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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: 24/01013/HYA
HCC ref: NH/21068/2024
HCC received: 30 October 2025
Area manager: James Dale
Case officer: Adrian McHale

Location

Land Surrounding Burloes Cottages, Newmarket Road, Royston, Hertfordshire,

Application type

Outline

Proposal

AMENDED PROPOSAL/ADDITIONAL INFORMATION

Outline Application : Hybrid application for residential development of up to 325 dwellings comprising (a) full planning application for Phase 1 comprising 102 dwellings and associated infrastructure including access from Newmarket Road, emergency and pedestrian/cycle access from Burloes Hall Drive, internal highways, public open space, landscaping and drainage and b) outline application for up to 223 dwellings and associated infrastructure with all matters reserved apart from primary means of access and emergency and pedestrian/cycle access from Burloes Hall Drive

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 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 & Sustainable Transport Accesses shall be completed and thereafter retained as shown on drawing numbers (23324-MA-XX-XX-DR-C-0103 Rev P04 Sheets 1-4 and ROY01-MCB-ZZ-ZZ-DR-A-0140-D5-P8 Rev P8) 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) 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 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)

6) 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).

7) 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 number(23324-MA-XX-XX-DR-C-0103 Rev P04 Sheets 1-4) 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).

8) 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).

9) Requirement for Traffic Monitoring

No development shall commence until a monitoring programme to assess the level of traffic generation at defined intervals of occupancy shall be submitted to and approved in writing by the Local Planning Authority. The monitoring programme shall be implemented as 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* / the access routes marked on the submitted plans * / the access routes [describe*] [*delete as appropriate] associated with this development will remain unadopted (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) 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 is located just outside the eastern edge of town of Royston in North Hertfordshire and is bound to the west by the tree belt which borders the eastern edge of the existing urban area, to the north by the wooded corridor of Newmarket Road, to the east by further woods that surrounds the access lane to the historic Burloes Hall (currently a wedding venue), to the south by the densely packed woods that surrounds the Hall. A hybrid application has come forward to develop 325 homes on the site; a full planning application for Phase 1 (106 homes + associated infrastructure) and an outline application (219 homes).

2. Sustainable Transport Access

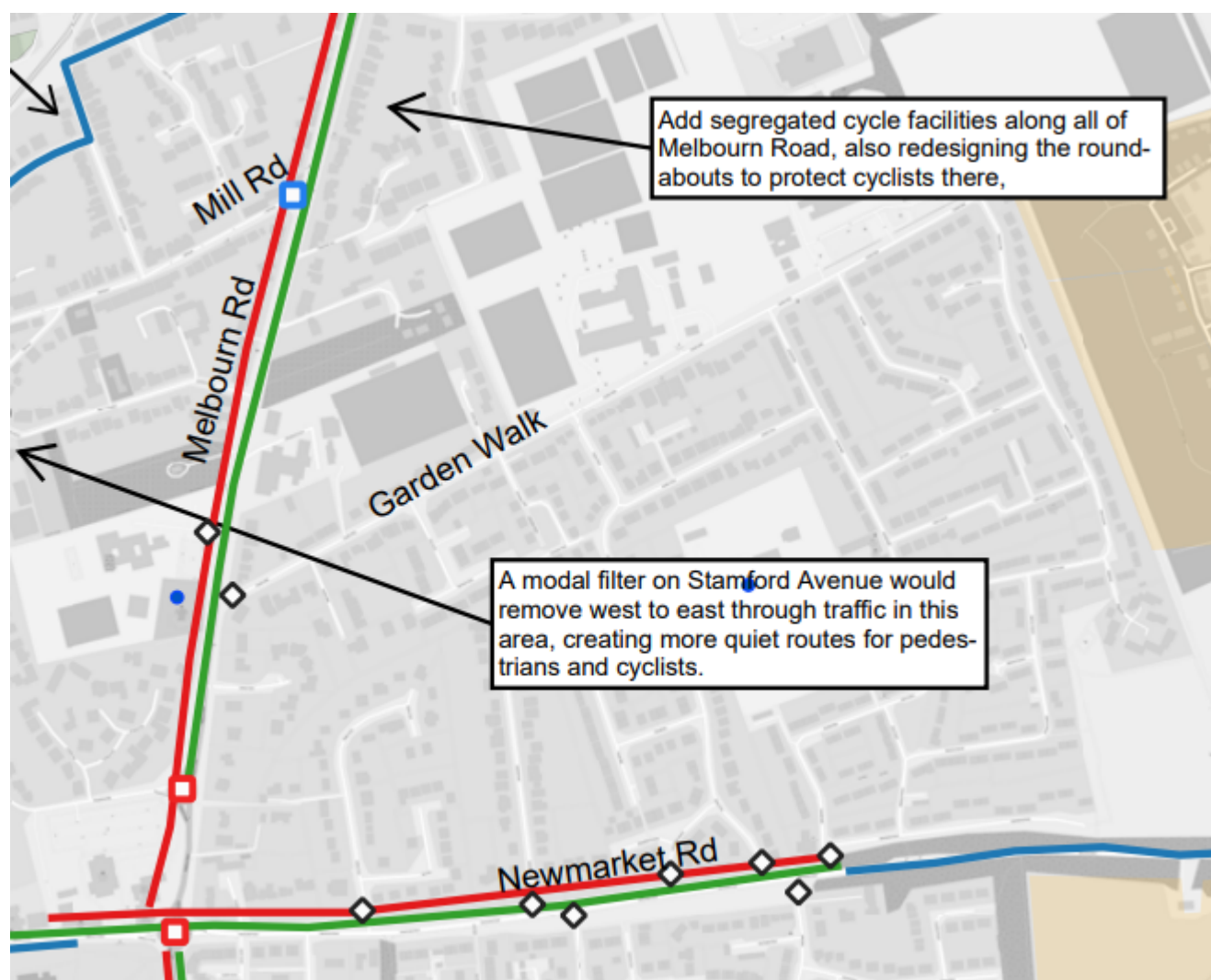
2.1 In line with the Policies of LTP4, particularly Policies 1 (the Transport User Hierarchy) and 5 (Development Management) it is essential given the declared climate emergency that this is considered first to unlock a site sustainably.

