way AM) and 0.79 (Great Ashby Way PM) with the GA2 and committed developments in place.

8.2.10 Therefore, HCC Highways concludes that the traffic impact of the development at this location (the Mendip Way / Great Ashby Way / Whitehorse Lane / Great Ashby Way roundabout) is can be accommodated.

- Junction 3 - Cleveland Way / Great Ashby Way / Great Ashby Way Roundabout

8.2.11 With a fully occupied development in 2030 the maximum RFC at the Cleveland Way / Great Ashby Way / Great Ashby Way roundabout is just 0.45 on the western Great Ashby Way approach during the AM and 0.39 on the same approach during the PM peak.

8.2.12 With predicted growth to 2035 RFCs on the Great Ashby Way western approach rises to 0.51

during the AM and remains approximately the same at 0.39 during the PM.

8.2.13 Therefore, HCC Highways concludes that the traffic impact of the proposed development at the Cleveland Way / Great Ashby Way / Great Ashby Way roundabout is limited.

- Junction 4 - Great Ashby Way / Fairfield Way / Great Ashby Way / Whitehorse Lane Roundabout

8.2.14 The Great Ashby Way / Fairfield Way / Great Ashby Way / Whitehorse Lane roundabout is predicted in 2030 with a fully occupied GA2 development to have a maximum RFC of 0.35 on the northern Great Ashby Way approach during the AM peak hour and a maximum RFC of 0.27 on the southern Great Ashby Way approach during the PM peak.

8.2.15 With predicted background growth to 2035 and the proposed GA2 development the Maximum RFC on the northern approach rises slightly to 0.36 during the AM peak and the maximum RFC during the PM peak remains approximately the same (0.27) again on the southern Great Ashby Way approach.

8.2.16 Therefore, HCC Highways can only conclude at the Great Ashby Way / Fairfield Way / Great Ashby Way / Whitehorse Lane roundabout the traffic impact of the proposed development is also negligible.

- Junction 5 – Grasmere / Great Ashby Way / Great Ashby Way Roundabout

8.2.17 At Grasmere / Great Ashby Way / Great Ashby Way roundabout with the proposed development fully occupied in 2030 the maximum AM peak RFC is predicted to be 0.39 on the northern Great Ashby Way approach and during the PM peak the maximum RFC is 0.43, which occurs on the southern Great Ashby Way approach.

8.2.18 With predicted background growth to 2035 and the GA2 development both the AM and PM peak RFCs are expected to remain the same (0.39 AM on the northern Great Ashby Way approach and 0.43 PM on the southern Great Ashby Way approach).

8.2.19 Therefore, HCC Highways can only conclude that the traffic impact of the proposed development at the Grasmere / Great Ashby Way / Great Ashby Way roundabout is negligible.

- Junction 6 - Great Ashby Way / Lomond Way / Great Ashby Way Roundabout

8.2.20 During the AM peak of 2030 at the Great Ashby Way / Lomond Way / Great Ashby Way roundabout the maximum RFC is 0.43 on the the northern Great Ashby Way approach and during the PM peak its 0.29 on the southern Great Ashby Way approach.

8.2.21 With 5 years of predicted background growth these RFCs rise only to 0.44 during the AM peak (the northern Great Ashby Way approach) and 0.30 during the PM peak (southern Great Ashby Way approach).

8.2.22 Therefore, as with the previously assessed roundabouts HCC Highways can only conclude that the traffic impact of the development proposals on the Great Ashby Way / Lomond Way / Great Ashby Way roundabout is limited.

- Junction 7 - Great Ashby Way / Cartwright Road / Great Ashby Way Priority Junction

8.2.23 The maximum RFC on the minor arm of this junction (Cartwright Road) is just 0.18 during the AM peak of 2030 with a fully occupied GA2 site and 0.28 during the PM peak.

8.2.24 With 5 further years of predicted growth the Cartwright Road RFC stays approximately the same during the AM peak (0.18) and rises marginally in the PM peak to 0.29.

8.2.25 Therefore, HCC Highways can only conclude that the traffic impact of the proposal in this location (the Great Ashby Way / Cartwright Road / Great Ashby Way priority junction) is limited.

- Junction 8 – Great Ashby Way / Gresley Way / Glanville Crescent Roundabout

8.2.26 The maximum RFC at the Great Ashby Way / Gresley Way / Glanville Crescent roundabout during the AM peak of 2030 with the development fully occupied is 0.61 (Great Ashby Way north) and during the PM peak its 0.33 on the southern Great Ashby Way approach.

