

Meeting: Planning and Development Agenda Item:
Committee

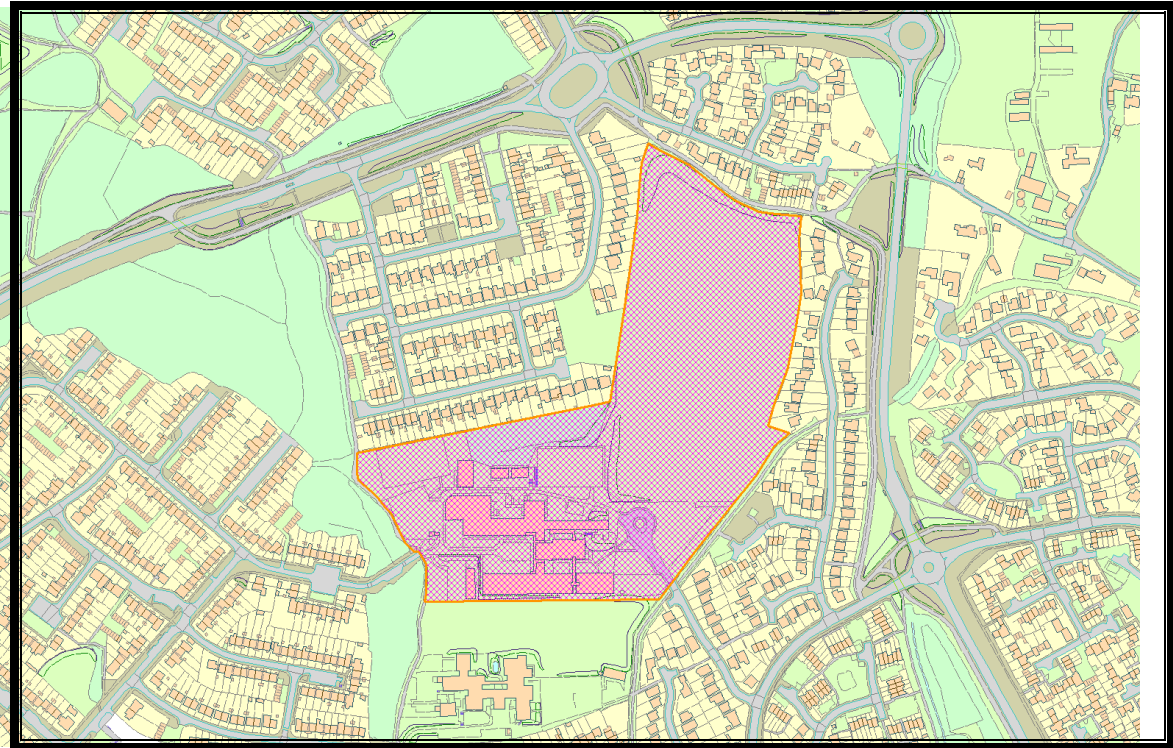
Date: 4 October 2022

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Lead Officer: Zayd Al-Jawad

Contact Officer: Thomas Frankland-Wells

Application No:	22/00369/FPM
Location:	Barnwell Lower School, Collenswood Road, Stevenage, Herts, SG2 9HQ
Proposal:	The erection of a new secondary school and new Stevenage Education Support Centre (SESC) building, together with associated works and refurbishments including the provision of games areas, informal play areas, a substation, landscaping and car parking, following the demolition of the vacant former Collenswood and Barnwell School buildings.
Drawing Nos.:	FS0945-ALA-XX-ZZ-DR-L-0001 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0002 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0003 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0004 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0005 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0006 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0007 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0008 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0009 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0014 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0015 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0016 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0017 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0018 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0019 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0020 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0023 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0026 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0027 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0029 Rev P06; FS0945-ALA-XX-ZZ-DR-L-0030 Rev P06; FS0945-ALA-XX-ZZ-DR-L-0032 Rev P08; FS0945-ALA-XX-ZZ-DR-L-0033 Rev P08; FS0945-JWA-ZZ-ZZ-DR-A-0002 Rev P03; FS0945-JWA-ZZ-ZZ-DR-A-0003 Rev P03; FS0945-JWA-ZZ-ZZ-DR-A-0004 Rev P02; FS0945-JWA-ZZ-ZZ-DR-A-0005 Rev P02; FS0945-JWA-ZZ-LG-DR-A-1001 Rev P02; FS0945-JWA-ZZ-00-DR-A-1002 Rev P02; FS0945-JWA-ZZ-01-DR-A-1003 Rev P01; FS0945-JWA-ZZ-02-DR-A-1004 Rev P01; FS0945-JWA-ZZ-R1-DR-A-1005 Rev P01; FS0944-JWA-ZZ-LG-DR-A-1050 Rev P01; FS0945-JWA-ZZ-ZZ-DR-A-3001 Rev P01; FS0945-JWA-ZZ-ZZ-DR-A-3002 Rev P01; FS0945-JWA-ZZ-ZZ-DR-A-3003 Rev P02; FS0945-JWA-ZZ-ZZ-DR-A-4001 Rev P01; FS0945-HEX-XX-XX-DR-C-9201 Rev P04; FS0945-HEX-XX-XX-DR-C-9203 Rev P04; FS0945-HEX-XX-XX-DR-C-9204 Rev P04; 714-ALA-XX--ZZ-DR-L-0006 Rev P01; 714-ALA-XX--ZZ-DR-L-0007 Rev P01; FS1024-ALA-XX-ZZ-DR-L-0001 Rev P04; FS1024-ALA-XX-ZZ-DR-L-0002 Rev P04; FS1024-ALA-XX-ZZ-DR-L-0003 Rev P04; FS1024-ALA-XX-ZZ-DR-L-0004 Rev P04; FS1024-ALA-XX-ZZ-DR-L-0005 Rev P04; FS1024-ALA-XX-ZZ-DR-L-0008 Rev P04; FS1024-ALA-XX-ZZ-DR-L-0009 Rev P04; FS1024-ALA-XX-ZZ-DR-L-0010 Rev P04; FS1024-ALA-XX-ZZ-DR-L-0011 Rev P02; FS1024-ALA-XX-ZZ-DR-L-0012 Rev P04; FS1024-ALA-XX-ZZ-DR-L-0016 Rev P04; FS1024-ALA-XX-ZZ-DR-L-0020 Rev P04; FS1024-ALA-XX-ZZ-DR-L-0021 Rev P01; FS1024-ALA-XX-ZZ-DR-L-0022 Rev P01; FS1024-ALA-XX-ZZ-DR-L-0023 Rev P03; FS1024-JWA-AA-00-DR-A-1001 Rev P02; FS1024-JWA-AA-01-DR-A-1002 Rev P02; FS1024-JWA-AA-ZZ-DR-A-3001 Rev P02; FS1024-JWA-AA-ZZ-DR-A-3002 Rev P02; FS1024-JWA-AA-ZZ-DR-A-4001 Rev P01.
Applicant:	Bowmer & Kirkland (on behalf of the Department for Education)
Date Valid:	21 April 2022



The above plan is for illustrative purposes only.

