

SITE-WIDE PHASING AND DELIVERY PLAN – HIGHOVER FARM, HITCHIN – UPDATED
8 October 2025
503/55/1/SWPDP

INTRODUCTION

1. Planning permission 18/01154/OP was granted on 29 November 2024 for the following development ('the Development') -

'Outline application with all matters reserved other than access, comprising residential led development of up to 700 dwellings of use class C3, approximately 500sqm of neighbourhood-level facilities, a new 2 FE primary school, open space, play space, green infrastructure, and associated accesses (vehicular, pedestrian and cycle), including a new primary access off Stotfold Road with limited access off High Dane (as amended).'

2. This Site Wide Phasing and Delivery Plan (SWPDP) has been produced for/in conjunction with Barratt Redrow to satisfy and discharge Condition 5 of the aforementioned planning permission.

3. Condition 5 requires –

'Prior to or concurrently with the submission of the first reserved matters application a Site Wide Phasing and Delivery Plan which accords with the s106 triggers and Transport Mitigation Phasing Strategy has been submitted to and approved in writing by the local planning authority. Thereafter each subsequent reserved matters application for any phase (or part thereof) shall be accompanied by an updated programme or statement of compliance with the approved strategy for subsequent approval by the local planning authority.

The development shall be carried out in accordance with the approved Phasing Plan unless there are unforeseen events / obstacles to delivery and alternative timing for provision is agreed in writing by the Local Planning Authority.

All reserved matters submissions shall be in accordance with the Site Wide Phasing and Delivery Plan as approved by the Local Planning Authority, unless otherwise agreed with the Local Planning Authority. Any references to a Phase of the development within this permission shall be taken to be a reference to phases as identified within the Site Wide Phasing and Delivery Plan submitted under this condition.

The Site Wide Phasing and Delivery Plan shall include but not be limited to the sequence of providing the following elements:

- a) Residential development parcels;
- b) Location of self-build plots
- c) A programme for the delivery of public transport infrastructure;
- d) Major distributor roads/routes within the site, including timing of provision and opening of access points into the site;
- e) Strategic footpaths and cycleways;
- f) Primary school (playing pitches), community/neighbourhood centre facilities
- g) Strategic foul and surface water features and SUDS;
- h) Formal and informal public open space, park/square, allotments, parks, NEAP and LEAP;
- i) Strategic/structural landscaping
- j) Strategic electricity, telecommunications and gas networks;
- k) Infrastructure for the provision of fibre optic cables;
- l) Environmental mitigation measures
- m) Off-site highway improvements.

Reason: To secure comprehensive, co-ordinated and sustainable development and assist with the determination of subsequent reserved matters applications in order to ensure that infrastructure provision and environmental mitigation are provided in time to cater for the needs and impacts arising out of the development, in accordance with Policy SP1, SP9 and SP17'.

4. The phasing of development at Highover Farm will support the delivery of a comprehensive, sustainable and well-connected new community. The phasing strategy has been based on the following principles as set out in the Strategic Masterplan Framework:
 - To utilise existing infrastructure to minimise disruption and disturbance due to site clearance and construction activity, with the construction access and activity being taken from Stotfold Road,
 - To encourage new residents to adopt more sustainable modes of transport from the outset by construction the new primary street (The Avenue) with supporting bus, walking and cycling infrastructure before any housing is occupied,
 - Advanced structural landscaping, shrub and tree planting to enable early establishment of green infrastructure,
 - Delivery of a mix of housing type and tenure within each phase.
5. This SWPDP is set out and provides the relevant detail required specifically by points (a) to (m) below on a development phase by development phase basis. It has also had regard to the detailed requirements contained within the S106 Agreement. Figure 52 forming part of the Approved Strategic Masterplan Framework and attached here below for reference as Plan 1, identifies the broad indicative phasing of the Development, whilst acknowledging that the final Phasing Plan is to be agreed pursuant to a condition on the planning permission. It identifies the drainage pond and temporary accesses as 'Enabling Works' and Phase 1 as The Avenue between Stotfold Road and High Dane.