8.2.27 After 5 years of predicted background growth to 2035 with a fully occupied development the AM peak RFC is predicted to rise to 0.62 (Great Ashby Way north) and the PM peak RFC remains approximately the same (0.33 on the southern Great Ashby Way approach).

8.2.28 Therefore, HCC Highways can only conclude that the traffic impact of the development at this location (Great Ashby Way / Gresley Way / Glanville Crescent roundabout) is negligible.

- Junction 9 – Gresley Way / Gresley Way / Martins Way Roundabout

8.2.29 In 2030 with a fully occupied development during the AM peak this roundabout also remains within operational capacity with a maximum RFC of 0.83 on the northern Gresley Way approach and during the PM peak the maximum RFC is 0.71 on the southern Gresley Way approach.

8.2.30 The roundabout remains within capacity 5 year later with a maximum RFC of 0.84 during the AM peak (Gresley Way north) and 0.72 (Gresley Way south).

8.2.31 Therefore, HCC Highways must conclude that the traffic impact of the proposals at this location (the Gresley Way / Gresley Way / Martins Way roundabout) are negligible.

- Junction 10 - Pilgrims Way / Martins Way / Martins Way Roundabout

8.2.32 The Pilgrims Way / Martins Way / Martins Way roundabout with a fully occupied development in 2030 is predicted to see a peak RFC of 0.75 during the AM on the eastern Martins Way approach and a maximum PM peak RFC of 0.80 on the western Martins Way approach.

8.2.33 With a further 5 years of growth the junction remains within capacity with a AM peak RFC of 0.77 on the eastern Martins Way approach and a PM peak RFC of 0.82 on the western St Martins Way approach.

8.2.34 Therefore, HCC Highways also concludes at this location (the Pilgrims Way / Martins Way / Martins Way roundabout) the traffic impact of the proposals is limited.

- Junction 11 - Canterbury Way / Martins Way / Grace Way / Martins Way Roundabout

8.2.35 In 2030 without the proposed development the Canterbury Way / Martins Way / Grace Way / Martins Way roundabout is within operational capacity with a Maximum AM peak RFC of 0.70 on the

Martins Way (east) approach and a maximum PM peak RFC of 0.82 on the Grace Way approach.

8.2.36 However, with the addition of the development whilst the AM peak stays within operational capacity the PM peak RFC goes beyond it but it is noted the junction remains within absolute capacity (an RFC of 1.00). The AM peak RFC is 0.80 on the Canterbury Way approach and the PM peak RFC is 0.90 on the Grace Way approach. Therefore, cognisance of the queuing on Grace Way is required, it rises from 4 vehicles to 7 vehicles.

8.2.37 A similar picture is presented in 2035, where without the development the roundabout continues to be within operational capacity. With a AM peak RFC of 0.71 on the eastern Martins Way approach and a peak PM RFC of 0.84 on the Grace Way approach. With the development the AM peak RFC rises to 0.82 and becomes the Canterbury Way approach and the PM peak RFC on the Grace Way approach again goes over operational capacity at 0.93 (but within absolute capacity).

The PM peak queuing increases from 5 vehicles to 9 vehicle on the Grace Way approach.

8.2.38 HCC Highways considers that this level of impact is best mitigated through investment in the sustainable transport network in order to promote modal shift.

- Junction 12 - Canterbury Way / Canterbury Way / Great Ashby Way Roundabout

8.2.39 The results of the applicants initial analysis of the Canterbury Way / Canterbury Way / Great Ashby Way roundabout are shown in table 6.21 of their supporting TA. However, as suggested earlier this model does not replicate the base observed queuing at the roundabout and is not considered suitable for further analysis (2030 and 2035). However the TA presents in the following Tables (both called 6.21a) models which do replicate the base queuing. To make them representative

its had to be assumed that the flaring at this junction is ineffective. HCC Highways consider these models are better for gauging the impact of the development.

8.2.40 It is apparent that the Canterbury Way / Canterbury Way / Great Ashby Way roundabout is unstable without or with the development.

