

**PLANNING AND DEVELOPMENT COMMITTEE  
MINUTES**

Date: Tuesday, 8 August 2023

Time: 6.30pm

Place: Council Chamber

**Present:** Councillors: Michael Downing (Chair), Claire Parris (Vice Chair), Julie Ashley-Wren, Rob Broom, Forhad Chowdhury, Nazmin Chowdhury, Chris Howells, Adam Mitchell CC, Ellie Plater, Graham Snell, Carolina Veres and Anne Wells

**Start / End** Start Time: 6.30pm  
**Time:** End Time: 8.09pm

**1 APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST**

Apologies for absence were submitted on behalf of Councillors Graham Lawrence and Maureen McKay. Councillor Conor McGrath was in attendance as substitute for Councillor McKay.

Councillor Mitchell declared a non-pecuniary interest in respect of Item 3 – land adjacent to GSK Campus as he had limited shares with GSK. Councillor Mitchell remained in the meeting and took part in the deliberations on this item.

**2 LAND ADJACENT TO GSK CAMPUS, GUNNELS WOOD ROAD**

The Committee considered an application for a hybrid planning application for a new Life Sciences Campus comprising of full planning permission for the demolition of existing ancillary buildings, structures, erection of employment floorspace (Classes E(g)(ii) and (iii) and B2, with provision for Class E uses at ground, lower ground and upper ground/mezzanine floors) revised junction arrangement (A602 and Gunnels Wood Road) and alterations to the site layout to include new car parking (including a multi storey car park), internal access and associated works (such as new utilities (including new substation), drainage and infrastructure hard and soft landscaping and introduction of sustainable transport facilities) and outline planning permission for the demolition of existing ancillary buildings/structures, erection of employment floorspace (Classes E(g)(i) to (iii), B2 and B8, with provision for an ancillary auditorium, and Class E uses at ground floor) and amenity hub (Classes E and B2), provision of car parking (including multi storey car park(s)) and associated works (such as new access, utilities, drainage, infrastructure and hard and soft landscaping), with all matters reserved for subsequent approval

The application was before the Committee for determination as it was a major application.

The Assistant Director Planning and Regulation gave an introduction to the

Committee. He advised that the application proposal would create a world class, life science campus which would provide state of the art laboratories and facilities and build on Stevenage's existing reputation as a leading life science hub meeting the growing demand within the UK for new research and development opportunities in the sector.

Members were advised that the proposal would deliver a sustainable, connected and collaborative campus with a world class mix of life science spaces, bringing together a number of major regional, national and multinational companies.

The Principal Planning Officer informed the Committee that the application had been submitted in 'hybrid' form and sought detailed planning permission for the initial (Phase 1) suite of works and outline planning permission (with all matters reserved) for the remainder of the Masterplan.

In relation to car parking, the application proposed a total of up to 2,783 new car and motorcycle parking spaces, plus a further 362 spaces to be re-provided that currently existed on site. 'Meanwhile' landscaping would also be carried out to provide a transitional surface level treatment ensuring the first phase of the Campus could become operational before the wider Masterplan was delivered.

The Chair then invited Will Rohleder, Development Director of Reef Group on behalf of the applicant, to address the Committee. He began by thanking the SBC Planning Team for their work during the pre-application process which had resulted in a number of improvements to the scheme.

The Committee was informed that the GSK Campus was already an established and successful operation, including the CGT Catapult and the Stevenage Bioscience Catalyst and it was hoped that the application would build upon this success. The proposed development would also operate in conjunction with Autolus and the recently approved science/retail scheme 'The Assembly' at the Forum in Stevenage Town Centre and operate as part of the Forge Knowledge Platform.

Will Rohleder spoke of the direct economic benefits to Stevenage with the generation of jobs and employment opportunities, and indirect benefits such as construction worker expenditure. The proposal also included several open spaces, landscaped areas and community facilities which would be open to the public.

The Chair thanked Will Rohleder for his contribution to the meeting.

The Principal Planning Officer advised the Committee that the main issues for consideration in the determination of the application were its acceptability in land use and policy terms, design, impact on the setting of nearby designated heritage assets, flood risk and drainage, climate change mitigation, amenity, air quality, noise, highway impact and sustainable travel, access and parking, trees, biodiversity and landscaping and planning obligations to mitigate the impact of the development.

The Committee was advised that the principle of the proposed use of the site as a life science campus would not raise any land use policy issues. The associated works comprising the new junction arrangement and alterations to the site layout

were considered acceptable in principle, subject to detailed design considerations.

The Committee noted key design features of the application including bespoke buildings connecting science and nature; diversity of architecture; and a range of landscape treatments; car parking was proposed primarily within the dedicated MSCPs and the tallest 'landmark' buildings would be sited on the corner plots facing onto Gunnels Wood Road.