PLAN1 – BROAD PHASING

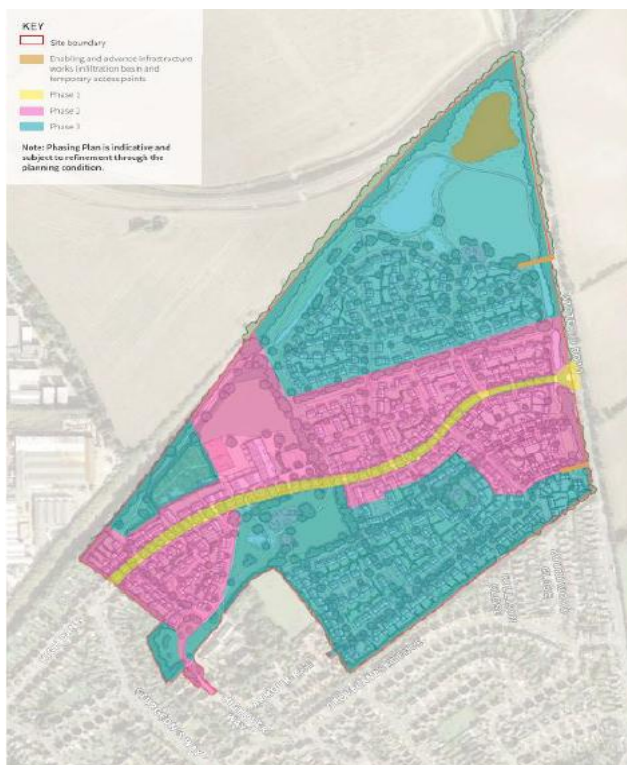


Figure 52: Indicative Phasing and Delivery – from Strategic Masterplan Framework

6. The S106 Agreement defines Phasing Plan as *'the plan to be agreed pursuant to condition 5 of the outline planning permission'*. The S106 provides that Phase 0 of the development comprises the construction of highways (the Spine Road/Avenue) between Stotfold Road and High Dane and the drainage (strategic) infrastructure, which of course differs from the Strategic Masterplan referred to in paragraph 4 above.

7. For the avoidance of doubt, this SWPDP refers to The Avenue, temporary access and strategic drainage infrastructure as Phase 0 as per the S106 Agreement. Subsequent phases containing residential development, school, etc are referred to as Phase 1,2,3 as necessary. A series of Phasing Plans have been produced which identify what is to be delivered in each phase and should be read in conjunction with the relevant section of text detailed below. These plans are referenced as Plans 2-6 within this Strategy document.

PRE-COMMENCEMENT OF DEVELOPMENT (PRIOR TO PHASE 0)