1 SITE DESCRIPTION

- 1.1 The application site is an irregularly shaped plot of land, extending to approximately 8.15 hectares and located between Six Hills Way and Ashtree Primary School. It was originally the site of Collenswood School, which opened in 1962, before later becoming the site of Barnwell School's East Campus from 2006 onwards. After the Barnwell East Campus closed in 2014, Stevenage Education Support Centre ("SESC") began operating from a portion of the western part of the site, with the remainder left vacant. This arrangement continues to the present day.
- 1.2 The buildings on the site appear typical for a school constructed in the middle of the 20th century. Extending to up to four storeys in height, they are laid out in an "H" configuration in the south-western part of the site. The north-western part remains largely undeveloped, having been used as playing fields.
- 1.3 There are two entrances to the site, one in the east and one in the west, both of which provide vehicular and pedestrian access. The western access, via Collenswood Road, was historically the only entrance and has since been used as the main entrance, now serving SESC. The western entrance, via Redwing Close, was a later addition and its use was more limited, generally being reserved for pedestrians and vehicular drop-off, as well as service and emergency vehicles.
- 1.4 The majority of the site is bounded by mature trees, with gaps emerging along the boundary with Ashtree Primary School and where the rear gardens of neighbouring houses back directly on to the school playing fields. The land on the site falls gently towards the east and the north.
- 1.5 The site is allocated for a secondary school in the Local Plan under Policy HC9 and also falls within Non-Residential Parking Accessibility Zone 4 but is otherwise not subject to any local plan designations. In terms of environmental constraints, it is located wholly within Flood Zone 1 (lowest risk) and Source Protection Zone 2 (outer protection zone). It should also be noted that the larger groups of trees on the site make up areas of Lowland Mixed Deciduous Woodland, which is Habitat of Principal Importance for the conservation of biodiversity in England.
- 1.6 Land use in the surrounding area is predominantly residential, comprising two storey dwellings laid out as terraces, pairs or as detached properties. The notable exception to this pattern is Ashtree Primary School, which lies immediately to the south of the site. It should also be noted that the woodland to the west of the site is designated both as Principal Open Space and as a Wildlife Site.

2 RELEVANT PLANNING HISTORY

- 2.1 97/2/0371 – Extension to provide new music and drama facility, replacement/additional car parking provision, new pedestrian/vehicular access from Redwing Close with on-site vehicle turning facility – Planning permission granted on 6 January 1998.
- 2.2 00/00500/REG3 – Retention of four double mobile classroom units – No objection on 21 December 2000.
- 2.3 01/00673/REG3 – New four classroom block – No objection on 14 January 2002.
- 2.4 09/00106/FP – Erection of temporary building containing 3 classrooms – Planning permission granted on 21 May 2009.
- 2.5 22/00360/SCR – EIA screening opinion – Screening opinion closed on 12 May 2022.

3 COMMITTEE DEFERAL

- 3.1 The application was presented at a special meeting of the Planning and Development Committee on 26 July 2022 with a recommendation to grant planning permission subject to conditions and the completion of a S106 agreement to secure travel plan monitoring and employment and apprenticeship opportunities. Members are referred to the Officer's Report at Appendix 1 and the Addendum Report at Appendix 2.
- 3.2 The Committee resolved to defer a decision on the application to allow the applicant the opportunity to provide further information on three key areas of concern, which were as follows:
- Redwing Close – the Committee requested further details of measures to mitigate the impact of traffic on Redwing Close, including but not limited to marshalling and a traffic regulation order;
 - pedestrian access – the Committee requested that the development be served by additional pedestrian accesses, with Marlborough Road, Collenswood Road and Cromwell Road suggested as potential options; and,
 - acoustic fencing – the Committee requested further details of the proposed acoustic fencing, with particular regard to the potential impact on the residents of Marlborough Road.
- 3.3 Following the meeting, the applicant submitted a revised set of plans and supporting documents. The amendments are summarised as follows:
- The applicant has offered to sponsor a Traffic Regulation Order on Redwing Close.
 - Two additional pedestrian accesses would be provided: one from Barham Road and one from Dene Lane (the existing footpath to the south-east of the site).
 - The proposed acoustic fencing has been moved away from the boundaries of the properties on Marlborough Road and would instead be sited closer to the MUGA itself.
 - The applicant has confirmed that the acoustic fence would appear as a typical close boarded timber fence.
- 3.4 The revised application was scheduled to be presented to the Committee on 4 October 2022. However, it was withdrawn from the agenda after the submission of new information relating to biodiversity net gain. Further amendments were then made and these are summarised as follows:
- The route of the footpath linking the site to Barham Road has been altered to limit tree loss.
 - The proposed foul sewer would run underneath the path, with a filter drain for surface water running alongside.
 - The development would deliver 10.82% biodiversity net gain and all of this would be achieved on-site.

4 PUBLIC REPRESENTATIONS

- 4.1 Following receipt of the amended plans and documents referred to in paragraph 3.3, the application was advertised by letters sent to surrounding residents.
- 4.2 37 letters of objection were received.
- 4.3 The most often cited reason for objection was the removal of trees to the rear of 1-15 Cromwell Road and the associated impacts on ecology, climate change, drainage and air quality. A number of residents requested that these trees be made subject to a Tree Preservation Order.
- 4.4 Many residents also expressed concerns about the impact of the proposed footpath on privacy, noise pollution and crime / anti-social behaviour.

- 4.5 Another frequently cited reason for objection was the impact of pick-up and drop-off activity. Many of these objections reiterated previous concerns relating to the impact on Redwing Close, Jackdaw Close, Sparrow Drive, and other surrounding roads and junctions. However, with the addition of a pedestrian access in the northern part of the site, similar concerns have also now been expressed about Barham Road, Cromwell Road, and the nearby Six Hills Way Roundabout.
- 4.6 A letter of objection was also received from Councillor Tom Wren. A copy of this letter is included as Appendix 3 to this report.
- 4.7 1 letter of support was received. This cited the benefits of additional school places and sustainable methods of transport.
- 4.8 Following receipt of the amended plans described at paragraph 3.4, the application was not advertised again.
- 4.9 Full copies of all representations are available on the Council's website.