The design and appearance of the buildings within the outline element of the proposal were reserved for future consideration. It was noted that the Masterplan Design Code incorporated a family of buildings within the Campus with a diversity of architecture whilst sharing some common key principles. The Design Code would be secured via a planning condition to ensure it was central to future reserved matters applications.

In relation to public realm and landscaping, it was noted that the campus would be accessible to the general public, offering a substantial new public space within Stevenage and would make the area a destination people would want to spend time in whether for work or leisure. The development would include separate defined areas, each performing specific functions, including the Arrival Plaza, Gateway Gardens, Campus Park, The Innovation Hub, Lab Links, Green Frame and Forest Edge.

In relation to the highway impact, the Committee was advised that Hertfordshire County Council as Highways Authority had been consulted alongside their consultants, and improvements had been made to the scheme. A new gyratory junction would be provided in place of the current Gunnels Wood Road roundabout junction. Improvements would be made to the lighting, artwork and signage to the existing external cycle and pedestrian route network. There would also be an on-site bus stop serving a shuttle bus for employees linking the site with the railway station. The Committee was also advised that the application was supported by a Framework Travel Plan which sought to reduce the use of private cars and promote sustainable transport.

In relation to trees, it was noted that a total of 733 trees would be removed to facilitate the proposed development. The proposed Masterplan included 986 replacement trees made up of a range of species across the site. In relation to biodiversity, officers advised that with the implementation of appropriate ecological mitigation, compensation and the proposed biodiversity design, the development proposals would result in an overall enhancement to the biodiversity and ecological value of the site.

The Committee was advised of a number of planning obligations that would be attached to any planning permission including in relation to the road system, biodiversity offset and funding attached to a Travel Plan.

In conclusion, Officers advised that the proposed development accorded with the Local Plan (2019), the Council's Supplementary planning Documents, the NPPF (2021) and Planning Policy Guidance.

In response to a number of questions/comments from members, the following answers were given by officers:

- In relation to the Spark building, this was subject to a temporary planning permission lasting until March 2024. This would be demolished as part of the application but would be relocated within the site and this would be subject to a separate future application;
- In response to a request a 3 for 1 replacement of trees that were to be removed, although this was not yet a requirement in the Local Plan. Officers agreed to take this forward to be negotiated at the Reserved matters stage;
- In response to concerns regarding the proposed road layout and in particular the gyratory system, officers advised that the proposed A602/Gunnels Wood Road gyratory had been designed in conjunction with HCC as Highways Authority and their consultants. The new gyratory would be signal controlled and modelling undertaken by the Highway Authority had shown an increased capacity for traffic in the area. Members concerns would, however, be fed back to the County Council Highways Team;
- In relation to security, the existing security building/visitor building for GSK would be relocated within the GSK site;
- Sports, fitness and recreation would be a key theme for the site alongside amenity areas which would be open to the public as well as employees;
- Employees would be able to use the existing GSK shuttle bus to the railway station which would be replaced by electric vehicles within the next five years;
- In terms of employment for local people, the applicant would be undertaking significant work, connecting with schools, North Herts College and Herts University and would be working hard to inspire local school children and residents to get involved with science. It was noted that there would be a huge range of employment opportunities arising out of the development;
- The scheme was designed with rainwater retention in mind. All landscaping features were as forward thinking as the applicant could make it;
- There were no plans to install physical boundaries around the site similar to the one further north on the A1M.

It was **RESOLVED:**

That planning permission be GRANTED subject to the applicant having first entered into a S106 Legal Agreement to secure/provide contributions towards:

- S278 Agreement of the Highways Act 1980 (covering the new Gunnels Wood Road/A602 gyratory, junction improvements and public realm works on highway verge land adopted by HCC as Highway Authority)
- £6000 Travel Plan evaluation and support fee
- Financial contribution (to be agreed) to provide an offsite biodiversity offset
- Local Employment and Apprenticeships
- £275,000 towards a town wide cycle hire scheme, including between the application site and railway station
- Management Company to manage areas of un-adopted public realm
- s106 monitoring fee

The detail of which would be delegated to the Assistant Director of Planning and Regulation in liaison with the Council's appointed solicitor, along with the recommendations of HCC as Lead Local Flood Authority and Highway Authority, as well as the imposition of suitable safeguarding conditions.

Authority would be 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. These suggested conditions are as follows:

## **1 Approved Parameter Plans**

The submission of reserved matters within any Development Zone shall be in accordance with the following approved parameter plans unless otherwise agreed in writing by the Local Planning Authority:

SLC-HBA-SW-ZZ-DR-A-080020 P2; SLC-HBA-SW-ZZ-DR-A-080021 P2

Any request for an amendment to an approved parameter plan shall be accompanied by a report confirming that there are no new or different significant environmental impacts to those already assessed or by an appropriate report (or reports) which assesses any new or different significant environmental impacts.