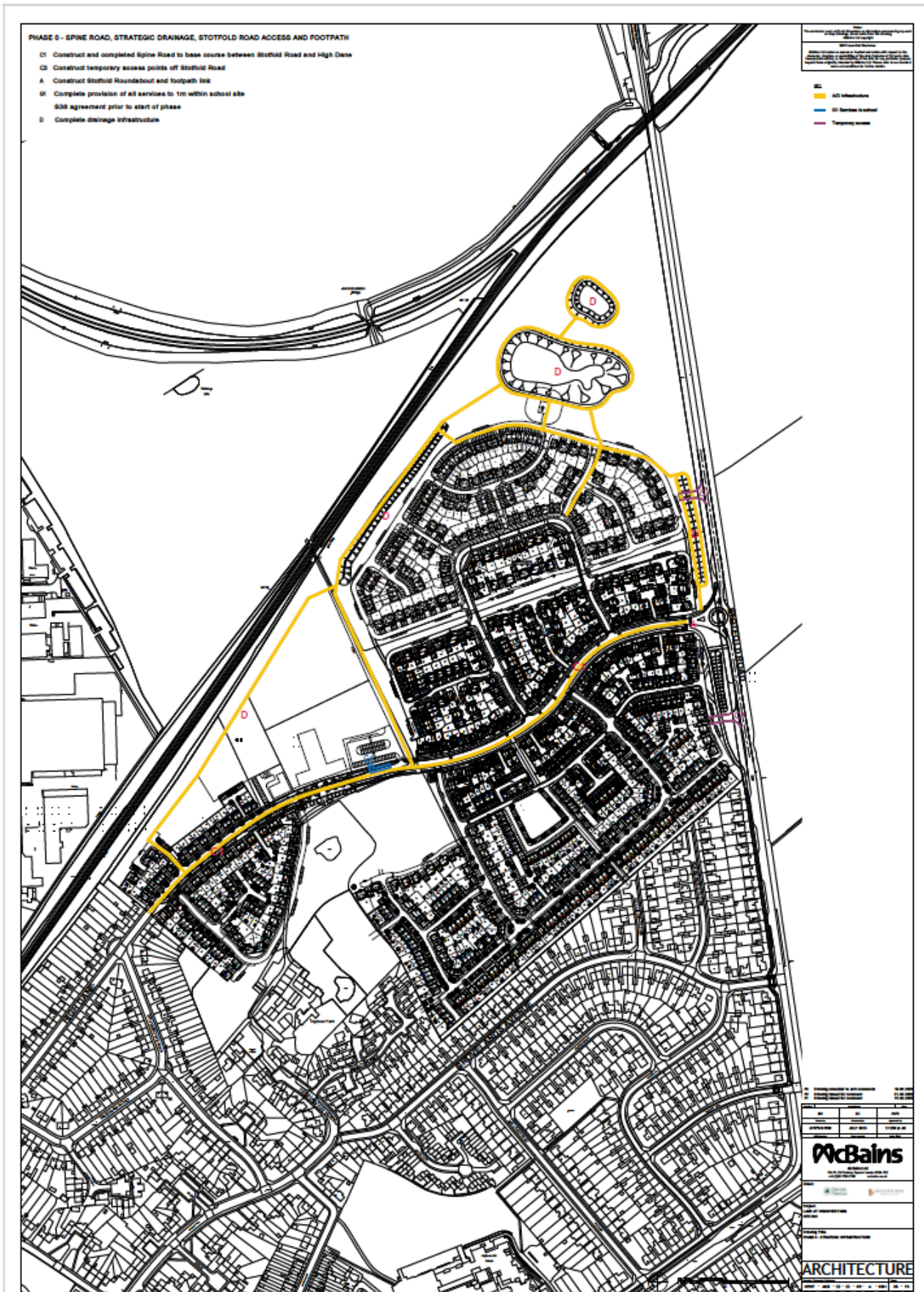
8. The commencement of construction on site is fundamentally dependent on the timing of the approval of the S278, S38, reserved matters and the discharge of the pre-commencement conditions. It is anticipated that the development of the whole site will take circa 5/6 years, which is considered reasonable given that there are three house builders (Barratt, David Wilson and Redrow) constructing the site.
9. The S106 requires at schedule 2, part 3 clause 1.1 that at least 3 months' notice be given to HCC of the intended start date for the commencement of Phase 0 works. Clause 1.2 requires at least 6 months' notice to be given of the proposed boundary of the school site including a statement on how the land meets the specification.
10. Pre-commencement conditions and corresponding S106 clauses will be submitted for discharge during the early part of 2025, in advance of Phase 0. These are -
 - condition 6 (Design Code) – already submitted but under final revision
 - condition 12 (sustainability strategy) – already submitted as an overarching strategy, but each Phase RM will have its defined specific detail submitted in accordance with the condition wording,
 - condition 13 and S106 schedule 2, part 2, clauses 14.1-14.4 (open space management and delivery) – a Deed of Variation has been submitted in respect of the S106 clause as it differs from the expectation of condition 13. A Management regime will be submitted as part of each Phase RM as per the condition wording,
 - condition 14 (site wide waste management plan) – now discharged,
 - condition 15 (final drainage scheme) – already submitted together with requested revision/amendment,
 - condition 18 (construction traffic management plan) – in preparation – close correlation between condition 18 and this Phasing condition has resulted in some revisions to the Phasing and Delivery Strategy now reflected in this document,
 - condition 19 (fire hydrants) – confirmed with Case Officer that this requirement can be submitted and approved as part of each Phase RM,
 - condition 20 (phase 2 contamination risk assessment) – now discharged,
 - condition 21 (LEMP) – in preparation alongside discussion about variation to wording to allow discharge on a Phase RM basis.
11. In this regard, the conditions allow for certain site enabling works to take place in advance of the main construction works commencing. These works include some site clearance, archaeological works (as required by condition 16) and the installation of protective tree and hedge barriers where this vegetation is to be retained (condition 26). These works have been taking place over the summer of 2025.
12. It is anticipated that the Stotfold Road roundabout works will commence in autumn/winter 2025, with construction on site in the form of The Avenue also late autumn/winter 2025 and house construction associated with Phase 1 RM in spring 2026.