8.2.41 In 2030 without the development the junction is already at absolute capacity in the AM peak with an RFC of 1.00 on the northern Canterbury Way approach which rises to 1.15 when the development is included. The associated queuing rises from 10 vehicles without the development to 19 vehicles with. The PM peak is within absolute capacity with a peak RFC of 0.94 without development on the Great Ashby Way approach, going just over (RFC of 1.05) when the development is added. The associated PM peak queue increases from 4 to 8 vehicles.

8.2.42 In 2035 the roundabout is over absolute capacity without and with the development and in the PM peak the junction as before remains within absolute capacity when there is no development and goes above when there is development. The 2035 AM peak RFC without development is 1.03 on the northern Canterbury Way approach (the Great Ashby Way approach is also over operational capacity with and RFC of 0.91). The addition of development traffic takes these RFCs to 1.27 (Canterbury Way) and 1.26 (Great Ashby Way). Correspondingly the queue on Canterbury Way rises from 12 to 21 vehicles and the queue on Great Ashby Way rises from 7 to 126 vehicles. During the PM peak without the development the peak RFC is 0.94 on Great Ashby Way (the southern Canterbury Way approach is also at operational capacity, 0.85) and with development these rise to 1.07 (Great Ashby Way) and 0.98 (Canterbury Way south). Resulting in an increase of queuing of 9 to 30 vehicles on Great Ashby Way and 5 to 16 vehicles on Canterbury Way south.

8.2.43 The impact of the development is likely over exaggerated (particularly in the AM peak) by the unstable nature of the junction none-the-less HCC Highways considers it important to mitigate it through the aforementioned level of investment in the sustainable transport network to encourage mode shift rather than trying to predict and provide traffic capacity which may not be required, instead preferring a 'Vision and Validate' approach. None-the-less, HCC Highways would like a bond set aside for the funding of traffic mitigation measures to be deployed in the event that traffic monitoring identifies that modal shift does not occur, traffic associated with the development is greater than anticipated and traffic impacts manifest. It was agreed with the applicant for the allocated site GA1 (Land At Roundwood, Back Lane, Great Ashby) that it would pay £400,000 contribution to mitigate unanticipated adverse impacts on the highway network, to cover any improvements deemed necessary by the Highway Authority as a result of monitoring. Pro Rata for 650 homes, HCC Highways would expect a bond of £925,267 to be set aside in a 'Monitor & Manage' bond. If problems do not manifest within 10 years the contribution would be returned.

Junction 13 - Great Ashby Way / Orwell Avenue / Great Ashby Way Priority Junction

8.2.44 The addition of the the development in 2030 causes this junction to go significantly over capacity, particularly in the AM peak. The AM peak RFC on Orwell Avenue without the development is just 0.69 and the right turn RFC on the main road (Great Ashby Way) is 0.52. However, when the development traffic is added the Orwell Avenue RFC increases to 1.18 and the right turn in from Great Ashby Way increases to 1.11. This corresponds to an increase in queuing from 2 to 15 vehicles on Orwell Avenue and 2 to 46 vehicles on the right turn in from Great Ashby Way. The PM peak is less extreme and the junction remains within capacity with a maximum post development RFC of just 0.73, well within operational capacity.

8.2.45 Its a similar picture in 2035, during the AM peak without the development the RFC on Orwell Road is 0.71 and the right turn in from Great Ashby Way sees a RFC of 0.53. With the development this rises to an RFC of 1.22 on Orwell Road and an RFC of 1.12 for the right turn in from Great Ashby Way. This results in the queue increasing from 2 to 17 vehicles on Orwell Road and 2 to 50 vehicles on the right turn in from Great Ashby Way. Again, though the PM peak stay within capacity with a maximum post development RFC of 0.75 on Orwell Avenue.

8.2.46 The impact of the development is likely over exaggerated in the AM peak by the unstable nature of the junction, none-the-less HCC Highways considers it important to mitigate it through the aforementioned level of investment in the sustainable transport network to encourage mode shift rather than trying to predict and provide traffic capacity which may not be required, instead preferring a 'Vision and Validate' approach described above.

- Junction 14 - Bray Drive / Great Ashby Way / Wansbeck Close / Great Ashby Way Roundabout

8.2.47 The development traffic causes this junction to go over operational capacity in the AM peak of both 2030 and 2035.

8.2.48 In 2030 prior to development the maximum AM peak RFC is 0.54 on the eastern Great Ashby Way approach. However, it rises to 0.95 when the development traffic is added. This corresponds to a queuing increase of 1 vehicle to 10 vehicles. The PM peak however stays within capacity with the addition of development traffic and the maximum post development PM RFC is 0.79.