## **2 Approved Plans for Buildings 2 and 4, MSCP 1 and Substation**

The development hereby permitted for buildings 2 and 4, MSCP1 and substation shall be carried out in accordance with the following unless otherwise agreed in writing by the Local Planning Authority:

2287-EXA-ZZ-GF-DR-L-00101 P02; 2287-EXA-ZZ-GF-DR-L-00110 P02;  
2287-EXA-ZZ-GF-DR-L-00111 P02; 2287-EXA-ZZ-GF-DR-L-00112 P02;  
2287-EXA-ZZ-GF-DR-L-00113 P02; 2287-EXA-ZZ-GF-DR-L-00114 P02;  
2287-EXA-ZZ-GF-DR-L-00115 P02; 2287-EXA-ZZ-GF-DR-L-00116 P02;  
2287-EXA-ZZ-GF-DR-L-00117 P02; 2287-EXA-ZZ-GF-DR-L-00118 P02;  
2287-EXA-ZZ-GF-DR-L-00119 P02; SLC-HBA-B2-00-DR-A-080102 P2;  
SLC-HBA-SW-ZZ-DR-A-080012; SLC-HBA-B2-04-DR-A-080106;  
SLC-HBA-B2-ZZ-DR-A-080300; SLC-HBA-B4-01-DR-A-080112;  
SLC-HBA-B4-02-DR-A-080113; SLC-HBA-B4-03-DR-A-080114;  
SLC-HBA-B4-04-DR-A-080115; SLC-HBA-B4-05-DR-A-080116;  
SLC-HBA-B4-ZZ-DR-A-080212; SLC-HBA-B2-01-DR-A-080103 P2;  
SLC-HBA-B2-02-DR-A-080104 P2; SLC-HBA-B2-03-DR-A-080105 P2;  
SLC-HBA-B2-B1-DR-A-080101 P2; SLC-HBA-B2-ZZ-DR-A-080201 P2;  
SLC-HBA-B2-ZZ-DR-A-080202 P2; SLC-HBA-B2-ZZ-DR-A-080203 P2;  
SLC-HBA-B2-ZZ-DR-A-080204 P2; SLC-HBA-B4-00-DR-A-080110 P2;  
SLC-HBA-B4-M0-DR-A-080111 P2; SLC-HBA-B4-ZZ-DR-A-080210 P2;  
SLC-HBA-B4-ZZ-DR-A-080211 P2; SLC-HBA-B4-ZZ-DR-A-080213 P2;  
SLC-HBA-B4-ZZ-DR-A-080214 P2; SLC-HBA-B4-ZZ-DR-A-080310 P2;

SLC-HBA-CP-00-DR-A-080120 P2; SLC-HBA-CP-06-DR-A-080123 P2;  
SLC-HBA-CP-ZZ-DR-A-080121 P2; SLC-HBA-CP-ZZ-DR-A-080122 P2;  
SLC-HBA-CP-ZZ-DR-A-080220 P2; SLC-HBA-CP-ZZ-DR-A-080221 P2;  
SLC-HBA-CP-ZZ-DR-A-080222 P2; SLC-HBA-CP-ZZ-DR-A-080223 P2; .  
SLC-HBA-CP-ZZ-DR-A-080320 P2; SLC-HBA-SS-ZZ-DR-A-080130 P2;  
SLC-HBA-SW-ZZ-DR-A-080100 P2; SLC-HBA-SS-ZZ-DR-A-080230;  
SLC-HBA-SS-ZZ-DR-A-080330; SLC-HBA-B2-ZZ-DR-A-080200 P2

Any request for an amendment to an approved plan(s) shall be accompanied by a report confirming that there are no new or different significant environmental impacts to those already assessed or by an appropriate report (or reports) which assesses any new or different significant environmental impacts.

### **3 Three Year Time Limit**

The part of the development for which full planning permission has been granted (as per approved detailed site layout plan ref. SLC-HBA-SW-ZZ-DR-A-080100 P2) shall be begun within a period of three years of the date of this planning permission.

### **Phasing Plan**

- 4 Accompanying the submission of reserved matters pursuant to this permission, the applicant shall submit a Plan showing the extent of the Development Zone to which that reserved matter submission relates, within the Outline Area shown on approved parameter plan ref. SLC-HBA-SW-ZZ-DR-A-080020 P2 to the Local Planning Authority.

### **5 Details of Reserved Matters - Outline**

For the individual Development Zones for which outline permission is granted as agreed pursuant to Condition 4 of this permission, no development on each Development Zone (excluding site clearance, demolition, enabling works, earthworks, archaeological investigations, investigations for assessing ground conditions, remedial works in respect of any contamination or other adverse ground conditions, diversion and laying of services within the boundary of the relevant phase and which are not connected to the wider services network, erection of any temporary means of enclosure and the temporary display of site notices or advertisements) shall commence until detailed plans for the relevant Zone have been submitted to and approved in writing by the Local Planning Authority. These plans shall, as applicable, show the layout (including car parking provision, access and servicing arrangements, and waste management), scale (including existing and proposed levels), design, layout and external appearance of the buildings to be constructed and the landscaping to be implemented (hereinafter referred to as "the Reserved Matters") on that Zone. The development of the relevant Development Zone shall only be carried out as approved.

