

Growth and Environment

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My ref:
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Date: 6th January 2026

Dear Ms Westwood

Site location: Land to North of Little Green Lane, Croxley Green, WD3 3SP

Planning Reference: The application relates to an outline application for construction of up to 600 residential dwellings (Use Class C3(a)), a 5-bedroom property for children's social care and supported living (Use Class C3(b)). Two vehicular access points from Little Green Lane and further pedestrian/cycleway accesses. A one-form entry primary school (Use Class F1(a)) (plus expansion land for a two-form entry primary school). A mixed-use local centre including provision for NHS health and social care services (Use Class E(e)), community building (Use Class F2), retail and café provision (Use Class E(a-c)), car parking and associated infrastructure. A country park, areas for play and recreation, allotments, a community orchard and landscaping with associated infrastructure including sustainable urban drainage systems. (All matters are reserved except for vehicular access).

Reference: 24/2073/OUT

Decision

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following planning conditions and obligations:

Background

Extensive dialogue has occurred between the applicant's transport consultant and the highway authority. The following comments provide an update on the relevant aspects of the Transport Assessment and the submitted documentation.

Development Access Designs and 20mph Zone (Little Green Lane, Canterbury Way, Dover Way and Links Way)

One of the key issues for this proposal is how it connects to the surrounding highway network. As you would expect, routes to the south, Durrants Drive, Canterbury Way and Links Way have been discussed in detail. A proposal of this scale, in this location, will lead to these roads having to accommodate additional pedestrians, cyclists, buses and vehicles.

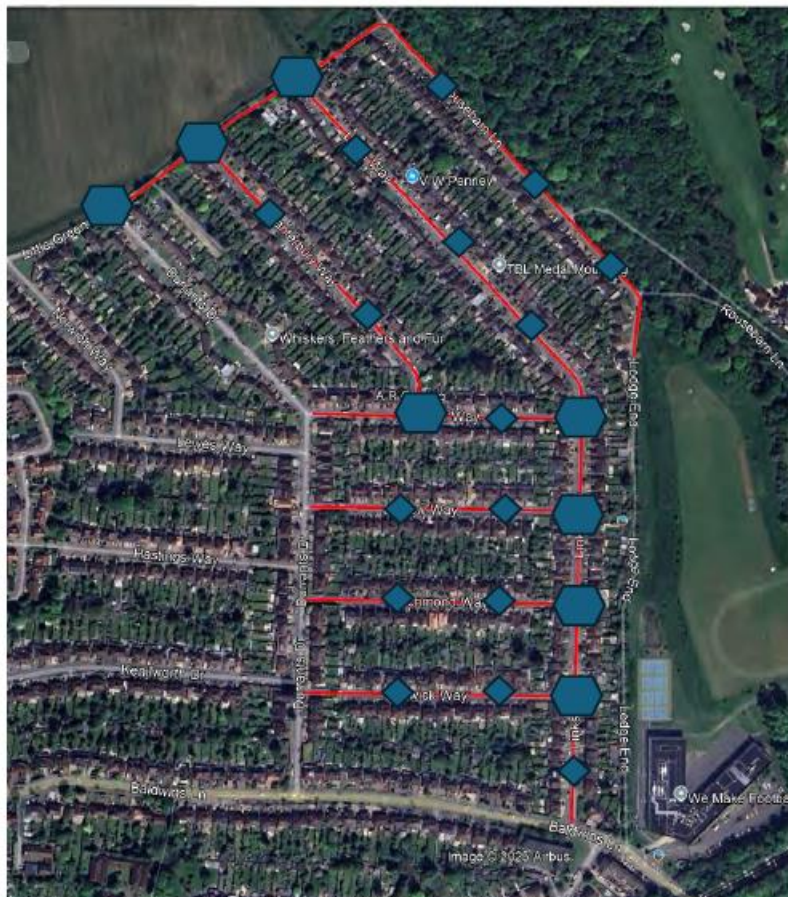
The applicant has investigated a variety of options to ensure sustainable travel modes are prioritised and residual traffic speed remains in the region of 20mph (or less) to support active travel.

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The initial favoured option was for widened footways to allow for off carriageway cycle facility. However, following the safety concerns raised by road safety audit, the feasibility of shared footway cycleways from the site along Canterbury Way, Dover Way and Links Way was ruled out.

We have concluded that the introduction of a 20mph zone to support the current vehicle speeds, along with supporting measures, such as raised junction tables at all junctions will prioritise pedestrians and allow cycling from the development to be safely incorporated on-carriageway. The transport addendum document dated 10/12/2025 sets out the extents of a supporting 20mph zone and provides examples of the typical measures that may be introduced.