PHASE 0 – PLAN 2 REFERS

13. Phase 0 principally consists of the essential highway and drainage infrastructure required to access and open up the remainder of the Site. The following will be delivered -
 - The **Stotfold Road roundabout and associated footpath link** (for connection to the Greenway link and associated toucan crossing) – these are delivered under the S278 mechanism.
 - The **temporary access roads** off Stotfold Road either side of the new roundabout – these are to enable a degree of separation between construction traffic and new resident traffic as the site build out progresses.
 - the **spine road (The Avenue) from Stotfold Road through to High Dane** – it is acknowledged that the S106 identifies that The Avenue can be delivered in two parts, effectively either side of the bus gate in the vicinity of the primary school. However, it is easier and more sustainable (and more cost effective) to provide the full length of the road and associated cycleway/footpaths from Stotfold Road to its connection with High Dane in a single phase all at once. It will not be open to vehicular or pedestrian traffic however, being fenced off for health and safety reasons until after the construction of the Threshing Barn Green phase. By doing so, this negates the need for temporary bus turning circles and reduces health and safety issues in the provision of the required temporary footpath link(s) to access the primary school site. The Avenue will be delivered to base course in accordance with the S106, but along its whole length (S106, schedule 2, part 4, clause 14.4.1). The S38 will also be entered into and approved (S106, schedule 2, part 4, clause 14).
 - the **attenuation pond and infiltration basin** in the northern part of the Site (Hitchin Meadows), alongside soakaways, swales and drainage pipe work (landscaping/planting will follow in Phase 1 as part of the construction of the wider Hitchin Meadows open space).
 - **Temporary footpath(s)** – by constructing The Avenue through to High Dane, this also provides the temporary (but ultimately) permanent footpath link between the on-site primary school site and the existing footpath along High Dane (S106, schedule 3, part 4, clause 14.2.2). However, as detailed above there will be a period during the early construction phase when this link will not be open to the public. During this period it is planned to put in a temporary footpath running from the Stotfold entrance along the boundary of the site running along the southern boundary to link with Highover Way. When it is safe to do so this temporary link will be closed and the Avenue opened up for public access. Submission of the temporary footpath(s) will be made to Hertfordshire County Council Highway Authority (HCCHA).
 - As part of the construction of The Avenue, lighting, strategic electricity, telecommunications, gas pipes and fibre optic cables and signage will be put in.
14. Bullet points 3,4, 6 above make up the Infrastructure Reserved Matters Application(24/02780/RM).
15. **Final Footpath Links** - the technical design and detail of the final footpath links between the site and Collision Close, Armour Rise, Highover Way and High Dane will be submitted to the District Council for approval (S106, schedule 2, part 2, clause 16). Implementation will be within the relevant development phase.
16. **Bus Gate** - The detail of the design and mechanics of the bus gate provision has been submitted to HCCHA (S106, schedule 2, part 4, clause 13.2) and to NHDC (condition 17). As part of the construction of The Avenue, provision will be made to enable installation of traffic control cameras in the event these are needed for the bus gate.
17. All **services** will be provided to and at least 1m into the defined school site.
18. Bus stops will be constructed on The Avenue during this phase of development.
19. S38 agreement to be completed prior to the start of the phase.