### **6 Time Limit for Reserved Matters - Outline**

All applications for the approval of the Reserved Matters for a Development Zone agreed pursuant to Condition 4 of this permission shall be made to the Local Planning Authority not later than six years from the date of this outline permission. The commencement of a Zone shall be begun not later than the expiration of three years from the date of the last reserved matter of that Zone to be approved.

### **Construction hours of working**

No demolition, construction or maintenance activities audible at the boundary of the relevant phase and no deliveries of construction and demolition materials shall be undertaken outside the hours 07:30 hours to 18:30 hours Mondays to Fridays, 08:30 hours to 13.00 hours on Saturdays and not on a Sunday or Bank Holiday, unless otherwise agreed in writing with the Local Planning Authority.

### **Construction Management Plan - Buildings 2 and 4, MSCP 1 and Substation**

- 7 No development shall commence on Buildings 2 and 4, MSCP1 and Substation 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;
  - 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.

### **Construction Management Plan - Outline**

- 8 No development shall commence on any individual Development Zone as agreed pursuant to Condition 4 of this permission 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 Zone 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;
- 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.

#### **Site Waste Management Plan - Buildings 2 and 4, MSCP 1 and Substation**

- 10 No development shall commence on Buildings 2 and 4, MSCP1 and Substation until a Site Waste Management Plan (SWMP) has been submitted to the Local Planning Authority and approved in consultation with the Waste Planning Authority. The SWMP should aim to reduce the amount of waste produced on site and should contain information including estimated types and quantities of waste to arise from construction and waste management actions for each waste type. The development shall be carried out in accordance with the approved SWMP.

#### **Site Waste Management Plan - Outline**

- 11 No development shall commence on any individual Development Zone as agreed pursuant to Condition 4 of this permission until a Site Waste Management Plan (SWMP) has been submitted to the Local Planning Authority and approved in consultation with the Waste Planning Authority. The SWMP should aim to reduce the amount of waste produced on site and should contain information including estimated types and quantities of waste to arise from construction and waste management actions for each waste type. The development shall be carried out in accordance with the approved SWMP.

#### **Highway Improvements – Offsite (Implementation / Construction)**

- 12 Prior to the first occupation of the development hereby permitted, or an alternative trigger as submitted to and agreed in writing with the Local Planning Authority, the offsite highway improvement works as shown in S278 General Arrangement Drawings 3295-WSP-XX-XX-DR-C-00100 REV C and 3295-WSP-XX-XX-DR-C-00101 shall be completed in accordance with the approved details.



### **Arrival Plaza**

- 13 Prior to the first occupation of the development hereby permitted the arrival plaza area shall be completed in accordance with the approved drawings ref. SLC-HBA-SW-ZZ-DR-A-080100 Rev P2, 2287-EXA-ZZ-GF-DR-L-00116 Rev P2 and 2287-EXA-ZZ-GF-DR-L-00101 Rev P2.

### **Shuttle Bus Service**

- 14 Prior to first occupation of the development hereby permitted a Shuttle Bus Service Operation Plan shall be submitted to and approved by the Local Planning Authority. The Plan shall provide details of an enhanced shuttle bus service (either quantitative and/or qualitative improvement over the existing position) suitable to meet the requirements of the existing and proposed floorspace at the application site and wider campus. The Plan shall then be updated and the service adapted as may be required to meet the ongoing requirements of additional floorspace as it is delivered in each Development Zone in line with the overall objectives of the Framework and Detailed Travel Plan(s).

### **On Site Bus Priority**

- 15 Prior to first occupation of the development hereby permitted bus priority measures as described in the Transport Assessment (Paragraph 5.52) will be complete.

### **Travel Plan**

- 16 No building shall be occupied prior to approval of the relevant Detailed Travel Plan for that building. Those parts of the Detailed Travel Plans implemented in accordance with the timetable contained therein shall continue to be implemented as long as any part of the development is occupied.

### **Traffic, Travel Mode Split and Parking Monitoring**

- 17 Prior to first occupation of the development hereby permitted, a monitoring programme to assess the level of traffic generation, travel mode split of all employees and parking accumulation at defined intervals of occupancy shall be submitted to and approved in writing by the Local Planning Authority. The monitoring programme shall be implemented as agreed unless the Local Planning Authority gives written approval to any variation.