Appendix B sets out the extents of the initial 20mph zone and typical measures.



However, throughout the planning application's consultation period, HCC's county wide 20mph programme has been reviewed and subsequently accelerated. This section of Croxley Green is listed on our reserve list 'awaiting funding' but covers a larger area (the adjoining residential area to the west).



(extract from HCC's 20mph zone programme – grey shading represents a scheme awaiting funding))
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After further review of speed data, the average speeds along Little Green Lane, Canterbury Way, Dover Way, Ludlow Way, Richmond Way and Warwick Way all have speeds that are within acceptable parameters where speed cushions may not be required but entry treatments at all junctions such as raised junction tables would be acceptable to promote/support a 20mph limit. The upper section of Links Way between Dove Way and Little Green Lane and Rousebarn Lane may require some additional speed management treatments which should be designed to enhance the street scene with combined benefit of retaining low vehicle speeds and improving pedestrian environment.

If a 20mph zone is to be promoted to support the development (in conjunction with the network of junction tables) it will have to cover the wider area. The 'wider area' is unlikely to require similar traffic calming measures, instead, the wider scheme is likely to rely purely on lines and signs. But there is still a cost which will need to be provided to bring the scheme forward. The cost is based on similar schemes elsewhere in the County.

The final design of the overall 20mph zone and specific measures (junction tables) in Durrants Drive and Canterbury and Links Way can be addressed via a planning condition/obligation. Therefore, delivered by the developer. The wider 20mph scheme will require financial contribution from the development.

Planning Condition

Highway Works to Durrants Drive, Canterbury Way, Dover Way and Links Way – Off-Site (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 offsite highway improvement works as indicated by a system of traffic calming measures as identified in Appendix B of the Transport Assessment Addendum Report dated 10/12/2025 including any associated Traffic Regulation Orders required to deliver 20mph speed limit have been submitted to and approved in writing by 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).

Highway Works to Durrants Drive, Canterbury Way, Dover Way and Links Way – Off-Site (Implementation / Construction)

Prior to the first occupation of the development hereby permitted the offsite highway 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).