5 CONSULTATIONS

SBC Arboriculture and Conservation Manager

- 5.1.1 The Council's Arboriculture and Conservation Manager has advised that the proposed amendments are acceptable and that the cleared path through the trees in the north of the site would have less impact than removing a large section of the trees in that area.
- 5.1.2 He has advised that the trenches for the drainage systems will cause substantial disruption to the roots of nearby retained trees because the vast majority of roots are located within the first metre of soil below ground. However, he recommends that this is mitigated by a 30% crown reduction for any trees within 5m of the proposed excavations. An arboriculturalist should also be present to oversee the works.

SBC Environmental Health Officer

- 5.2.1 I have no objection to the proposed relocation of the acoustic fencing.

HCC Highways

- 5.3.1 HCC Highways has informally advised that the proposed amendments are likely to be acceptable but has yet to provide their formal response. Once this is received, it will be reported to the Committee verbally.

Crime Prevention Design Service

- 5.4.1 The Crime Prevention Design Service has been consulted on the revised plans but has yet to comment at the time of writing. Any comments received will be reported to the Committee verbally.

Herts and Middlesex Wildlife Trust

- 5.5.1 Herts and Middlesex Wildlife Trust has been consulted on the revised plans but has yet to comment at the time of writing. Any comments received will be reported to the Committee verbally.

WSP (Drainage Consultant)

- 5.6.1 The Council's drainage consultant has advised that the proposed amendments are acceptable from a flood risk and drainage perspective, subject to root protection systems being installed to either side of the drainage trenches in areas close to retained trees.

6 APPRAISAL

6.1 Traffic Mitigation

- 6.1.1 The applicant states that they have considered options for marshalling to manage pick-up and drop-off activities on Redwing Close. However, they note that Redwing Close is already used for the same purpose by parents of pupils at Ashtree Primary School. With this in mind, marshalling was discounted, on the basis that it would not be appropriate for teachers at Michaela School to be put into potential conflict with parents of pupils at another school.

- 6.1.2 On-site pick-up and drop-off was also considered by the applicant. It was considered to be inappropriate because it would result in additional vehicle movements along Redwing Close and encourage travel by car more generally.

- 6.1.3 With the above in mind, the applicant has suggested that the best approach to mitigating the impacts of traffic on Redwing Close would be for the Council to promote a Traffic Regulation Order. Such an Order would place limits on parking on Redwing Close during pick-up and drop-off times. The applicant has expressed a willingness to fund the cost of the Order.

- 6.1.4 Officers accept this reasoning and agree that marshalling is unlikely to be appropriate or, more importantly, effective with the presence of traffic from another school present on the same road. Officers also agree that providing dedicated on-site pick-up and drop-off facilities is likely to induce demand for car-based trips to the school and would, in practice, only serve to direct further traffic along Redwing Close, albeit these vehicles would be less likely to stop to park.

- 6.1.5 A Traffic Regulation Order ("TRO") could feasibly be implemented on Redwing Close. However, this would apply not only to the parents of pupils visiting nearby schools but also to the residents of the road and any visitors. This would inevitably result in some inconvenience to residents, with the extent of that inconvenience dependent on the precise nature of the Order.

- 6.1.6 The effectiveness of a TRO is questionable, since pick-up and drop-off of pupils could be completed relatively quickly, whereas a vehicle would need to be parked for several minutes in order for a penalty charge notice to be issued. It is therefore possible that it would not act as a deterrent to this activity, whilst continuing to inconvenience residents of the road.

- 6.1.7 The Council would be responsible for promoting the TRO but the cost could be recovered from the applicant through the S106 agreement if the Committee wish to pursue this approach.

6.2 Pedestrian Access

- 6.2.1 The applicant considered four options for providing additional pedestrian accesses to the site.

- 6.2.2 The first of these was across the green space linking the site to Marlborough Road and Cromwell Road. This option was discounted because it would have required the removal of mature trees and securing rights across third party land, without providing any additional benefits over an alternative access from Barham Road.

- 6.2.3 The second option was a route from Collenswood Road along the southern boundary of SESC, connecting to the existing footpath adjacent to the SESC entrance. HCC confirmed that this would be unacceptable from an operational and safeguarding perspective, since it could create a potential conflict between users of Michaela School and the pupils attending SESC. As such, this option was discounted.

- 6.2.4 The third option was a route from the existing pedestrian and cycle path which runs along the south-eastern boundary of the site and is known as Dene Lane. This was seen as a favourable option and is shown on the latest set of plans. Forming the entrance would involve the partial removal of a group of Category B trees, with the Council's Arboriculture and Conservation Manager advising that this is likely to comprise the felling of one mature, multi-stem ash tree which is in average condition (and therefore category B at most) and several hawthorn plants forming an undergrowth layer.
- 6.2.5 The final option to be considered was an access leading off the existing cycle route on Barham Road. This again was considered to be a favourable option and is shown on the latest set of plans. The path would run along the north-eastern boundary of the Michaela School side of the site and would lead up to the proposed MUGAs. It would require the partial removal of a group of trees which lies adjacent to 1-15 Cromwell Road and 72-73 Barham Road.
- 6.2.6 As noted above, the most frequently cited reason for objection in the latest round of consultation was the removal of trees in this area. Officers acknowledge these objections and agree that the removal of trees is undesirable unless necessary in the interests of sound arboricultural management.
- 6.2.7 However, the current revision of the application, which was submitted after the latest round of consultation, has seen the extent of tree felling significantly reduced. Removals would now be limited to the area necessary to accommodate the footpath and the drainage system running underneath and alongside it.
- 6.2.8 The Council's Arboriculture and Conservation Manager has advised that these removals are acceptable. Whilst it is acknowledged that the excavations necessary to install the drainage system would disturb the roots of the nearby retained trees, he has advised that the impact of this could be effectively mitigated by crown reductions for all retained mature and semi-mature trees within 5m of the excavations. The applicant has agreed to this work and has updated their arboricultural method statement accordingly.
- 6.2.9 Objections have been raised on grounds of the categorisation of these trees, since the earlier versions of the submitted tree retention and removal plans showed them to be category A, whilst the latest versions show them to be category B. However, it should be noted that there are two sets of tree retention and removal plans, one prepared by the landscape architects and the other prepared by the qualified project arboriculturalist. The latter have consistently assessed the trees as category B and the Council's Arboriculture and Conservation Manager has not challenged this assessment.
- 6.2.10 The Council's flood risk and drainage consultant has assessed the changes to the drainage layout. The fundamental design remains the same as previously proposed, with a filter drain for surface water and a foul sewer discharging to existing surface and foul sewers on Barham Road. However, in order to minimise tree loss, the exact path of the system has been altered and trees would be retained in much closer proximity to the system than was previously the case.
- 6.2.11 The consultant has advised that these changes are acceptable, subject to root protection being installed on either side of the excavations for the filter drain and foul sewer. The applicant has agreed to this and has updated the drainage drawings accordingly.
- 6.2.12 The impacts on the amenities of residents of Barham Road and Cromwell Road were also frequently cited as a reason for objection in the latest round of consultation. The new access in this location is likely to be well-used, since approximately 65% of trips to Michaela School are anticipated to originate from the north. On this basis, officers are in agreement that the new access would result in adverse impacts on the residents of surrounding roads, primarily