### **Gunnels Wood Road/A602 Underpass**

- 18 The measures to improve the Gunnels Wood Road/A602 underpass as set out within the WSP Underpass Technical Note ref. 3295-WSP-XX-XX-TN-C-01100 P02 to make it, as far as reasonably practical, Department for Transport 'Cycle Infrastructure Design' Local Transport Note guidance, July 2020 (LTN 1/20) compliant shall be implemented and permanently maintained

in accordance with the approved details.

### **External materials – Buildings 2 and 4, MSCP1 and Substation**

- 19 The development to which this permission relates shall be carried out in accordance with the external materials specified within drawings SLC-HBA-B2-ZZ-DR-A-080201 P2; SLC-HBA-B2-ZZ-DR-A-080202 P2; SLC-HBA-B2-ZZ-DR-A-080203 P2; SLC-HBA-B2-ZZ-DR-A-080204 P2; SLC-HBA-B4-ZZ-DR-A-080210 P2; SLC-HBA-B4-ZZ-DR-A-080211 P2; SLC-HBA-B4-ZZ-DR-A-080213 P2; SLC-HBA-B4-ZZ-DR-A-080214 P2; SLC-HBA-CP-ZZ-DR-A-080220 P2; SLC-HBA-CP-ZZ-DR-A-080221 P2; SLC-HBA-CP-ZZ-DR-A-080222 P2; SLC-HBA-CP-ZZ-DR-A-080223 P2; SLC-HBA-SS-ZZ-DR-A-080230 as approved or any alternatives to be submitted to and approved by the Local Planning Authority.

### **Masterplan Design Code**

- 20 For each individual Development Zone for which outline permission is granted as agreed pursuant to Condition 4 of this permission, the submission of reserved matters relating to the design and external appearance of the building(s) shall be in accordance with the approved Masterplan Design Code by Hawkins Brown SLC-HBA-ZZ-ZZ-RP-A-080002 P1 or an alternative Design Code submitted to and approved by the Local Planning Authority.

### **Landscape Design Code**

- 21 For each individual Development Zone for which outline permission is granted as agreed pursuant to Condition 4 of this permission, the submission of reserved matters in relation to the landscaping strategy shall be in accordance with the approved Landscape Design Code by Hawkins Brown and Exterior Architecture or an alternative Design Code submitted to and approved by the Local Planning Authority.

### **Tree Strategy**

- 22 For each individual Development Zone for which outline permission is granted as agreed pursuant to Condition 4 of this permission, the submission of reserved matters in relation to tree planting shall be in accordance with the approved Tree Strategy rev B by Exterior Architecture dated 20 July 2023 or an alternative Strategy submitted to and approved by the Local Planning Authority.

### **Landscaping - Buildings 2 and 4, MSCP1 and Substation**

- 23 All hard and soft landscaping shall be carried out in accordance with the approved details as set out in detailed landscape general arrangement plans ref: 2287-EXA-ZZ-GF-DR-L-00101 P02; 2287-EXA-ZZ-GF-DR-L-00110 P02; 2287-EXA-ZZ-GF-DR-L-00111 P02; 2287-EXA-ZZ-GF-DR-L-00112 P02; 2287-EXA-ZZ-GF-DR-L-00113 P02; 2287-EXA-ZZ-GF-DR-L-00114 P02; 2287-EXA-ZZ-GF-DR-L-00115 P02; 2287-EXA-ZZ-GF-DR-L-00116 P02;

2287-EXA-ZZ-GF-DR-L-00117 P02; 2287-EXA-ZZ-GF-DR-L-00118 P02 and 2287-EXA-ZZ-GF-DR-L-00119 P02 to a reasonable standard in accordance with the relevant British Standards or other recognised Codes of Good Practice.

- 24 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the completion of Buildings 2 and 4, MSCP1 and Substation.
- 25 All hard surfacing comprised in the approved details of landscaping shall be carried out within 6 months of the completion of Buildings 2 and 4, MSCP1 and Substation, or, prior to first occupation of in relation to each building (except substation) hereby permitted, whichever is the earliest.
- 26 Any trees or plants comprised within the scheme of landscaping, which within a period of five years from the completion of the development die, are removed or 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.
- 27 No tree shown on the approved landscaping scheme, shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped within five years of the completion of development without the written approval of the Local Planning Authority.
- 28 Before any development commences, including any site clearance or demolition works, any trees on the site to be retained shall be protected by fencing or other means of enclosure. Such protection shall be maintained until the conclusion of all site and building operations.
- 29 Within the areas to be fenced off in accordance with condition 28; there shall be no alteration to the ground level and they shall be kept clear of vehicles, materials, surplus soil, temporary buildings, plant and machinery.

#### **Hedge/shrub clearance outside bird nesting period**

- 30 All areas of hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development of a phase, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed within the relevant phase immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded within the relevant phase, no vegetation clearance or other works that may disturb active nests shall proceed within that phase until all young have fledged the nest.