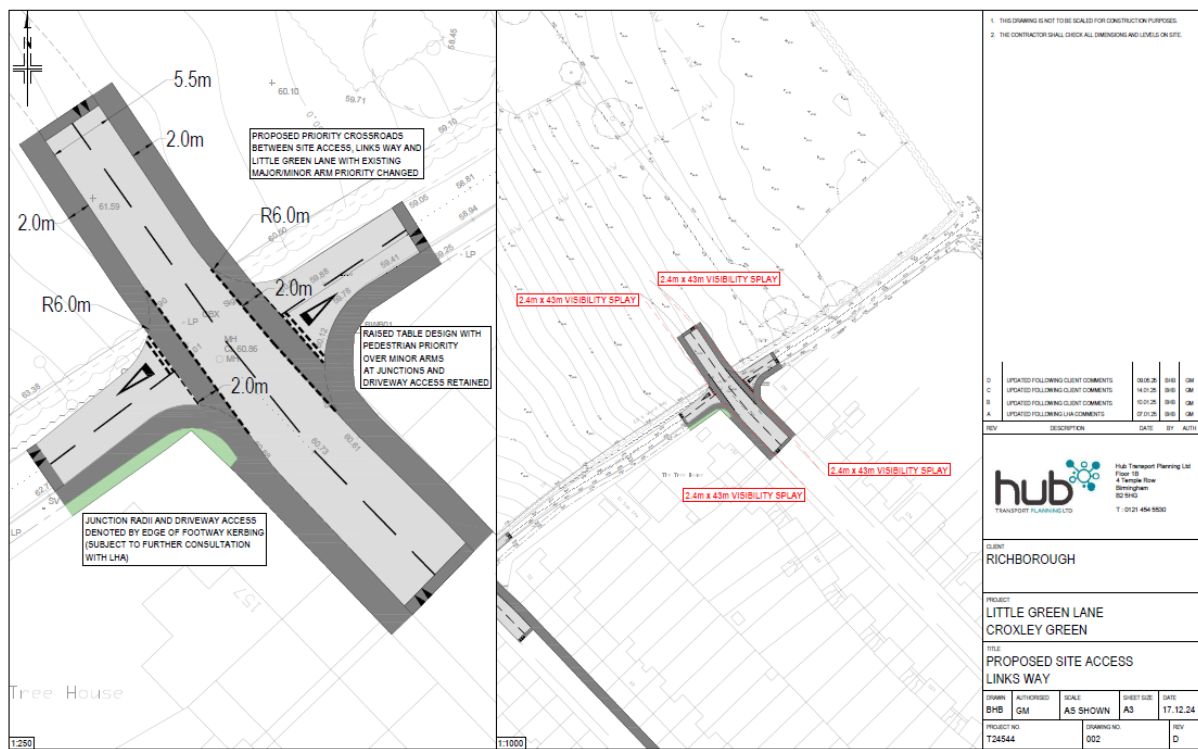
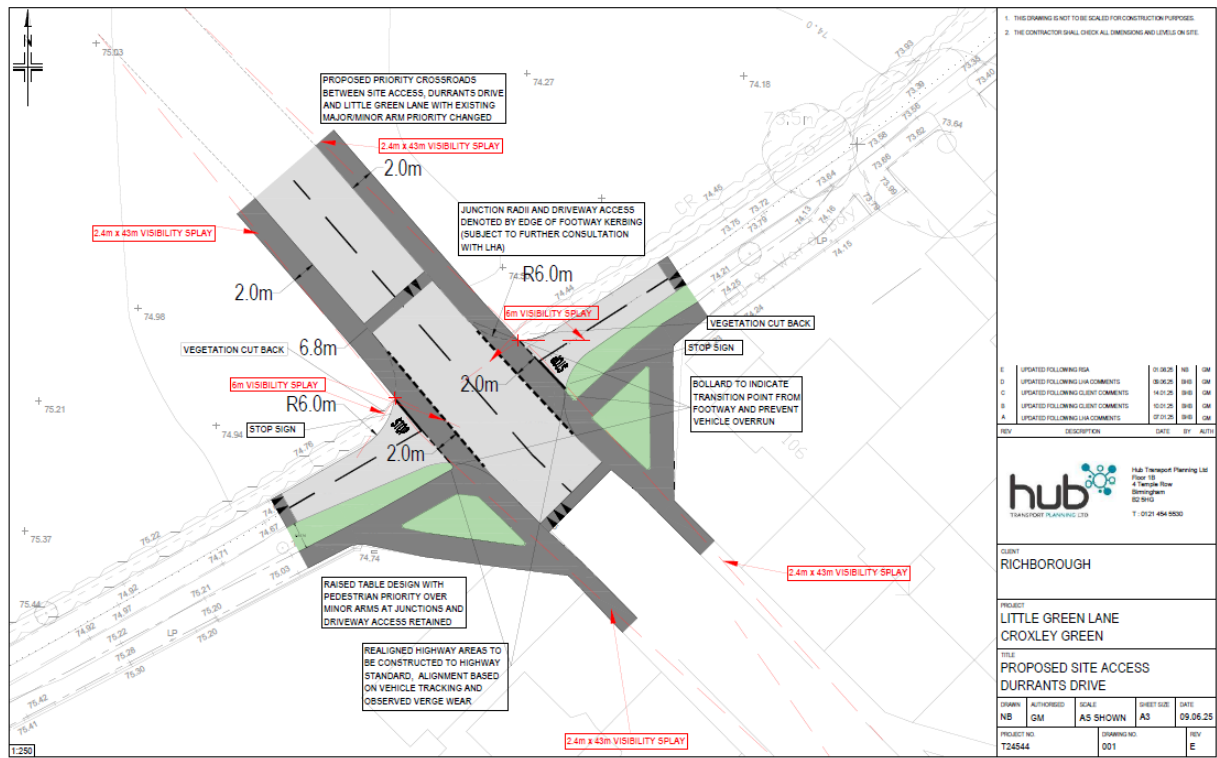
Planning Obligation