20. Written notice will be served on both HCC and NHDC in relation to commencement of the phase 0 site works (S106, clause 14.1).

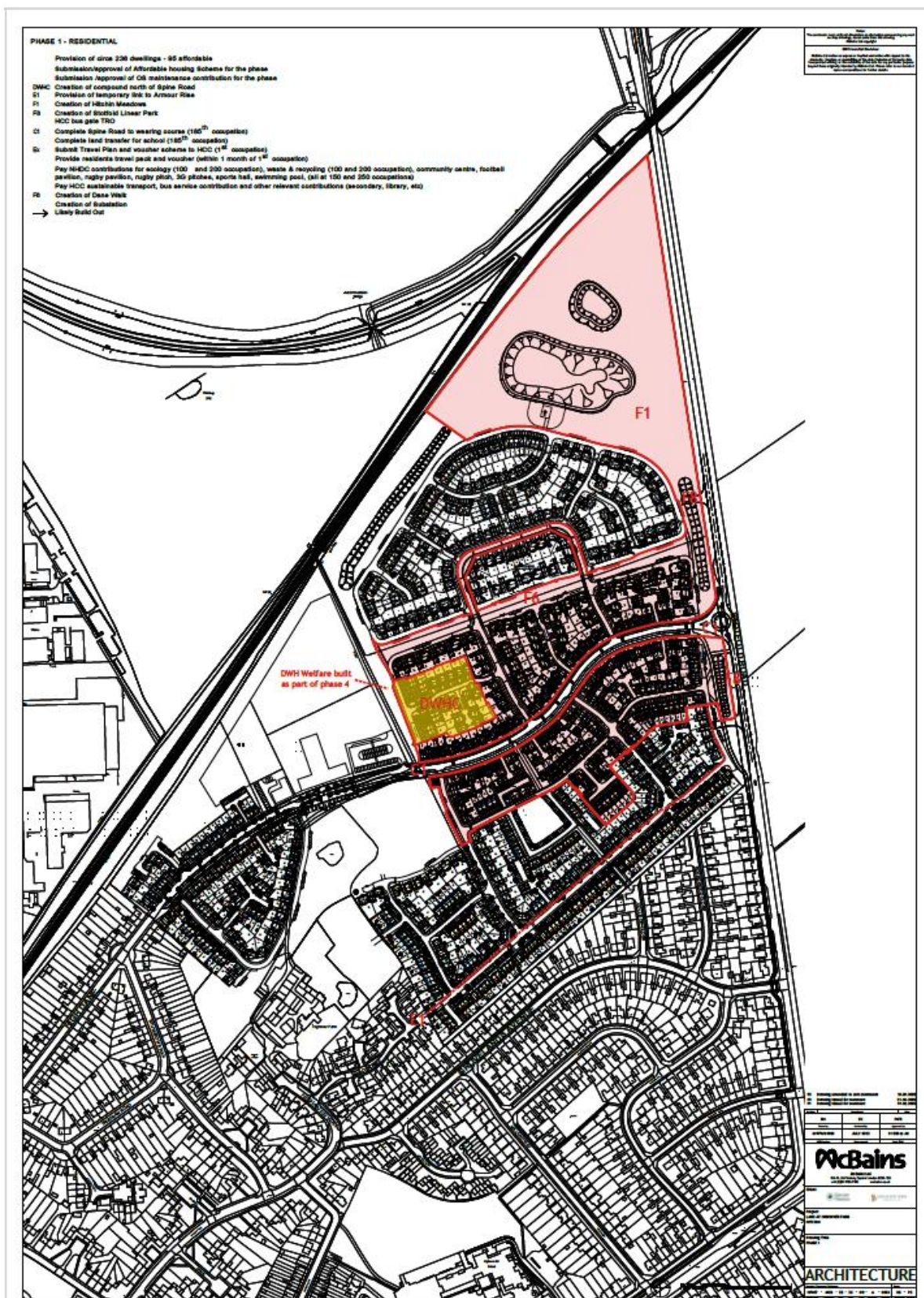
PLAN 2 – PHASE 0



PHASE 1 – PLAN 3 REFERS

21. Phase 1 construction will start with the creation of two sales areas, either-side of The Avenue. Construction will proceed in an east to west direction one plot depth along The Avenue to create the main street scene. Behind this the remaining dwellings within Phase 1 will proceed to be built out also east to west. Phase 1 will deliver –
 - Approximately **236 dwellings** including 95 as affordable (**40%**) in total – Barratt and David Wilson product.
 - An **electricity substation**.
 - **Hitchin Meadows** open space and associated BNG, landscaping and green infrastructure (S106, schedule 2, part 2, clause 14.6/9).
 - The **LEAP play area** within **Hitchin Meadows**.
 - **Stotfold Linear Park** green infrastructure/open space/landscaping (S106, schedule 2, part 2, clause 14.6/9).
 - **Dane Walk** green infrastructure/open space/landscaping including play on the way (S106, schedule 2, part 2, clause 14.6/9).
 - The full extent of the **secondary loop road** to the north of The Avenue.
 - Completion of **The Avenue along its full length to wearing course** (by the 185th occupation) (S106, schedule 2, part 4, clause 14.4.1)
 - Construction of a **TEMPORARY footpath link** (prior to any occupation) within the site from the eastern end of new dwelling construction and along the southern site boundary to Armour Rise in the south-west – this will enable new residents to access the existing off-site primary school if necessary.
 - Completion of the **bus gate restriction TRO** (prior to any dwelling occupation (S106, schedule 2, part 4, clause 13.3).
22. All the **service works to, and including, 1m into the School Site** will be completed, alongside the service of notice (S106, schedule 2, part 3, clause 1.6/1.7).
23. The **land transfer to HCC of the school site** will be completed by 175th occupation (S106).
24. The **Affordable Housing scheme** for the phase will be submitted.
25. The **Travel Plan and voucher scheme** will be submitted to HCC prior to 1st occupation.
26. The **residents travel pack and voucher** will be provided within 1 month of 1st occupation.
27. The bus service will become operational during this phase for passengers, accessed from the temporary bus stop on Stotfold Road. Discussions with the bus company have indicated that they would prefer to travel through the site turning round at the new Stotfold Road roundabout rather than turning around within the Site itself.
28. This phase will form the Phase 1 Residential Reserved Matters Application.