#### **Biodiversity Net Gain**

- 31 No building within the detailed element (i.e. in relation to Buildings 2 and 4, MSCP 1 and Substation) shall be occupied until a biodiversity net gain

management plan (BNGMP) has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter a BNGMP shall be submitted alongside each application for reserved matters within individual Development Zones.

The content of the BNGMPs shall demonstrate how each phase of development can contribute to the overall delivery of a minimum 10% increase in habitat units across the entire site, to achieve a net gain in biodiversity and include the following:

- a) Description and evaluation of habitat parcels to be managed, cross referenced to individual lines in the metric.
- b) Maps of all habitat parcels, cross referenced to corresponding lines in the metric.
- c) Appropriate management options for achieving target condition for habitats as described in the approved metric.
- d) Preparation of an annual work schedule for each habitat parcel (including a 30 year work plan capable of being rolled forward in perpetuity).
- e) Details of the body or organisation responsible for implementation of the plan.
- f) Details of species selected to achieve target habitat conditions as identified in approved metric, definitively stated and marked on plans.
- g) Ongoing monitoring plan and remedial measures to ensure habitat condition targets are met.
- h) Reporting plan and schedule for informing LPA of condition of habitat parcels for 30 years.

The BNGMP 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(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the BNGMP 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.

### **Biodiversity Metrics - Outline**

- 32 Individual biodiversity metrics must be submitted for each Development Zone for which outline permission is granted as agreed pursuant to Condition 4 of this permission and should demonstrate how that development zone will contribute to ensuring that the development achieves a minimum increase in habitat units of 10% across the entire site.

### **Swift Boxes/Bricks - Buildings 2 and 4, MSCP1 and Substation**

- 33 No building shall be occupied until details of swift boxes and/or bricks and/or a swift tower (model and location) have been submitted and approved by the Local Planning Authority. These devices shall be fully installed prior to occupation and retained as such thereafter.

### **Swift Boxes/Bricks - Outline**

- 34 No building shall be occupied within any individual Development Zone, until details of integrated swift boxes and/or bricks and/or a swift tower (model and location) shall be submitted to and approved by the Local Planning Authority. This shall demonstrate that, with the provision required under Condition 29, a total of 40 swift boxes (or equivalent as provided within a tower) are provided across the site. These devices shall be fully installed prior to occupation and retained as such thereafter.

### **Class E(a) Retail Floorspace**

- 35 No more than 500m<sup>2</sup> of Class E(a) retail floorspace shall be provided across the whole of the application site.

### **Ground Conditions**

- 36 Prior to commencement of development a generic quantitative risk assessment (GQRA) shall be conducted as part of a ground investigation to inform the future engineering design.

### **Contamination**

- 37 If during a particular phase of development contamination that has not been previously identified is found, 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.

### **Climate Change Mitigation - Buildings 2 and 4, MSCP1 and Substation**

- 38 The measures to address adaptation to climate change as set out within the Design and Access Statement by Hawkins Brown, Sustainability Strategy and Energy Statement by KJ Tait Engineers shall achieve minimum BREEAM Excellent and be implemented in relation to Buildings 2 and 4, and permanently maintained in accordance with the approved details.

### **Climate Change Mitigation - Outline**

- 39 Each application for the Reserved Matters submitted pursuant to condition 5 of this Permission shall include an Energy and Sustainability Statement detailing requirements of how the building(s) in each Development Zone are adaptable to climate change (detailing renewable energy technologies as well detailing measures to control overheating and cooling demand in the building(s)). The details shall also include a management plan and maintenance strategy/schedule for the operation of the technologies, a

servicing plan (if applicable) and a noise assessment (if applicable). The measures for adaptation to climate change as well as managing overheating and cooling shall be implemented in accordance with the details approved pursuant to condition 5 of this Permission.

### **Noise**

- 40 The development to which this permission relates in respect of Buildings 2 and 4, MSCP1, Substation, and each Development Zone as agreed pursuant to condition 4 shall be carried out in accordance with the recommendations set out within the Planning Noise Report by Sandy Brown (ref. 23023-R02-B) as approved or any alternatives to be submitted to and approved by the Local Planning Authority.

### **Ecology**

- 41 The recommended ecological and nature conservation enhancements set out within the Ecological Impact Assessment by SLR dated April 2023 in respect of Buildings 2 and 4, MSCP1, Substation and each Development Zone as agreed pursuant to condition 4 shall be implemented and permanently maintained in accordance with the approved details.

### **External Lighting**

- 42 The development to which this permission relates in respect of Buildings 2 and 4, MSCP1, Substation and each Development Zone as agreed pursuant to condition 4, shall be carried out in accordance with the recommendations set out within the Lighting Strategy by FPOV ref. J4108-SL-5101-05 as approved or any alternatives to be submitted to and approved by the Local Planning Authority.