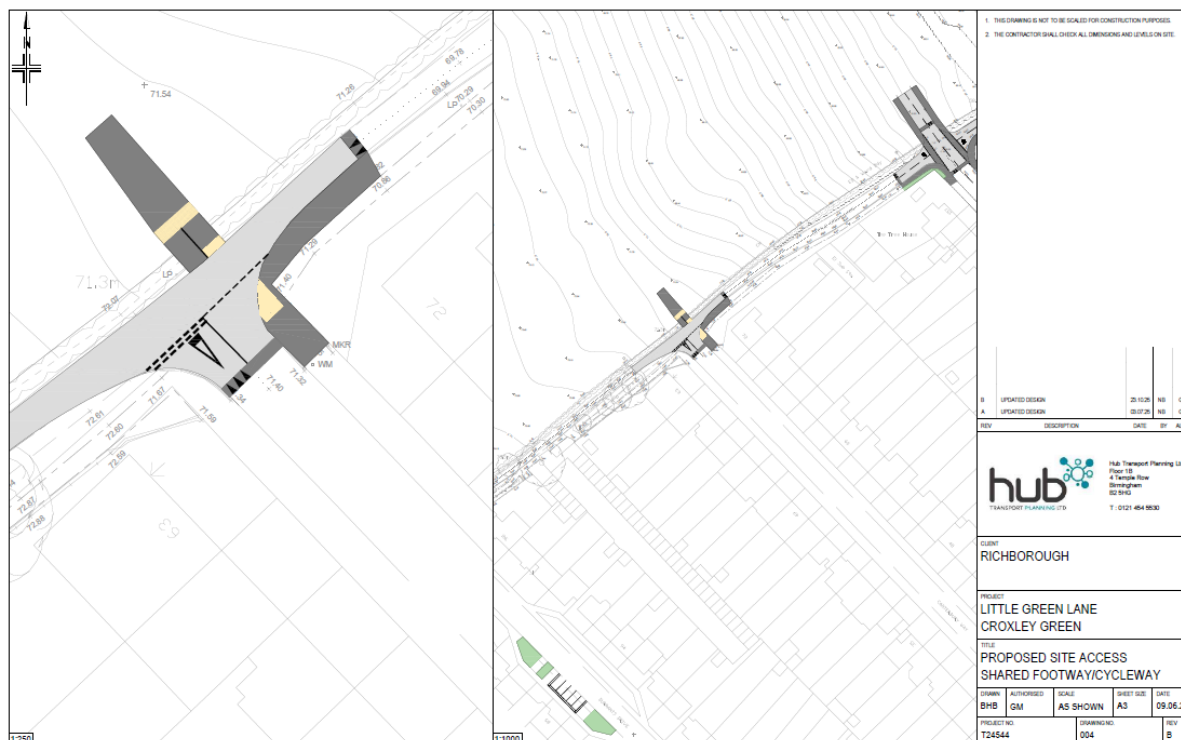
A proportion of the residual Strand 2 financial contribution towards improving walking and cycling environment will be used for the delivery of wider 20mph speed limit covering residential area to west of site. The contribution to be used to design, consult and implement Croxley Green 20mph zone.

Site Access

Drg No 005 Rev B formed part of submission for the Stage 1 safety audit this shows new parking areas along Durrants Drive these have been introduced to ease parking pressure along the road which will be one of main access routes to the development. The amended TA has included a revision to DRG No 005 Rev C this shows the parking area configured differently. A revised safety audit will need to be submitted this ideally should be concluded prior to any decision notice being issued by the LPA so drawings can be updated if required. Alternatively, this point can be resolved during the S278 process however this could result in changes occurring that may prove problematic as residents may feel that they have not been fully informed of the changes that are proposed to highway layout.

DRG No 006 shows the site access designs, the visibility spays and the method for calculating the x-distance position along Little Green Lane has been raised as point of concern in safety audit. The introduction of stop lines has been included as part of amendments to resolve the safety audit comments. We request that the length of raised tables along Little Green Lane is reduced so the ramp hump is closer to the stop line we would recommend 1.5 -2.0m. This will create a situation where drivers will slow down on the approach the hump and look and then approach the stop line and again check to see if both cars and pedestrians are nearby before proceeding on to the raised table. Drawing numbers 001 Rev E, 002 Rev D and 004 Rev B show the proposed access arrangements to the development.





Planning Condition

New Access

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 access and off-site highway improvement works as indicated by Drg No 001 Rev E, Drg No 002 Rev D, Drg 004 Rev B including any associated Traffic Regulation Orders have been submitted to and approved in writing by 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).

Access Construction

Prior to the first occupation of the development hereby permitted the New Access 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).

TA – General Comments

Traffic Data – Baseline

We previously identified some errors in relation to the baseline traffic data which related to HGV % calculations and LGV values that this affected the surveyed flows shown on Figures 3.1 and 3.2. The TA has since been updated with the traffic flows being revised along with junction capacity modelling.

Traffic Data – Development Traffic

We also identified some errors in relation to Figure 5.2 and 5.7 which would also then affect the future year flows. The TA has since been updated with the traffic flows being revised along with junction capacity modelling.

Accident Data

The amended Transport Assessment has included additional locations as requested. In summary most of the junctions within the study area have fewer than 5 accidents recorded. Some of larger junctions have higher levels but this would be expected as the volume of traffic passing through these junctions would be higher and the majority of the accidents are most likely to be rear end shunts. Two fatal accidents have been recorded one on Sarratt Road which involved a vehicle and cyclist and the other on Hempstead Road which involved a van and pedestrian. Though these incidents are unfortunate there is no evidence that traffic generations from this proposed development would adversely affect highway safety.