by way of noise pollution and competition for car parking spaces. However, this must be balanced against the corresponding decrease in these impacts for residents of Redwing Close.

6.2.13 With the latest revision to the scheme, the majority of trees on the boundary with properties on Cromwell Road would be retained, with felling only taking place on the boundary of 3 and 5 Cromwell Road as opposed to along the entire length of the boundary with 1-15 Cromwell Road as was previously proposed. This would ensure that privacy for the occupants of 7-15 Cromwell Road is maintained at current levels.

6.2.14 The proposed new access from Dene Lane would have similar impacts on the residents of Jackdaw Close, again drawing traffic away from Redwing Close. However, it is noted residents of Jackdaw Close were identified as being impacted by the scheme as originally submitted (i.e. with Redwing Close being the sole access).

6.3 Acoustic Fencing

6.3.1 Full details of the proposed acoustic fencing have now been provided by the applicant. This would be a Jackoustic 12k Envirofence with a mass of 10-12kg/m², which would have the appearance of a typical close boarded timber fence. It would measure 3m in height along its length.

6.3.2 The applicant has also revised the positioning of the fence for Michaela School such that it would be located adjacent to the MUGA itself rather than along the boundary shared with 88A, 88B and 88C Marlborough Road. The corresponding fencing for SESC has not been relocated, since this would not be practical due to siting of the MUGA on this side of the site.

6.3.3 The Council's Environmental Health Department has confirmed that the repositioning of the MUGA fencing at Michaela School is acceptable in terms of its effectiveness in mitigating noise. In terms of the overbearing appearance and overshadowing impacts that were previously identified for the occupiers of 88A-88C Marlborough Road, officers are satisfied that these concerns have been overcome.

7 **CONCLUSIONS**

7.1 It is possible to implement a Traffic Regulation Order on Redwing Close. However, the effectiveness of this is questionable and it would come at the expense of causing inconvenience to residents of the road, as well as visitors.

7.2 The introduction of new pedestrian accesses from Barham Road and Dene Lane would alleviate some of the issues associated with having Redwing Close as the sole access to the site. However, residents of Redwing Close would undoubtedly remain subject to a degree of disturbance, whilst residents of roads which were previously largely unaffected (e.g. Barham Road) would now be subject to similar impacts.

7.3 As such, officers' overall conclusions on the issues surrounding vehicular and pedestrian traffic remain unchanged. That is, residents of surrounding roads would be subject to adverse impacts in terms of noise pollution, air quality and competition in finding on-street car parking spaces. However, the distribution of these impacts would be altered, with the impacts on Redwing Close being reduced at the expense of increased impacts on Barham Road, Cromwell Road and Jackdaw Close.

7.4 The impact of the relocation of the proposed acoustic fence is considered to be a positive change. It would remain effective as a barrier to sound transmission without appearing overbearing to the occupants of 88A-88C Marlborough Road or unduly overshadowing their gardens. As such, officers conclude that the development would now have an acceptable impact on these properties.

- 7.5 Aside from the above, officers' conclusions on the proposal remain as presented to the Committee on 26 July.
- 7.6 Having regard to the above, the benefits of granting permission are considered to significantly outweigh the adverse impacts. Accordingly, the proposal is considered to be in accordance with the development plan when read as a whole. It is therefore recommended that planning permission be granted.

8 RECOMMENDATION

- 8.1 That planning permission be GRANTED subject to the following conditions and the transfer of the signed S106 legal agreement which has secured and/or provides:
- Travel Plan Monitoring
 - Employment and Apprenticeship Opportunities
- 8.2 With delegated powers be given to the Assistant Director of Planning and Regulation in consultation with the Chair of Planning Committee to negotiate and secure the obligation detailed above (including triggers where appropriate) as part of the Section 106 Agreement in order to mitigate the developments impact on infrastructure as well as secure the planning benefits which this scheme seeks to deliver. In addition, the imposition of suitable safeguarding conditions, with authority given to the Assistant Director of Planning and Regulation in consultation with the Chair of Planning Committee, to amend or add to the suggested draft conditions set out in this report, prior to the decision notice being issued, where such amendments or additions would be legally sound and most effectively deliver the development that the Planning Committee has resolved to approve.

Conditions

Conditions Relating to All Phases

General Conditions

1. The development to which this permission relates shall be carried out in accordance with the following approved plans unless otherwise agreed in writing by the local planning authority:

FS0945-ALA-XX-ZZ-DR-L-0001 Rev P08
FS0945-ALA-XX-ZZ-DR-L-0002 Rev P08
FS0945-ALA-XX-ZZ-DR-L-0003 Rev P08
FS0945-ALA-XX-ZZ-DR-L-0004 Rev P08
FS0945-ALA-XX-ZZ-DR-L-0005 Rev P08
FS0945-ALA-XX-ZZ-DR-L-0006 Rev P08
FS0945-ALA-XX-ZZ-DR-L-0007 Rev P08
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FS0945-ALA-XX-ZZ-DR-L-0009 Rev P08
FS0945-ALA-XX-ZZ-DR-L-0014 Rev P08
FS0945-ALA-XX-ZZ-DR-L-0015 Rev P08
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FS0945-ALA-XX-ZZ-DR-L-0017 Rev P08
FS0945-ALA-XX-ZZ-DR-L-0018 Rev P08
FS0945-ALA-XX-ZZ-DR-L-0019 Rev P08
FS0945-ALA-XX-ZZ-DR-L-0020 Rev P08
FS0945-ALA-XX-ZZ-DR-L-0023 Rev P08
FS0945-ALA-XX-ZZ-DR-L-0026 Rev P08
FS0945-ALA-XX-ZZ-DR-L-0027 Rev P08