2.2 The development proposes that the shared cycle route within the site crossing will connect to a Toucan crossing of Newmarket Road. A short section of buffered shared foot/cycleway on the northern side of Newmarket Road will connect to a shared path which traverses the corner of the recreation ground to the Newmarket Road residential service road (Newman Avenue), which runs parallel to Newmarket Road. The existing Service Road has a junction at its western end with Icknield Walk and Icknield Walk connects back to Newmarket Road where a widened shared footway is connected to Poplar Drive. Raised tables will be installed at the junctions of both Icknield

Walk and Poplar Drive to calm traffic creating a smoother and friendlier cycle route (as shown in drawings 23324-MA-XX-XX-DR-C-0103 Rev P04 Sheets 1-4).

2.3 Dacre Green and Icknield Walk enable access to the King James Academy Campus on Garden Walk which is approximately a 900m (10-15 minutes walk, 3-5 minutes cycle) from the proposed development access.

2.4 Poplar Drive initially enables access to the Icknield Walk Primary School (700m, 8-10 minutes walk, 2-5 minutes cycle). Plans by NHDC/ HCC to improve the Melbourne Road to make it more walking cycling friendly (particularly between the junctions with Garden Walk, Stamford Avenue and Mill Road (as detailed in the adopted NHDC Local Walking and Cycling Infrastructure Plan, LCWIP, September 2023) will enable safer access to St Mary's Primary School (1.3km, 15-20 minutes walk, 5-8 minutes cycle); Royston Train Station and the northern town centre (circa 2.3km, 25-30 minutes walk, 10 minutes cycle) and the York Way employment area and Aldi (3.2km, 15 minutes cycle).



Key	
◇	Minor Junction Improvement
◻	Mid-Size Junction Improvement
◻	Large Junction Improvement
Ⓜ	New Signalised Crossing
Ⓜ	New Zebra / Parallel Crossing
⊙	Pedestrianised Zone
●	New Ped + Cycle Bridge
⊗	Modal Filter
—	Footway Improvement
—	Segregated cycleway
—	Traffic calming
—	Rights of Way (Legally Cycleable)
+	Hospital
Ⓜ	Railway Station
•	School
■	Potential Future Development
■	Key Employment Area

2.5 HCC Highways consider, post planning permission the Newmarket Road Toucan crossing (if possible) may be moved slightly west, to allow a bus to complete their left turn out of the proposed development if they encounter a red light; the existing Newman Avenue footway may require to have dropped kerbs at either end in order to ensure social inclusion and the use of Dutch style entrance kerbs at the Icknield Walk and Poplar Drive will be required. The Dutch Style Entry Kerbs will facilitate the movement of cyclist onto or off the described Sustainable Transport Corridor, STC (23324-MA-XX-XX-DR-C-0103 Rev P04 Sheets 1-4) and onto/ from their destinations within Royston. The provision of such kerbs may also circumvent the need to widen the Newman Avenue to Newmarket Road footway, as cyclists could use the traffic calmed Icknield Walk between these points.