Active and Sustainable Travel Proposals

Paragraphs 4.21 – 4.37 covers active travel routes to Croxley Station, Watford Station and Cassiobury Park via West Hertfordshire Golf. The applicant has not proposed any major changes apart from the introduction of signage. However, this route is a significant asset to the development. It represents a relatively traffic free, quiet route towards the rail station and town centre facilities. The development will lead to different/greater level of use, which as all use will be active modes, use of the route should be encouraged by providing further improvements. During the application process we have discovered a potentially complicated ownership/classification issues exist. But the overarching classification will not prevent major maintenance regime to be carried out which will provide immediate improvements and lead to greater use. Therefore, as the improvements can be directly related to the additional demand, a financial contribution for this purpose has been agreed with the applicant.

Planning Obligation

Prior to occupation pay the local highway authority to be used to make improvements to Rousebarn Lane and public right of way between Little Green Lane and Gade Avenue.

Active travel (LCWIP) Interventions

Opportunities to improve active and sustainable travel in Croxley Green and the surrounding areas have been highlighted in the Watford and Three Rivers Local Cycling and Walking Infrastructure Plan (LCWIP). The plan includes upgrades and key interventions to cycle infrastructure, including to cycle priority enhancements along the A412 corridor towards Watford, known as Route 2 in the scheme.

A brief summary of the potential interventions includes:

- Various junctions on the A412 between Whippendell Road and Watford cycle routes 6 and 17 to give safe continuation of the cycle track over the mouth of each junction.
- Two-way cycle track on the north side of the A412 between Gade Avenue and Cassio Road.
- Improvement of A412/Metropolitan Station Approach/Hagden Lane signals to give additional priority to peds/cycles.
- Additional signalled crossings at A412/Ascot Road roundabout.
- Crossings along the Baldwins Lane/Watford Road roundabout should demand require this improvement.
- Two-way cycle track on the south side of the A412 between Baldwins Lane and Ascot Road roundabouts and to continue westwards along the A412 past Croxley Station and The Green.
- Upgrade of crossing of A412 at Winton Approach to a signal crossing with further crossings of the A412 and priority over side roads.
- A priority crossing along the A412 Watford Rd where the A412 Watford Rd meets Frankland Road, near Croxley Station.

Paragraph 4.41 of the amended TA states that “The TA has considered traffic impacts at various junctions along the A412 corridor where the LCWIP interventions are planned. As will be seen later in this report, highway improvements are not planned as part of the development proposals, however, in line with the vision to ensure that the site provides everyday facilities and that movements to/from the site are undertaken as sustainably as possible, contributions to the LCWIP proposals will be provided. Creating a cleaner, greener, healthier Hertfordshire

As described by Hertfordshire County Council's Guide to Developer Contributions, HCC seek immediate and specific impacts of larger developments to be mitigated via S278 obligation or funded via CIL/S106 agreement in the conventional way. This is the first strand of possible transport contributions. The second strand 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 the 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.

Contribution per dwelling based on forecasted residential development proportion required to meet Active Travel funding gap (cost per dwelling): Indexed to March 2024 = £9,861. Therefore, as a guide, total cost of supporting active travel infrastructure will be in the region 600(units) x £9,861. £5.9m.

As described in HCC's Guide to Developer Contributions, the active travel funding gap figure is considered to be the total cost/value. Various Strand 1 measures are listed in Paragraph 4.44 which sets out further support that will be included to support the LCWIP's objectives by delivering clear, effective connections that promote active and sustainable travel choices for both future residents and the wider community. All of which can be theoretically subtracted from the total £5.9m figure, clarification of the process has been provided by the applicant which I have included as **Appendix 1** (Transport Mitigation Valuation (Strand 1 vs Strand 2 (6/1/2026))). The residual figure listed is to be attached to delivering LCWIP schemes to encourage and support active travel measures serving the new occupants of the development.

Contributions to be made from the developer are set to include the following.

- Contributions towards surrounding active travel links, such as the signage of routes
- The provision of Beryl Bikes docking stations on site. We anticipate 15 such ebikes being provided at an estimated cost of £45K, as per the provision at Croxley Green. At paragraph 2.15 of the Policy and Resources Committee on 4th Dec 2023 we note;

"The capital cost of this pilot project for expansion of the scheme with 15 ebikes into Croxley Green would be £45k. There is no revenue requirement. All revenue arising from the scheme would be utilised for bike maintenance and further project development".