FS0945-ALA-XX-ZZ-DR-L-0029 Rev P06
FS0945-ALA-XX-ZZ-DR-L-0030 Rev P06
FS0945-ALA-XX-ZZ-DR-L-0032 Rev P08
FS0945-ALA-XX-ZZ-DR-L-0033 Rev P08
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FS0945-JWA-ZZ-00-DR-A-1002 Rev P02
FS0945-JWA-ZZ-01-DR-A-1003 Rev P01
FS0945-JWA-ZZ-02-DR-A-1004 Rev P01
FS0945-JWA-ZZ-R1-DR-A-1005 Rev P01
FS0945-JWA-ZZ-LG-DR-A-1050 Rev P01
FS0945-JWA-ZZ-ZZ-DR-A-3001 Rev P01
FS0945-JWA-ZZ-ZZ-DR-A-3002 Rev P01
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714-ALA-XX--ZZ-DR-L-0007 Rev P01
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FS1024-ALA-XX-ZZ-DR-L-0009 Rev P04
FS1024-ALA-XX-ZZ-DR-L-0010 Rev P04
FS1024-ALA-XX-ZZ-DR-L-0011 Rev P02
FS1024-ALA-XX-ZZ-DR-L-0012 Rev P04
FS1024-ALA-XX-ZZ-DR-L-0016 Rev P04
FS1024-ALA-XX-ZZ-DR-L-0020 Rev P04
FS1024-ALA-XX-ZZ-DR-L-0021 Rev P01
FS1024-ALA-XX-ZZ-DR-L-0022 Rev P01
FS1024-ALA-XX-ZZ-DR-L-0023 Rev P03
FS1024-JWA-AA-00-DR-A-1001 Rev P02
FS1024-JWA-AA-01-DR-A-1002 Rev P02
FS1024-JWA-AA-ZZ-DR-A-3001 Rev P02
FS1024-JWA-AA-ZZ-DR-A-3002 Rev P02
FS1024-JWA-AA-ZZ-DR-A-4001 Rev P01

REASON: For the avoidance of doubt and in the interests of proper planning.

2. The development to which this permission relates shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

3. The materials used in the external surfaces of the development to which this permission relates shall be those listed on the application form, approved plans and accompanying documents unless otherwise agreed in writing by the local planning authority.

REASON: To ensure a satisfactory appearance upon completion of the development.

4. Unless otherwise agreed in writing by the local planning authority, no demolition, construction or maintenance activities audible at the site boundary shall be carried out except between the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays. For the avoidance of doubt, no such work shall be carried out on Sundays or Bank Holidays.

REASON: In the interests of the living conditions of neighbouring occupiers.

5. Unless otherwise agreed in writing by the local planning authority, no deliveries or collections relating to demolition or construction activity shall be carried out except between the hours of 08:00 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays. For the avoidance of doubt, no such deliveries or collections shall be carried out on Sundays or Bank Holidays.

REASON: In the interests of the living conditions of neighbouring occupiers.

6. Any external lighting installed at the site shall be angled so as to avoid any spillage beyond the site boundaries unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of the living conditions of neighbouring occupiers and highway safety.

7. In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must be undertaken and where remediation is necessary, a remediation scheme must be submitted to and approved in writing by the local planning authority. Following completion of measures identified in the approved remediation scheme, a verification report must be submitted to and approved in writing by the local planning authority.

REASON: To prevent unacceptable risks to human health as a result of contamination

8. The development to which this permission relates shall be carried out in accordance with the mitigation measures as specified in Table 11 and Table 12 of “Ecological Impact Assessment and Biodiversity Net Gain Report” authored by Surrey Wildlife Trust Ecology Services and dated 01/04/2022 and the methods as specified in “Re: Biodiversity Net Gain Analysis” authored by Surrey Wildlife Trust and dated 13/10/2022 unless otherwise agreed in writing by the local planning authority.

REASON: To prevent unacceptable harm to habitats and species.

9. The development to which this permission relates shall be carried out in accordance with the methods specified in Section 5 of “Arboricultural Method Statement” reference RT-MME-156848-03 Rev F authored by Middlemarch and dated 18/10/2022, together with the accompanying Tree Protection Plans reference C156848-03-01 Rev C unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of the health and longevity of trees worthy of retention.

10. The development to which this permission relates shall be carried out in accordance with “Site Waste Management Plan” authored by Bowmer and Kirkland Group and dated 29 June 2022 unless otherwise agreed in writing by the local planning authority.

REASON: To ensure the proper disposal of site waste.

11. The development to which this permission relates shall be carried out in accordance with “Construction Management Plan” reference FS1024-BNK-XX-XX-RP-W-0001 and dated 22/08/2022 unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of the living conditions of neighbouring occupiers and highway safety.

Prior to Commencement

12. No development shall take place (excluding site clearance and demolition) until a final detailed design for the drainage scheme for the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be based on the following principles:

- gravity drainage throughout (i.e. no need for pumping);
- limiting the surface water run off generated by the 1 in 100 year + 40% climate change critical storm to rates agreed by the relevant body to whom discharges would occur;
- Providing attenuation on-site for all rainfall events up to and including the 1 in 100 year + 40% climate change event;
- ensuring site levels are set such that any 'allowable' flooding at the ground surface would be: contained outside of buildings for all events (including exceedance events); and also within the site boundaries to a maximum flood depth of up to 100mm during the 100 year plus 40% climate change storm events.

The scheme shall also provide the following:

- appropriate treatment before discharge;
- evidence of agreement (of principle and rates) from the relevant body or bodies to whom discharges would occur;
- updated surface water drainage calculations and modelling for all rainfall events up to and including the 1 in 100 year plus climate change event;
- an updated detailed surface water drainage plan, showing all proposed discharge points, SuDS features and pipe runs (with sizes);
- detailed engineered drawings of the proposed SuDS features including their size, volume, depth and any inlet and outlet features, including any connecting pipe runs, along with all corresponding detailed calculations/modelling;
- updated detailed exceedance flow path drawings for surface water for events greater than the 1 in 100 year plus climate change event, including surface water run-on from upstream of the site.

The approved drainage scheme shall be implemented in full prior to the beneficial occupation of the development to which this permission relates and shall be permanently retained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.

REASON: To adhere to the hierarchy of drainage options, as set out in paragraph 080 (Reference ID: 7-080-20150323) of the Planning Practice Guidance; to maximise the use of SuDS in the interests of mitigating the risk of flooding to the site itself and downstream; to prevent pollutants entering the public water supply and nearby watercourses; and to maximise the sustainability of the development.