2.6 In order to ensure that the proposed 0.5m buffer adjacent to the proposed foot/cycle way immediately west of the Newmarket Road Toucan is appropriate the existing 60/40mph speed transition sign (circa 25m east of the Burloes Cottages Access) may need to be moved further east to encourage more vehicles to slow down prior to the toucan. The applicant has indicated that this can be subject to a S106 agreement with HCC Highway subsequent to Planning Permission.

2.7 The Illustrative Framework Plan for the site (ROY01-MCB-ZZ-ZZ-DR-A-0140-D5-P8 Rev P8) also indicates a pedestrian access to Aintree Road which will further facilitate pedestrian access to the Studlands Rise Primary School (600m, 7-10 minutes walk).

2.8 Gradients & Spine Road

2.8.1 HCC Highways initially had concerns over the steepness of the shared foot/cycle route within Phase 1 of the proposed development. Given that Phase 1 has been applied for in detail it was considered that it needed to be addressed now. Whilst the route shown on ST100 and ST200 is still steep (in excess of 5%), the applicant has added the appropriate resting platforms on route so that it is covered by a written departure from standard in HCC's Place & Movement Planning and Design Guide (P&M PDG, Part 3 Ch 3, p74):

"Ramps with resting platforms can be used for gradients of 5% or more. Refer to Diagram 2.1 in Part M Volume 1 or Diagram 3 in Part M Volume 2."

2.8.2 As discussed with the applicant, HCC Highways considers that the off line resting point immediately south the first road shown in ST200 isn't necessary and nor an appropriate use of what is potentially a grass verge. This may be addressed post planning in the S38 drawings though.

2.8.3 HCC Highways also initially had concerns over areas adjacent to raised tables as to the possible footway run over or parking. As shown in ST200 the applicant has added bollards in strategic locations.

2.9 Bus Access

2.9.1 We welcome that the applicant is entering into the S106 process to agree the delivery of the bus service that help to unlock the site sustainably.

2.9.2 As indicated in 20 August 2025 response by HCC Highways the £175,000 per annum for 5 years (£875,000) Strand 1 contribution will fund the cost of a single vehicle and that:

"vehicle would be added to an existing service that could divert into the site, or alternatively used to support the development of a new service if required at the time".

2.9.3 We also welcome Markides Associates (MAs) demonstration that a bus can operate successfully within the section of the site which is applied for in detail and the commitment to provide the appropriate bus infrastructure prior to the S38 Adoption.

2.9.4 For information and as indicated in the 20 August response by HCC Highways:

"this should include Kassel kerbing, a shelter (with Hertfordshire flag bracket), a stop pole if not integrated with the shelter and bus cage/s to protect the stop from others parking".

2.9.5 Further to finalisation of the S106 (with the appropriate Strand 1 contribution) and completion of the S38/278 HCC consider the site can be made acceptable in terms of Bus Access.

2.10 Sustainable Transport Access Summary

2.10.1 In summary given the above HCC Highways therefore, considers the site can be unlocked sustainably in terms of appropriate pedestrian, cycle and bus access.

3. Road Safety

3.1 We appreciate MA's review of Road Traffic Collisions (RTC's) in the vicinity of the site. The review has identified that whilst there was 2 serious RTC's at the Newmarket Road/ A505 junction with vehicles turning right out of Newmarket Road into the path of northbound A505 vehicles. In the case of the first RTC there was no fault identified with the existing road network and HCC Highways consider, these were likely the result of user error instead and do not present a reason to restrict the proposals.

3.2 The review also found a serious RTC at the Newmarket Road/ A10 roundabout involving a pedestrian crossing the Newmarket Road. The NHDC LCWIP proposals which the applicant will either deliver or contribute to in Strand 2 will improve crossing and it is considered here that the proposed development can have a positive impact on improving road safety in this location.

4. Travel Plan

4.1 HCC Highways consider that the amendments to the Travel Plan make it acceptable at this stage in the planning process and any remaining items can be addressed post planning in discharging an appropriate condition.