- The introduction of a dedicated bus service within and surrounding the site, including to key destinations such as Rickmansworth, Watford Station, Croxley Station, and Watford Junction. The cost of the subsidy for provision of this service has been estimated at approximately £1.955M over five years.
- Offer of a seasonal bus pass to each dwelling on initial occupation. This item is estimated to cost up to £511,200 on the basis of providing 6 x 4-week bus passes for 600 dwellings calculated on the basis of a 4-week All-Zone Arriva ticket in Herts/Essex.
- Potential contribution to planned step-free access at Croxley station. We are currently in discussion with TfL as to the appropriate level of contribution.
- Designated car-pooling parking provision.

As indicated, certain costings and details of contributions are still under discussion with the transport authorities

Planning Obligations

All above items to be listed and secured via s.106.

The applicant has provided a summary table listing all financial and developer provided infrastructure supporting the proposal which I have included as Appendix 1 (Transport Mitigation Valuation (Strand 1 vs Strand 2 (6/1/2026))). Although various triggers for payments and completions are included, timescales did not allow further discussion to take place, which means triggers are not agreed with HCC. Further debate about what item is required, and when, will be for discussion/agreement further down the line.

Car Parking

Table 2 sets out the latest parking provision for the development square this now provides higher levels of parking for the residential elements of the scheme and parking levels are in line with the emerging LP
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requirements. Paragraph 4.54 states that parking for the community hub will not be assigned to any particular use, this will allow this area to be used during the day if the retail parking areas becomes busy. It is anticipated that the community hub will be busier during the evenings when parking demand for the other land uses will be lower. This approach is rational and will allow flexibility across the development square uses.

Traffic Generations - Trip rates

The amended Transport Assessment has adopted a new approach to the trip rate calculations which provides multi modal trip rates for the development site. They have selected mixed private/affordable dwellings (Class 3M) subcategory within TRICS. The vehicle trip rates and numbers are set out in Table 3. This shows an increase in vehicle trips compared to the previous TA approach. The assessment has also included active travel trips rates in line with the comments received from ATE. Table 4 sets out the trip rates and anticipated walking and cycling movements that the site could generate.

Following on from comments received from National Highways the amended Transport Assessment has also considered the other proposed site uses the assessment has demonstrated that the school land use will only generate 9 external car movements and most of the school related trips will be internal to the development. With regards to the other land uses within the local centre we agree that these uses will be primarily internal trips with only small proportion of external movements occurring and these would be fairly local and not affect the SRN.

Traffic Distributions

The methodology adopted within the TA was agreed by HCC Officers

Construction Traffic

The amended TA has taken onboard our previous comments relating to the construction traffic numbers reported in Table 8. These are estimates and an appropriate planning condition will be included which will need to be discharged (see general Planning Conditions below).

Junction Capacity Assessments

Table 10 – Site Access Junction – Little Green Lane (NE) /Durrants Drive/ Little Green Lane (SW) PICADY
The assessment demonstrates that in the future 2030 the Base + Committed + Development scenario the junction operates within acceptable parameters.

Table 11 – Site Access Junction – Little Green Lane (NE) / Links Way / Little Green Lane (SW) PICADY
The assessment demonstrates that in the future 2030 the Base + Committed + Development scenario the junction operates within acceptable parameters.

Table 12 – Links Way/Baldwins Lane(E) /Winton Drive/Baldwins Lane (W) PICADY
The assessments shows that Winton Drive RT and Baldwins Lane (E) movements shows an increase in the RFC values and queues when comparing the 2030 base + Committed assessment to the 2030 Base + Committed + Development assessment. The RFC values and queues are still within acceptable limits.

Table 13 – A412 Watford Road (W)/New Road/ A412 Watford Road (E) PICADY
The assessment demonstrates that in the future 2030 the Base + Committed + Development scenario the junction operates within acceptable

Table 14 – Winton Drive/A412 Watford Road PICADY parameters.

The assessment demonstrates that in the future 2030 the Base + Committed + Development scenario the junction operates within acceptable

Table 15 – Winton Approach/A412 Watford Road PICADY Analysis

The assessment demonstrates that in the future 2030 the Base + Committed + Development scenario the junction operates within acceptable

Table 16 – Manor Way/ Baldwins Lane/ Repton Way Mini Roundabout– ARCADY Analysis

The assessments shows that Baldwins Lane (W) movement in the AM Peak shows an increase in the RFC values and queues when comparing the 2030 base + Committed assessment to the 2030 Base + Committed + Development assessment. Also, the Baldwins Lane (E) movement shows an increase in the RFC values and queues for the similar assessment periods. It is considered that the cumulative traffic impact at this junction is relatively modest and certainly not severe, and the development proposal will not have an unacceptable impact on safety.