13. No development shall take place (excluding site clearance and demolition) until a landscape and ecological management plan ("LEMP") has been submitted to and approved in writing by the local planning authority. The content of the LEMP shall ensure the delivery of the agreed number of habitat and hedgerow units as a minimum (46.13 habitat units, 6.60 hedgerow units) to achieve a net gain in biodiversity and include the following:

- a) Description and evaluation of features to be managed;
- b) Aims and objectives of management;
- c) Appropriate management options for achieving target condition for all habitats, as described in the approved metric;
- d) Prescriptions for management actions, only definitive measures are acceptable;

- e) Preparation of an annual work schedule for a minimum of 30 years with measures clearly marked on plans;
- f) Details of the body or organisation responsible for implementation of the plan;
- g) Ongoing monitoring plan and remedial measures to ensure habitat condition targets are met;
- h) Details of species selected to achieve target habitat conditions as identified in approved metric, definitively stated and marked on plans.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body or bodies responsible for its delivery.

The LEMP shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The development shall be carried out in accordance with the approved LEMP.

REASON: To ensure that the development achieves at least a 10% net gain in biodiversity.

Conditions Relating to Phase 1 – Michaela Community School

General Conditions

14. Cumulative plant noise emissions from Phase 1 of the development to which this permission relates shall not exceed the levels detailed in Table 2.2 of “Noise Assessment” reference 21688R02aPKJB at the nearest residential receptor unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of the living conditions of neighbouring occupiers.

15. The multi-use games area on Phase 1 of the development to which this permission relates shall not be used after 21:30 hours on any day unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of the living conditions of neighbouring occupiers.

During Construction

16. No development shall take place above slab level on Phase 1 of the development to which this permission relates until the post-demolition supplementary environmental investigation and remediation strategy, as detailed in Section 9.4 of “Geo-Environmental Assessment” reference 21-2426.01_REP_Michaela-Community-School_Stevenage_GEA_220321, has been submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with the approved remediation strategy.

REASON: To prevent unacceptable risks to human health as a result of contamination.

17. Prior to commencement of the enhancement works to the playing field on Phase 1 of the development to which this permission relates, a contractor's specification for the works prepared in accordance with "A Feasibility Study for the construction of natural turf winter sport pitches at Michaela School and Stevenage SESC" authored by TGMS Sports Surface Consultants and dated 17 March 2022, which includes an implementation programme, shall be submitted to and approved in writing by the local planning authority in consultation with Sport England. The playing field enhancement works shall then be implemented in accordance with the approved specification and implementation programme.

REASON: To ensure that the playing field is fit for purpose and of sufficient benefit to the development of sport.

18. The acoustic fencing on Phase 1 of the development to which this permission relates (labelled "F5" on drawing FS0945-ALA-XX-ZZ-DR-L-0009 Rev P08) shall be Jacksons Fencing 12K Envirofence. It shall be 3m in height as measured from finished ground level and shall have a superficial mass of at least 10kg/m². The fencing shall be installed prior to first use of the multi-use games area and permanently retained as such thereafter unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of the living conditions of neighbouring occupiers.

19. Prior to commencement of works to construct the multi-use games area on Phase 1 of the development to which this permission relates, a scheme for pitch lighting shall be submitted to and approved in writing by the local planning authority. No pitch lighting whatsoever shall be installed other than in accordance with the approved pitch lighting scheme.

REASON: In the interests of the living conditions of neighbouring occupiers.

20. Prior to the commencement of works to provide the car parking within Phase 1 of the development to which this permission relates, a scheme for the provision of electric vehicle charging, including spaces designed to achieve a passive standard, shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the beneficial occupation of Phase 1 of the development and permanently retained as such thereafter unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of reducing vehicle emissions and noise pollution.

Prior to Occupation or Use

21. Prior to the beneficial occupation of Phase 1 of the development to which this permission relates, a verification report, demonstrating that the remediation criteria agreed under Condition 16 of this permission have been achieved, shall be submitted to and agreed in writing by the local planning authority.

REASON: To prevent unacceptable risks to human health as a result of contamination.

22. Prior to the beneficial occupation of Phase 1 of the development to which this permission relates, all car parking, service and manoeuvring areas shall be implemented in full as shown on the approved plans. Those areas shall be permanently kept free from obstruction and maintained for their intended purpose thereafter unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of the living conditions of neighbouring occupiers and highway safety.

23. Prior to beneficial occupation of Phase 1 of the development to which this permission relates, a delivery and service plan shall be submitted to and approved in writing by the local planning authority. The approved delivery and service plan shall then be adhered to for the lifetime of the development unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of the living conditions of neighbouring occupiers and highway safety.

24. Prior to beneficial occupation of Phase 1 of the development to which this permission relates, the cycle parking shall be implemented in full as shown on the approved plans. It shall be permanently kept free from obstruction and maintained for its intended purpose thereafter unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that sustainable modes of transport are adequately promoted.

25. Prior to beneficial occupation of Phase 1 of the development to which this permission relates, an updated travel plan shall be submitted to and approved in writing by the local planning authority. The plan shall include a mechanism to increase the amount of cycle parking provided at the site in future should this be identified as necessary to meet the objectives of the plan during monitoring. It shall also include a timetable for implementation. The approved plan shall then be implemented in accordance with the approved timetable and adhered to for the lifetime of the development unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that sustainable modes of transport are adequately promoted.

26. Prior to beneficial occupation of Phase 1 of the development to which this permission relates, details of refuse stores, including drawings of the elevations of any enclosures and the number, type, size and siting of bins, shall be submitted to and approved in writing by the local planning authority. The refuse stores shall then be provided in accordance with the approved details prior to beneficial occupation of Phase 1 and permanently retained as such thereafter unless otherwise agreed in writing by the local planning authority.

REASON: To ensure the proper storage and disposal of waste.

27. Prior to first use of the multi-use games area on Phase 1 of the development to which this permission relates, a noise management plan prepared in accordance with Paragraph 3.6.3 of "Noise Assessment" reference 21688R02aPKJB shall be submitted to and approved in writing by the local planning authority. The approved noise management plan shall be adhered to for the lifetime of the development unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of the living conditions of neighbouring occupiers.

28. All planting and other soft landscaping as shown on drawing numbers FS0945-ALA-XX-ZZ-DR-L-0003 Rev P08 through FS0945-ALA-XX-ZZ-DR-L-0008 Rev P08 and FS0945-ALA-XX-ZZ-DR-L-0023 Rev P08 shall be carried out no later than the first planting and seeding seasons following beneficial occupation of Phase 1 of the development to which this permission relates unless otherwise agreed in writing by the local planning authority.