5. Traffic Analysis

5.1 We welcome that MA have refreshed their traffic analysis presented in their 26 September 2025 Technical Note (TN01) so that it can be considered appropriate by the NHDC planning committee.

5.2 This includes analysis at:

- A505/Newmarket Road priority junction;
- A505/A10 roundabout junction;
- A505/A1198 roundabout junction; and
- A10/Newmarket Road/Melbourn Street roundabout junction.

5.3 As per the Transport Industry norm, these junctions have been reviewed within the TRL Junctions Traffic Modelling Suite, 'Junctions' (Junctions 9). There is a newer version of Junctions (Junctions 11) but this does not substantially change the inbuilt ARCADY/PICADY formulae, so HCC Highways finds the use of a previous version acceptable.

5.4 The principal indicator of junction performance within the Junctions model is the the Ratio of Flow to Capacity (RFC) of specific approaches. The operational capacity of an approach modelled within the Junctions software is recognised to correspond to an RFC of 0.85 and cognisance of queuing is required at values above this. An approach however, is not beyond absolute capacity until an RFC of 1.00 is reached.

5.5 A505/Newmarket Road Priority Junction

5.5.1 This junction (A505/Newmarket Road) being priority controlled has been modelled using the PICADY module of the Junctions software suite. The results show that with the addition of the proposed development in 2030 in addition to the predicted background growth (Tempo) and committed developments that the junction operates substantially within capacity and queuing is negligible. A maximum RFC of 0.72 is predicted during the AM peak hour and a RFC of 0.34 is predicted during the PM peak, in both periods for the right turn out of Newmarket Road Without the proposed development these are an RFC of 0.59 AM and 0.27 PM.

5.5.2 HCC Highways considers that this negligible level of impact is acceptable in this location (the A505/Newmarket Road priority junction).

5.5.3 MA have also undertaken a further sensitivity analysis which includes the Flint Hall Farm Development (21/00765/OP) which HCC Highway has recommended approval of and is being deliberated by the NHDC Planning Committee. The A505/Newmarket Road junction with the addition of the Flint Hall Farm development continues to remain within capacity. A maximum RFC of 0.82 AM and 0.36 PM are predicted for the right turn from Newmarket Road.

5.6 A505/A10 roundabout junction

5.6.1 The A505/A10 roundabout junction was modelled using the ARCADY module of the Junctions suite and predicts that with the proposed development on top of predicted background growth and other committed developments the junction operates within capacity in 2030. A maximum RFC of 0.82 is predicted on the western A505 approach during the AM peak and a maximum RFC of 0.72 is predicted in the PM peak, also on the western A505 approach.

5.6.2 Without the proposed development (but after background growth and with committed development traffic) in 2030 the maximum RFCs are also on the A505 western approach during the AM and PM peaks. A RFC of 0.81 (AM) and 0.70 (PM) are predicted.

5.6.3 HCC Highways also considers that this negligible level of impact is acceptable in this location (the A505/A10 roundabout junction).

5.6.4 As before MA have undertaken a sensitivity test which includes the traffic predicted by the Flint Hall Farm development. Their analysis again predicts that the A505/A10 roundabout junction will be performing within capacity, with maximum RFCs in either peak (AM/ PM) again predicted on the western A505 approach to the roundabout. The predicted AM peak RFC is 0.83, and the predicted PM peak RFC is 0.72 with all predicted traffic in 2030.

5.7 A505/A1198 roundabout junction

5.7.1 The A505/A1198 roundabout junction was also modelled using the ARCADY module of the Junctions suite, however unlike the previous model the model of the A505/A1198 roundabout junction shows that it is already operating over capacity. It was predicted that in 2024 both the A505 approaches (the east at an RFC of 0.89 and the west at an RFC of 0.93) were over capacity during the AM peak. This corresponded to a queue of 8 vehicles on the eastern approach and 11 vehicles on the western A505 approach during the AM peak of 2024. During the PM peak the roundabout is just within operational capacity with a 2024 maximum RFC of 0.84 predicted to have occurred on the eastern A505 approach.

5.7.2 By 2030 with growth and already committed development traffic alone the AM peak period deteriorates yet further (with a maximum RFC of 0.95, corresponding to a 14 vehicle queue on the A505 eastern approach and a maximum RFC of 0.99, corresponding to a queue of 24 vehicles predicted on the western A505 approach) and the PM peak period also goes beyond operational capacity (an RFC of 0.90, corresponding to an 8 vehicle queue on the eastern A505 approach is predicted).