### **Fire Hydrants**

- 43 No building within the Detailed Area, and each respective Development Zone as agreed pursuant to condition 4, shall be occupied until a scheme for the provision of adequate water supplies and fire hydrants, necessary for firefighting purposes within each area / zone, has been submitted to and approved in writing by the Local Planning Authority. The buildings within the Detailed Area / Development Zones shall not be occupied until the scheme has been implemented in accordance with the approved details for each.

### **EV Charging**

- 44 Prior to the first use of MSCP1, details of the location of an equivalent 20% of new car parking spaces within the detailed phase to have active EV charging shall be submitted to the LPA. 80% of remaining spaces are to have passive provision for EV charging.

Prior to first use of each respective MSCP within a Development Zone as agreed pursuant to condition 4, provision shall be made for 20% of the car parking spaces to have active provision for EV charging and 80% of the

remaining car parking spaces to have passive provision for EV charging.

### **Programme of Archaeological Works**

- 45 No development shall take place within the southern half of the site (i.e. the Zone A and Zone B Extensions to the existing GSK building identified on drawing ref: SLC-HBA-SW-ZZ-DR-A-080020 P2) until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work for those parcels in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

### **Meanwhile Uses**

- 46 The provision of meanwhile uses / landscaping shall be in accordance with drawing ref: SLC-HBA-SW-ZZ-DR-A-080020 P2 and Section 9 of the Landscape Masterplan report, or in accordance with alternative details as submitted to and approved by the Local Planning Authority.

### **Substation Design**

- 47 Details of the substation equipment / housings shall be in accordance with drawing refs: SLC-HBA-SS-ZZ-DR-A-080130 Rev P2, SLC-HBA-SS-ZZ-DR-A-080230 Rev P1, SLC-HBA-SS-ZZ-DR-A-080330 Rev P1 or alternative details as submitted to and approved by the Local Planning Authority.

### **Infiltration of Surface Water onto the Ground**

- 48 No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the Local Planning Authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

## **INFORMATIVES**

1. 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](http://www.stevenage.gov.uk/CIL) or by contacting the Council's CIL Team at [CIL@Stevenage.gov.uk](mailto:CIL@Stevenage.gov.uk).

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. The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/businessanddeveloper-information/development-management/highways-developmentmanagement.aspx> or by telephoning 0300 1234047.
3. Extent of Highway: Information on obtaining the extent of public highway around the site can be obtained from the HCC website: [www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx](http://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx)
4. Parking and Storage of materials: The applicant is advised that all areas for parking, storage, and delivery 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 website: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning 0300 1234047.
5. Obstruction of public highway land: 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 website:

<http://www.hertfordshire.gov.uk/services/transtreets/highways/> or by telephoning 0300 1234047.

6. Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.
7. Avoidance of surface water discharge onto the highway: The applicant is advised that the Highway Authority has powers under section 163 of the Highways Act 1980, to take appropriate steps where deemed necessary (serving notice to the occupier of premises adjoining a highway) to prevent water from the roof or other part of the premises falling upon persons using the highway, or to prevent so far as is reasonably practicable, surface water from the premises flowing on to, or over the footway of the highway.
8. Roads to remain private: The applicant is advised that all new roads associated with this development will remain unadopted (and shall not be maintained at public expense by the Highway Authority). At the entrance of the new estate the road name plate should indicate that it is a private road and the developer should put in place permanent arrangements for long-term maintenance.
9. Adoption (section 38): The applicant is advised that Hertfordshire County Council as Highway Authority will likely adopt the pedestrian and cycle routes through the development to ensure their long-term continuity, however the developer should put in place permanent arrangements for long-term maintenance. Details of the specification, layout and alignment, width and levels of the said highways, together with all the necessary highway and drainage arrangements, including run off calculations must be submitted to the Highway Authority. No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place. Furthermore, the extent of adoption as public highway, once finalised, must be clearly illustrated on a plan. Further information is available via the County Council's website at: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or by telephoning

0300 1234047.

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>
11. Abnormal loads and importation of construction equipment (i.e. large loads with: a width greater than 2.9m; rigid length of more than 18.65m or weight of 44,000kg - commonly applicable to cranes, piling machines etc.): The applicant is directed to ensure that operators conform to the provisions of The Road Vehicles (Authorisation of Special Types) (General) Order 2003 in ensuring that the Highway Authority is provided with notice of such movements, and that appropriate indemnity is offered to the Highway Authority. Further information is available via the Government website [www.gov.uk/government/publications/abnormal-load-movements-application-and-notification-forms](http://www.gov.uk/government/publications/abnormal-load-movements-application-and-notification-forms) or by telephoning 0300 1234047.
12. 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](mailto:travelplans@hertfordshire.gov.uk).
13. During the demolition and construction phase of the development, the guidance in BS5228-1:2009 (Code of Practice for Noise Control on Construction and Open Sites) should be adhered to.
14. The applicant is advised to contact the Hertfordshire Constabulary CPDS with a view to seeking to achieve accreditation to the Police preferred minimum security standard that is Secured by Design to ensure that the development is

compliant with both National and Local Planning Policies. In addition, this will also demonstrate the discharge of obligations under Approved Document 'Q' – Security of Building Regulations”.

15. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water’s Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk). Application forms should be completed online via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

### 3 **INFORMATION REPORT - DELEGATED DECISIONS**

It was **RESOLVED** that the information report be noted.

### 4 **INFORMATION REPORT - APPEALS/CALLED IN APPLICATIONS**

It was **RESOLVED** that the information report be noted.

### 5 **URGENT PART I BUSINESS**

The Development Manager gave an update to the Committee on the Stevenage West development since its approval in December 2021.

#### Planning update

Since the Planning and Development Committee had determined the planning application, the Council has formally adopted the Design Guide SPD 2023 and it was considered that the proposed development met the requirements of the new SPD. As such, this scheme was deemed to be acceptable in design terms so new assessment is required.

#### Changes to financial contributions / planning obligations

##### *Primary Education*

Through ongoing discussions and negotiations with Hertfordshire County Council (HCC), the financial contribution had increased by £249,000 to £14,342,513, due to drainage rates being deemed to be greater than previously identified and leading to an increase in overall projected build costs for the school. It was confirmed that the revised contributions for the Primary Education had been agreed by all parties including the developers.

##### *Bus Service Contribution*

In relation to the Bus Service Contribution, this had been identified to be

approximately £2,610,000 which would serve the development. However, the final details of how this service were yet to be agreed. Through on-going negotiations with the HCC as Highways Authority, the financial contribution could be reduced to approximately £1,750,000. This was considered to be sufficient for the bus service to be viable for a 7-year period. Through negotiations with HCC and all other parties, it was agreed that the financial contribution would be £2,610,000 covering a 15 year period.

In terms of the service itself, the first phase 1 bus into the development site, would come into a turning head and exit on Bessemer Drive. Phase 2 would include a temporary access created on Meadway until the tunnel was built when a second bus would be come into operation. The funding would then continue for 2 buses and as later phases of the development were delivered, the bus service should then become viable to operate.

### *Biodiversity Net Gain*

In relation to Biodiversity Net Gain, negotiations were on-going to agree the financial contribution for this site. The site was seeking to deliver a significant amount of open space, trees and biodiversity enhancements although it was noted that there was not sufficient areas on site to deliver this requirement along with being able to meet all other local plan requirements.

As a consequence, there was a shortfall of approximately 89 habitat units and therefore, the financial contribution as agreed with Herts and Middlesex Wildlife Trust would be £2,458,524 which would be paid per phase of the development. The contributions, agreed by the developers, would be paid to Stevenage Borough Council to deliver biodiversity net gain within the Town.

### *NHS*

With regards to NHS contributions, it was reported that the NHS, had been non-committal to taking up the provision of an on-site GP Surgery. Therefore, although the legal agreement had been devised to include the provision of GP surgery on site up to 400 sq.m in floor area with a minimum 25-year lease, if the NHS were not to deliver an on-site GP surgery, they would seek a financial contribution £1,938,000 which would go towards local surgery facilities within Stevenage. This would either be the Stanmore Medical Group or the Symonds Green Health Centre.

### *Replacement Meadway Pavilion and Playing Field*

The Meadway Pavilion was to be demolished in order to facilitate the delivery of a new access road and tunnel to serve the development. As such, and as set out in the draft planning conditions outlined in the report, details were to be submitted for the replacement facility and playing fields. However, at that time, as part of the sales agreements / easement to undertake works on Council Land to deliver the new road, the developers would pay a bond which would go towards the construction of the new pavilion and replacement playing fields.

However, through negotiations with the developers, SBC as landowners, Sport

England, the Council's Parks Team (SDS) and other parties, it was agreed that the developers would re-provide the pavilion and playing fields at their costs. The legal agreement would set out the minimum specifications the pavilion and car park should meet in line with Sport England requirements combined with replacement playing fields. This had been agreed with all parties.

#### *Other contributions*

With regards to other contributions within the S.106 agreement such as affordable housing, fly tipping measures and Ambulance Service, these remained as approved by the Planning and Development Committee and were reflected in the Draft S.106 Agreements.

#### *Amendments to Planning Conditions*

A number of the planning conditions as set out in the report, were to be amended or omitted due to requirements such as highway works, replacement pavilion, cricket pavilion and pitches which were now captured in the S.106 Agreement.

It was reported that if there was any breach of the S.106 agreement, the Council had powers to seek an injunction which would achieve a much stronger position than it would with respect to some conditions to ensure certain facilities were delivered.

It was **RESOLVED** that the update be noted.

#### 6 **EXCLUSION OF THE PRESS AND PUBLIC**

Not required.

#### 7 **URGENT PART II BUSINESS**

None.

#### **CHAIR**