REASON: To ensure a satisfactory appearance on completion of the development.

29. Prior to beneficial occupation of Phase 1 of the development to which this permission relates, a scheme for low and zero carbon technologies, detailing the savings in regulated carbon dioxide emissions to be achieved by Phase 1 versus Part L of the Building Regulations, shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented in full prior to beneficial occupation of Phase 1 and permanently retained as such thereafter unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the development is adaptable to climate change and to ensure a satisfactory appearance on completion of the development.

30. Prior to beneficial occupation of Phase 1 of the development to which this permission relates, a scheme for the provision of fire hydrants shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented in full prior to beneficial occupation of Phase 1 and permanently retained as such thereafter unless otherwise agreed in writing by the local planning authority.

REASON: To ensure adequate water infrastructure is provided to enable the fire service to discharge its statutory duties.

31. Prior to beneficial occupation of Phase 1 of the development to which this permission relates, a community use agreement prepared in consultation with Sport England shall be submitted to and approved in writing by the local planning authority, and a copy of the completed approved agreement shall be provided to the local planning authority. The agreement shall apply to the sports hall, multi-use games area, natural turf playing field and the supporting ancillary facilities within Phase 1 as a minimum and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, and anything else which the local planning authority in consultation with Sport England considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in compliance with the approved agreement.

REASON: To secure well managed and safe community access to the sports facilities, ensuring sufficient benefit to the development of sport.

Post-Completion

32. No tree within Phase 1 of the development to which this permission relates and shown as retained on "Tree Retention and Removal Plan" reference FS0945-ALA-XX-ZZ-DR-L-0027 Rev P08 shall be felled, uprooted, destroyed, topped or lopped within five years of the substantial completion of Phase 1 unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of the health and longevity of trees worthy of retention.

33. Any trees or other plants comprised in the landscaping works for Phase 1 of the development to which this permission relates (as shown on drawing numbers FS0945-ALA-XX-ZZ-DR-L-0003 Rev P08 through FS0945-ALA-XX-ZZ-DR-L-0008 Rev P08 and FS0945-ALA-XX-ZZ-DR-L-0023 Rev P08), which within a period of five years from the substantial completion of Phase 1 die, are removed, become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless otherwise agreed in writing by the local planning authority.

REASON: To ensure a satisfactory appearance on completion of the development.

Conditions Relating to Phase 2 – SESC

General

34. Cumulative plant noise emissions from Phase 2 of the development to which this permission relates shall not exceed the levels detailed in Table 2.2 of “Noise Assessment” reference 21689R02aPKJB at the nearest residential receptor unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of the living conditions of neighbouring occupiers.

35. The multi-use games area on Phase 2 of the development to which this permission relates shall not be used after 21:30 hours on any day unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of the living conditions of neighbouring occupiers.

During Construction

36. No development shall take place above slab level on Phase 2 of the development to which this permission relates until the post-demolition supplementary environmental investigation and remediation strategy, as detailed in Section 9.4 of the “Geo-Environmental Assessment” reference 21-2426.01_REP_SESC_Stevenage_GEA_220321, has been submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with the approved remediation strategy.

REASON: To prevent unacceptable risks to human health as a result of contamination.

37. The acoustic fencing on Phase 2 of the development to which this permission relates (labelled “F5” on drawing FS1024-ALA-XX-ZZ-DR-L-0005 Rev P04) shall be Jacksons Fencing 12K Envirofence. It shall be 3m in height as measured from finished ground level and shall have a superficial mass of at least 10kg/m². The fencing shall be installed prior to first use of the multi-use games area and permanently retained as such thereafter unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of the living conditions of neighbouring occupiers.

38. Prior to commencement of works to construct the multi-use games area on Phase 2 of the development to which this permission relates, a scheme for pitch lighting shall be submitted to and approved in writing by the local planning authority. No pitch lighting whatsoever shall be installed other than in accordance with the approved pitch lighting scheme.

REASON: In the interests of the living conditions of neighbouring occupiers.

39. Prior to the commencement of works to provide the car parking within Phase 2 of the development to which this permission relates, a scheme for the provision of electric vehicle charging, including spaces designed to achieve a passive standard, shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented prior to the beneficial occupation of Phase 2 of the development and permanently retained as such thereafter unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of reducing vehicle emissions and noise pollution.

Prior to Occupation or Use

40. Prior to the beneficial occupation of Phase 2 of the development to which this permission relates, a verification report, demonstrating that the remediation criteria agreed under Condition 36 of this permission have been achieved, shall be submitted to and agreed in writing by the local planning authority.

REASON: To prevent unacceptable risks to human health as a result of contamination.

41. Prior to the beneficial occupation of Phase 2 of the development to which this permission relates, all car parking, service and manoeuvring areas shall be implemented in full as shown on the approved plans. Those areas shall be permanently kept free from obstruction and maintained for their intended purpose thereafter unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of the living conditions of neighbouring occupiers and highway safety.

42. Prior to beneficial occupation of Phase 2 of the development to which this permission relates, the cycle parking shall be implemented in full as shown on the approved plans. It shall be permanently kept free from obstruction and maintained for its intended purpose thereafter unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that sustainable modes of transport are adequately promoted.

43. Prior to beneficial occupation of Phase 2 of the development to which this permission relates, an updated travel plan shall be submitted to and approved in writing by the local planning authority. The plan shall include a timetable for implementation. The approved plan shall then be implemented in accordance with the approved timetable and adhered to for the lifetime of the development unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that sustainable modes of transport are adequately promoted.

44. Prior to beneficial occupation of Phase 2 of the development to which this permission relates, a refuse vehicle strategy, demonstrating how refuse vehicles will enter, service and leave Phase 2, shall be submitted to and approved in writing by the local planning authority. The refuse vehicle strategy shall then be adhered to for the lifetime of the development unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of the living conditions of neighbouring occupiers and highway safety.

45. Prior to beneficial occupation of Phase 2 of the development to which this permission relates, details of refuse stores, including drawings of the elevations of any enclosures and the number, type, size and siting of bins, shall be submitted to and approved in writing by the local planning authority. The refuse stores shall then be provided in accordance with the approved details prior to beneficial occupation of Phase 2 and permanently retained as such thereafter unless otherwise agreed in writing by the local planning authority.

REASON: To ensure the proper storage and disposal of waste.