5.7.3 With the addition of proposed development the A505/A1198 roundabout goes over absolute capacity during the AM of 2030. The A505 eastern approach is predicted to have an RFC of 0.98 corresponding to a queue of 20 vehicles and the western approach is predicted to have a maximum RFC of 1.00, which corresponds to a queue of 28 vehicles. Whilst the PM peak is also predicted to deteriorate, the impact of the proposed development is less. The RFC of the eastern A505 deteriorates to 0.91 (corresponding to a queue of 9 vehicles).

5.7.4 HCC Highways considers that that the proposed Sustainable Transport Corridor when finalised and bus service will mitigate this impact appropriately.

5.7.5 As before, MA have carried out a sensitivity test with the traffic for the Flint Hall Farm development added to the model. The model shows that the situation is almost identical to that

previously presented at the A505/A1198 roundabout, with the only change being the addition of 3 vehicles to the western A505 approach queue during the AM peak.

5.8 A10/Newmarket Road/Melbourn Street roundabout junction

5.8.1 The A10/Newmarket Road/Melbourn Street roundabout junction was also modelled using the ARCADY module of the Junctions suite of software.

5.8.2 The model predicts that in 2030 with the addition of the proposed development traffic to predicted background growth and that of committed development traffic the roundabout will be operating significantly within capacity. The maximum RFC during the AM peak is predicted as 0.67, on the Melbourn Street approach; and the maximum RFC during the PM peak, is predicted to be 0.66 (also on the Melbourn Street approach).

5.8.3 This compares to maximum RFC's of 0.65 (AM) and 0.62 (PM) on the Melbourn Street approach without the proposed development.

5.8.4 HCC Highways also considers that this negligible level of impact is acceptable in this location (the A10/Newmarket Road/Melbourn Street roundabout junction).

5.8.5 As with the previous junction analysis presented by MA, a sensitivity test that includes the predicted traffic associated with the proposed Flint Hall Farm development has also been presented for the A10/Newmarket Road/Melbourn Street roundabout. The model shows that whilst the Flint Hall Farm development will have slightly more impact in this location, relative to the proposed development, the roundabout remains substantially within capacity. Melbourn Street is again predicted to experience the largest RFC's in both peaks (AM and PM respectively) with RFC of 0.72 (AM) and 0.73 (PM) predicted.

5.9 S106 Contributions

5.9.1 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.

5.9.2 In the first instance, HCC would envisage that S278 works to integrate the site into the walking and cycling networks, the bus contribution and travel plan contribution are delivered via a Strand 1 s106 agreement.

5.9.3 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.

5.9.4 For the development HCC's Developer Contribution Guide (2019) calculated the Strand 2 contribution at £2,218,450 (Indexed from January 2019). After discussions with NHDC this has been updated to the currently HCC adopted Developers Contribution Guide (2024) which revises the headline Strand 2 figure to £3,204,825 (Indexed from Mar 2024). This would be aimed at improving the sustainable network that the site could integrate into and allocated to schemes such as those identified in the recently adopted NHDC LCWIP (Local Cycling and Walking Implementation Plan, September 2023) or Package 15 (Royston) of the emerging North Central Growth and Transport Plan (NC GTP), a sub document of LTP 4. It has estimated that the complete LCWIP Newmarket Road corridor works including a pedestrian/ cycle crossing will cost £3,132,735 (2024 prices).

<https://www.hertfordshire.gov.uk/about-the-council/consultations/transport-and-highways/lcwips-2022/north-hertfordshire-local-cycling-and-walking-infrastructure-plan.aspx>

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

5.9.5 In the event that the applicant extends its proposal referred to in paragraph 2.2 above to continue an active travel path west of Poplar Drive along Newmarket Road to the west side of the A10, including all necessary new or upgraded crossings, the Strand 2 contribution would be reduced to £500,000. This reduced sum would be allocated to improvement works along and around the A10 (Melbourn Road) between Garden Walk and Stamford Avenue with the aim of enabling safer access from the development to St Mary's Primary School, Royston railway station, the northern town centre, the York Way employment area and the Royston Gateway retail area. These two active travel schemes together are necessary to unlock the site sustainably in transport terms.

Signed

Adrian McHale

12 November 2025