8.2.49 Its similar in 2035 prior to development the AM peak RFC is 0.55 on the eastern Great Ashby Way approach and the development traffic causes it to rise to 0.96. Corresponding to a queue increase of 1 to 11 vehicles. The PM peak still remains in capacity with a peak RFC of 0.80 post

development on the Western Great Ashby Way approach.

8.2.50 HCC Highways considers that this level of impact is best mitigated through investment in the sustainable transport network in order to promote modal shift.

- Junction 16 - Church Street / High Street (Graveley) Priority Junction

8.2.51 In the 2036 prior to the development the Church Street / High Street (Graveley) Priority Junction is predicting to be working but operating poorly probably because of the poor visibility at the junction. The development traffic however because of this causes it to fail during the AM peak. The AM peak RFC without the development is 0.78 (Church Street) and with the development it rises to 1.00. This corresponds to an increase in queuing of 3 to 13 vehicles. During the PM peak however there is little impact with the maximum post development RFC being 0.45 (Church Street).

8.2.52 As before, HCC Highways considers that this level of impact is best mitigated through investment in the sustainable transport network in order to promote modal shift.

- Junction 17 - High Street / Gravely Lane (Graveley) Priority Junction

8.2.53 In 2036 with the addition of development traffic the maximum RFC (Graveley Lane) is 0.80 during the AM peak and 0.55 during the PM peak.

8.2.54 Therefore, HCC Highways can only conclude that the traffic impact at this location (the High Street / Gravely Lane (Graveley) Priority Junction) is negligible.

- Junction 18 - Damask Green Rd / Hitchin Road (Weston) Priority Junction

8.2.55 In 2036 with the addition of development traffic the maximum RFC (Hitchin Road) is 0.75 during the AM peak and 0.81 during the PM peak.

8.2.56 Therefore, HCC Highways can only conclude that the traffic impact at this location (the Damask Green Rd / Hitchin Road (Weston) priority junction) is negligible.

8.3 The Comet Model

8.3.1 The wider impact of the proposals has also been assessed by commissioning a run of HCC's most recent Comet Model, which accounts for the most likely growth and transport infrastructure proposals and will look at the longer-term situation. The Comet Model is the most sophisticated, comprehensive and accurate traffic model available within Hertfordshire and is recommended by HCC Highway Authority for assessing large scale developments.

8.3.2 The Comet analysis showed nothing significant just minor delay increases. The greatest increase in delay anticipated as a result of the development at any location is 19 seconds along Martins Way during the AM peak hour. Such a minor increase in delay would not be perceptible and indeed the existing day to day fluctuation in journey times would exceed this time.

8.3.3 The mitigation required to mitigate the individual junctions analysis would more than mitigate those 19 seconds.

9 S106 Contributions

9.1 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.

9.2 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 £339,236.74 (pa for 5 years, £1,696,183.70 in total, RPI October 2024) contribution to the new SB12 bus service (or any other alternative service that is agreed with PTU) travel plan contributions (Residential TP £1,200 pa for 5 years (£6,000 total) RPI May 2014 and Educational TP £1,500 pa for 5 years (£7,500 total) RPI March 2020), the £925,267 (SPONS April 2025) Monitor & Manage bond and the £2,300,000 (SPONS April 2026) PRoW contribution are contained in a S106 agreement.

9.3 In the second instance (Strand 2) HCC Highways 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.

9.4 If the proposed 640 homes development were to proceed HCC Highways would expect a headline Strand 2 contribution of £6,311,040. However, it is recognised that the off site improvements identified in the applicant's Accessibility Audit will not only unlock the site sustainably but will benefit the greater area to a degree and whilst the PRoW improvements will also enhance the site and surrounding area they will similarly benefit the greater population, Therefore, HCC Highways would reduce the S106 Strand 2 contribution to £5m (SPONS March 2024). This Strand 2 contribution would be allocated to packages identified in the North Central Growth and Transport Plan (SPONS May 2022), and facilitate in part the delivery Route 2 of the adopted Stevenage Borough Council (SBC) Local Cycling and Walking Infrastructure Plan 2019. LCWIP Route 2 would facilitate an entirely off-road cycling route from the proposal site to the Stevenage town centre and its Rail Station.

<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>

Signed

Adrian McHale

9 September 2026