46. Prior to first use of the multi-use games area on Phase 2 of the development to which this permission relates, a noise management plan prepared in accordance with Paragraph 3.6.3 of "Noise Assessment" reference 21689R02aPKJB shall be submitted to and approved in writing by the local planning authority. The approved noise management plan shall be adhered to for the lifetime of the development unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of the living conditions of neighbouring occupiers.

47. All planting and other soft landscaping as shown on drawing numbers FS1024-ALA-XX-ZZ-DR-L-0003 Rev P04, FS1024-ALA-XX-ZZ-DR-L-0004 Rev P04 and FS1024-ALA-XX-ZZ-DR-L-0016 Rev P04 shall be carried out no later than the first planting and seeding seasons following beneficial occupation of Phase 2 of the development to which this permission relates unless otherwise agreed in writing by the local planning authority.

REASON: To ensure a satisfactory appearance on completion of the development.

48. Prior to beneficial occupation of Phase 2 of the development to which this permission relates, a scheme for low and zero carbon technologies, detailing the savings in regulated carbon dioxide emissions to be achieved by Phase 2 versus Part L of the Building Regulations, shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented in full prior to beneficial occupation of Phase 2 and permanently retained as such thereafter unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the development is adaptable to climate change and to ensure a satisfactory appearance on completion of the development.

49. Prior to beneficial occupation of Phase 2 of the development to which this permission relates, a scheme for the provision of fire hydrants shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented in full prior to beneficial occupation of Phase 2 and permanently retained as such thereafter unless otherwise agreed in writing by the local planning authority.

Post-Completion

50. No tree within Phase 2 of the development to which this permission relates and shown as retained on "Tree Retention and Removal Plan" reference FS1024-ALA-XX-ZZ-DR-L-0020 Rev P04 shall be felled, uprooted, destroyed, topped or lopped within five years of the substantial completion of Phase 2 unless otherwise agreed in writing by the local planning authority.

REASON: In the interests of the health and longevity of trees worthy of retention.

51. Any trees or other plants comprised in the landscaping works for Phase 2 of the development to which this permission relates (as shown on drawing numbers FS1024-ALA-XX-ZZ-DR-L-0003 Rev P04, FS1024-ALA-XX-ZZ-DR-L-0004 Rev P04 and FS1024-ALA-XX-ZZ-DR-L-0016 Rev P04), which within a period of five years from the substantial completion of Phase 2 die, are removed, become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless otherwise agreed in writing by the local planning authority.

REASON: To ensure a satisfactory appearance on completion of the development.

Informatives

1. 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.

2. 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.

3. 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.

4. The Police Crime Prevention Design Advisor can be contracted by telephone on 01707 355227.

5. Building Regulations

To obtain advice regarding current Building Regulations please contact Hertfordshire Building Control Ltd. by emailing us at building.control@hertfordshirebc.co.uk or phoning us on 01438 879990.

To make a building regulations application please apply through our website portal at <https://www.hertfordshirebc.co.uk/contact-us/> payment can be made online or by phoning the above number after the application has been uploaded. Please phone Hertfordshire Building Control for fees guidance on 01438 879990.

Hertfordshire Building Control can also be contacted by post at Hertfordshire Building Control Ltd, 4th Floor, Campus West, Welwyn Garden City, Hertfordshire, AL8 6BX.

Once a building regulations application has been deposited with relevant drawings and fee building work may commence. You will be advised in their acknowledgement letter of the work stages we need to inspect but in most instances these are usually:

- Excavation for foundations
- Damp proof course
- Concrete oversite
- Insulation
- Drains (when laid or tested)
- Floor and Roof construction
- Work relating to fire safety
- Work affecting access and facilities for disabled people
- Completion

Please phone Hertfordshire Building Control on 01438 879990 before 10.00am to ensure a same day inspection (Mon - Fri).

6. Community Infrastructure Levy

Stevenage Borough Council adopted a Community Infrastructure Levy (CIL) Charging Schedule at Full Council on 27 January 2020 and started implementing CIL on 01 April 2020.

This application may be liable for CIL payments and you are advised to contact the CIL Team for clarification with regard to this. If your development is CIL liable, even if you are granted an exemption from the levy, please be advised that it is a requirement under Regulation 67 of The Community Infrastructure Levy Regulations 2010 (as amended) that CIL Form 6 (Commencement Notice) must be completed, returned and acknowledged by Stevenage Borough Council before building works start. Failure to do so will mean you risk losing the right to payment by instalments and a surcharge will be imposed. NB, please note that a Commencement Notice is not required for residential extensions if relief has been granted.

Stevenage's adopted CIL Charging Schedule and further details of CIL can be found on the Council's webpages at www.stevenage.gov.uk/CIL or by contacting the Council's CIL Team at CIL@Stevenage.gov.uk.

7. The applicant is reminded that asbestos removal and remediation falls under the authority of the Health and Safety Executive. Any asbestos containing materials should be handled and disposed of appropriately. Where necessary, this should include the use of licensed contractors and waste disposal sites licensed to receive asbestos.

8. 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

9. School Travel Plan: Modeshift STARS is the national schools accreditation scheme that has been established to recognise schools that have demonstrated excellence in supporting cycling, walking and other forms of sustainable and active travel. The scheme encourages schools across the country (including Hertfordshire) to promote and increase levels of sustainable and active travel in order to improve the health and well-being of children and young people, as well as reducing local highway impacts arising from school pick up / drop off. Every school in England (outside of London) can participate in Modeshift STARS for free and on completion of an application, schools will automatically have a brand new national standard School Travel Plan. To register for Modeshift Stars, visit <https://www.modeshiftstars.org/contact>. Support is available to schools in Hertfordshire from Hertfordshire County Council's Active & Safer Travel Team by contacting activeandsafertravel@hertfordshire.gov.uk or travelplans@hertfordshire.gov.uk

10. 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>

Pro-active Statement

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process which lead to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the National Planning Policy Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

10. BACKGROUND DOCUMENTS

1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. The Stevenage Local Plan 2011-2031.
4. Stevenage Borough Council Supplementary Planning Documents – Parking Provision and Sustainable Transport SPD (2020); Developer Contributions SPD (2021); The impact of Development on Biodiversity SPD (2020); Design Guide SPD (2009).
5. Hertfordshire County Council Local Transport Plan LTP4 2018-2031
6. Central Government advice contained in the National Planning Policy Framework July 2021 and the National Planning Practice Guidance.
7. Responses to consultations with statutory undertakers and other interested parties referred to in this report.
8. The Officer's Report and Addendum Report presented to the Planning and Development Committee on 26 July 2022.