PLAN 3 – PHASE 1



PHASE 2 – PLAN 4 REFERS

29. Phase 2 is likely to build out west to east and will deliver –
 - approximately **158 dwellings**, including 55 affordable (**35%**) – this is a Redrow scheme.
 - Associated highway and drainage infrastructure alongside telecommunications, fibre optics, gas and electricity.
 - Icknield Linear Park as far as the eastern boundary with the school site.
 - Completion of the installation of the **TEMPORARY footpath link** within the site from the school site to High Dane - prior to any dwelling occupation (S106, schedule 2, part 4, clause 13.3.2).
30. Construction traffic for phase 2 will utilise the northern temporary access off Stotfold Road.
31. The **Affordable Housing Scheme** for the phase will be submitted.
32. Once this phase has been completed the northern TEMPORARY construction access onto Stotfold Road will be permanently closed off and planting re-instated.
33. This phase will form the Phase 2 Residential Reserved Matters Application.
34. It is anticipated that a separate RM will be made by HCC for the school site. Construction of the school site is ultimately dependent on HCC (notwithstanding any triggers in the S106 for its delivery). The timing of all of this is completely unknown at this stage.
35. At the end of this phase, there will be circa **394** dwellings including **53.6%** of the affordable housing constructed/under construction.

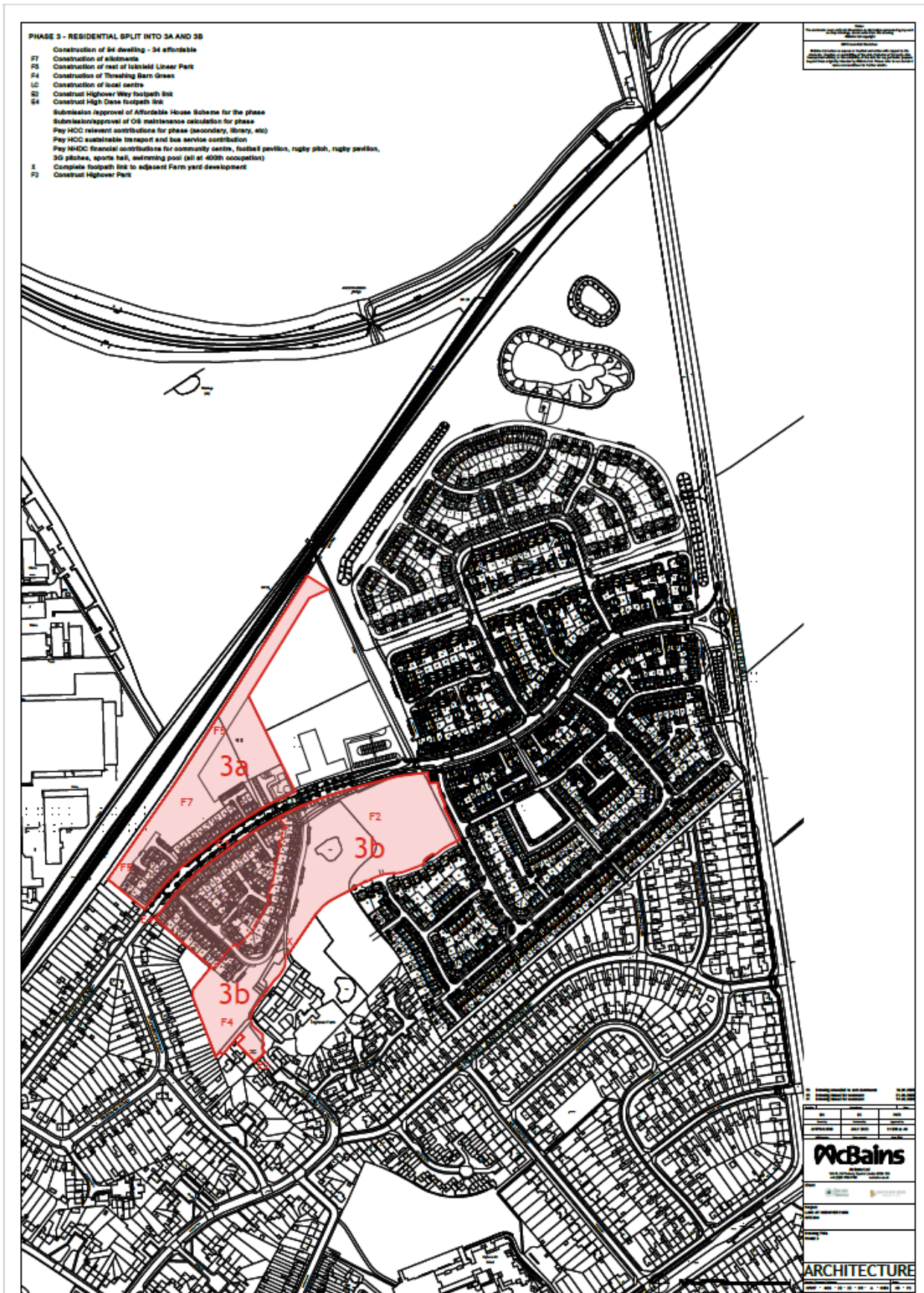
PLAN 4 – PHASE 2



PHASE 3 (PLAN 5 REFERS)

36. Phase 3 is split into Phase 3a and 3b and will deliver –
 - approximately **94 dwellings**, including 34 affordable (36.2%) – Barratt phase.
 - **Threshing Barn Green** open space and landscaping (S106, schedule 2, part 2, clause 14.6/9).
 - **Southern part of Icknield Linear Park** open space and landscaping (S106, schedule 2, part 2, clause 14.6/9).
 - **Higlover Park** including **NEAP/LEAP** and footpaths within the Park, as construction traffic from the housing parcel completes and retreats otherwise there is a risk of damage to planting and play areas (S106, schedule 2, part 2, clause 14.6/9).
 - **Allotments** and associated car parking.
 - **Local Centre building** and associated car parking, and public realm planting/hard landscaping.
 - Associated highway and drainage infrastructure alongside telecommunications, fibre optics, gas and electricity.
 - **Final Higlover Way footpath link.**