Table 17 – A412(E)/Sea Cadets/ A412(S)/Baldwins Lane/ Car Planet Roundabout– ARCADY Analysis

The assessments shows that A412 Watford Road (S) and Baldwins Lane movements in the AM Peak shows an increase in the RFC values and queues when comparing the 2030 base + Committed assessment to the 2030 Base + Committed + Development assessment. Also, A412 Watford Road (E) and A412 Watford Road (S) movements shows an increase in the RFC values and queues for the similar assessment periods.

Table 18 – A412 Rickmansworth Road Linked Ascot Road Roundabout – ARCADY Analysis

The assessments shows that Whippendell Road is operating over capacity in the 2024 baseline conditions and when the 2030 Base + Committed + Development flows are assessed the assessment indicates increases to both queues and vehicle delays.

Table 19 – Durrants Drive/Baldwins Lane Roundabout – ARCADY Analysis

The assessments shows that Baldwins Lane (W) movement in the AM Peak shows an increase in the RFC values and queues when comparing the 2030 base + Committed assessment to the 2030 Base + Committed + Development assessment. It is considered that the cumulative traffic impact at this junction is relatively modest and certainly not severe, and the development proposal will not have an unacceptable impact on safety.

We note that several of the junctions are starting to show additional increases in both queues and delays. The proposals include contributions from the development which will be concentrated on promoting the LCWIP proposals. In addition, improvements are proposed to cycle infrastructure routes and Beryl Bikes provision, a new dedicated bus service serving major interchanges and local/town centres, provision of bus season tickets for new residents, and contributions towards step-free access at Croxley Station. All of which will support more sustainable travel options for residents and visitors and the wider communities which will assist in mitigating some of the issues that have been identified within the Transport Assessment.

Travel Plan Review

General comments:

A commitment is made to the provision of a Beryl Bikes docking station on site and discussions appear to be ongoing with TfL regarding a contribution towards lifts at Croxley station. More detail is given as to proposed bus service improvements, with the proposed route included in Appendix D. These elements will all improve access to and the attractiveness of sustainable transport for site users.

There is a commitment to individual land use Travel Plans (paragraph 3.16) as required by our Travel Plan guidance, which should be in general alignment with the Framework Travel Plan but with measures tailored to the land use in question.

Objectives have been included, as have expected Travel Plan Co-Ordinator duties, there's mention of a steering group and adequate reference to expected operation of the Framework Travel Plan in relation to the land use specific Travel Plans.

A wider range of measures are included as requested – these will need to be further tailored to the land use in question when individual Travel Plans are developed.

An interim mode shift target has been included that is more in line with our requirements. Targets and measures can be amended as part of annual Travel Plan review following results of the baseline monitoring and should be responsive to opportunities on site and feedback from site users.

Paragraph 7.17 quotes previous comments made about requirements in terms of Travel Plan duration but then goes on to say surveys will be undertaken on an annual basis to meet the proposed monitoring period '...for a period of five years for the residential and local centre components of the site and seven years for the school....' - just to reiterate, the requirement for the residential Travel Plan is that it should be in place until 5 years post full occupation (the build out period is not stated in the Travel Plan but with larger sites such as this, this often means the Travel Plan is required to be in place for rather longer than 5 years), for 7 years for the Education Travel Plan and for 5 years from first occupation for commercial land uses with an individual Travel Plan. As long as this is the intention, this is acceptable.

Planning Condition

Travel Plan – Requested Prior to Use

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At least 3 months prior to the first occupation / use of the approved development a detailed Travel Plan for the site, based upon the Hertfordshire Council document 'Hertfordshire's Travel Plan Guidance', shall be submitted and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented at all times.

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).

Planning Obligation

Evaluation and Support Fees:

We require 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. Education Travel Plans require a fee of £1500 per year (linked to RPI from March 2020 for 7-year plan)

Other Recommended Standard Highway Planning Conditions

Standard Estate Road Condition

No development shall commence until full details have been submitted to and approved in writing by the Local Planning Authority in relation to the proposed arrangements for future management and maintenance of the proposed streets within the development. (The streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established).