 - **Final High Dane footpath link.**
 - Final footpath link into the adjacent Farmyard development.
37. Construction traffic for phase will utilise the southern temporary access off Stotfold Road.
38. Construction of the school by HCC could be ongoing during early part of this phase.
39. The allotments will be transferred to NHDC.
40. **The affordable housing scheme** for the phase will be submitted.
41. Public realm within central square will be completed once the phase 3 housing is complete and The Avenue is no longer being used for construction traffic – otherwise there is a risk of damage to both hard and soft landscaping.
42. This phase will form the Phase 3 Residential Reserved Matters Application.
43. At the end of phase 3, circa 488 dwellings including 65% of the affordable will have been constructed/under construction.

PLAN 5 – PHASE 3



PHASE 4 (PLAN 6 REFERS)

44. Phase 4 will be split into mini phases 4a, 4b, 4c and will deliver –
 - approximately **212 dwellings**, including **96** affordable (45%) – Barratt and David Wilson phase.
 - **Pocket Park** open space and landscaping (S106, schedule 2, part 2, clause 14.6/9).
 - Associated highway and drainage infrastructure alongside telecommunications, fibre optics, gas and electricity.
 - **Final Armour Rise and Collinson Close Footpath Link.**
45. Construction traffic for phase 4 will utilise the southern temporary access off Stotfold Road, building out west to east from the Highover Park end.
46. Vehicular access provision will be made available to the adjacent paddock in accordance with the Land Sale Agreement.
47. The footpath/cycle link to Stotfold Road will be completed and operational to coincide with the completion of the phase construction and the closure of the construction access and re-instatement of the hedgerow.
48. The **affordable housing scheme** for the phase will be submitted.
49. **The 7 self/custom build** dwelling plots are all provided within this phase.
50. The **installation of the bus gate** will be completed (525th occupation) and The Avenue will be fully operational to resident vehicular traffic as well as pedestrians and cyclists.
51. Any **temporary footpaths** will be removed (525th occupation).
52. This phase will form the Phase 4 Residential Reserved Matters Application.
53. At the end of phase 4, circa 700 dwellings including 100% of the affordable will have been constructed.

PLAN 6 -PHASE 4