Reason: To ensure satisfactory development and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard in accordance with Policies 5 and 22 of Hertfordshire's Local Transport Plan (adopted 2018)

Standard Highway Condition

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)

Construction Management Plan

No development shall commence until a Construction Management Plan (or Construction Method Statement) 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 / Statement 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;
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- 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.

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)

Yours sincerely

Lee Smith
Senior Transport Technician
Growth and Environment | Hertfordshire County Council

APPENDIX 1

Transport Mitigation Valuation (Strand 1 vs Strand 2)

Croxley Green (600 Dwellings). Ref. 24/2073/OUT Date: 06.01.2026

Methodology: In accordance with Hertfordshire's Guide to Developer Contributions, the total transport mitigation package is balanced between Strand 1 (direct site-specific impacts) and Strand 2 (cumulative impacts). The Applicant proposes that the value of direct delivery works (S278) and specific site mitigations (Strand 1) be deducted from the headline Strand 2 liability to determine the residual financial contribution.

Strand 2 Liability

- Metric: Three Rivers Benchmark (£9,861 per dwelling)
- Scheme Size: 600 dwellings
- Total Strand 2 Liability: £5,916,600

Strand 1 Valuation (Deductions)

Part A: Financial Contributions

Item	Description	Value / Costs	Trigger / Notes
Dedicated Bus Service	New half-hourly service (Watford/Rickmansworth)	£1,955,000	Financial contribution Paid annually for five years (£391,000 per year)
Step-Free Access	Contribution to TfL for lifts at Croxley Station	£1,065,000	Financial contribution Delivery prior to 50% occupation
Rousebarn Lane Upgrade	From Little Green Lane to Gade Avenue	£25,000	Financial contribution Delivery prior to occupation
LCWIP Contribution	Watford & Three Rivers Route 2 improvements	£15,000	Financial contribution Delivery prior to 50% occupation
Beryl Bikes	Expansion and docking station provision	£45,000	Financial contribution Delivery prior to 50% occupation
Travel Plan Evaluation	HCC Evaluation Fee	£8,862	Financial contribution
Travel Vouchers and Car Share	Based on TA: 6 x 4-week passes (Arriva All Zone) per unit*	£511,200	Financial contribution
Sub-Total (Part A)		£3,625,062	

* Estimated based on standard Hertfordshire sustainable travel packs and 600 dwellings

Part B: Developer-Delivered Works (S278 / Condition)

Estimated construction values for works delivered directly by the Developer. Estimates based on standard civil engineering rates including preliminaries and fees.

Item	Description	Estimated Value	
Site Access (Durrants Dr)	New priority junction, raised table, lighting & drainage.	£130,000	S278 Works (Delivered via Developer/Planning Condition) Delivery prior to occupation
Site Access (Links Way)	New priority junction, visibility splays & raised table.	£130,000	S278 Works (Delivered via Developer/Planning Condition) Delivery prior to occupation
Enhanced Traffic Calming	Speed calming for 20mph zone, inclusive of on-street cycling measures**	£562,500	S278 Works (Delivered via Developer/Planning Condition) Delivery prior to occupation
Bus Infrastructure	4 stops (2 new, 2 upgrades) incl. shelters, RTI & Civils. (Est. £15k per stop)	£60,000	S278 Works (Delivered via Developer/Planning Condition) Delivery prior to 50% occupation
Active Travel Signage	Wayfinding for secondary routes (Rousebarn Ln/Park).	£25,000	S278 Works (Delivered via Developer/Planning Condition) Delivery prior to 50% occupation
Vegetation Clearance (Rousebarn)	Maintenance asset	£10,000	S278 Works (Delivered via Developer/Planning Condition) Delivery prior to 50% occupation
Sub-Total (Part B)		£705,000	

** HCC preference for on-street cycling and traffic calming integration. As per schedule at Appendix A.

Final Balance Calculation

Description	Amount
Total Strand 2 Liability	£5,916,600
Less Part A (Contributions)	(£3,625,062)
Less Part B (Delivered Works)	(£705,000)
Residual Strand 2 Contribution	£1,586,538

These draft Heads of Terms are provided on a 'Without Prejudice' basis and represent an indicative framework for the proposed mitigation. While the current figures outline anticipated financial contributions, all terms remain subject to further refinement following a review by both parties. It is acknowledged that the final quantum for highway contributions will be confirmed via a technical audit and formally secured through the Section 106 agreement pursuant to any grant of planning permission. Furthermore, the detailed design, specification, and delivery of any physical highway works remain strictly subject to the Section 278 technical approval process. Consequently, these draft terms are intended to establish principle only, with comprehensive costings and final engineering specifications to be agreed during the formal legal drafting stage.