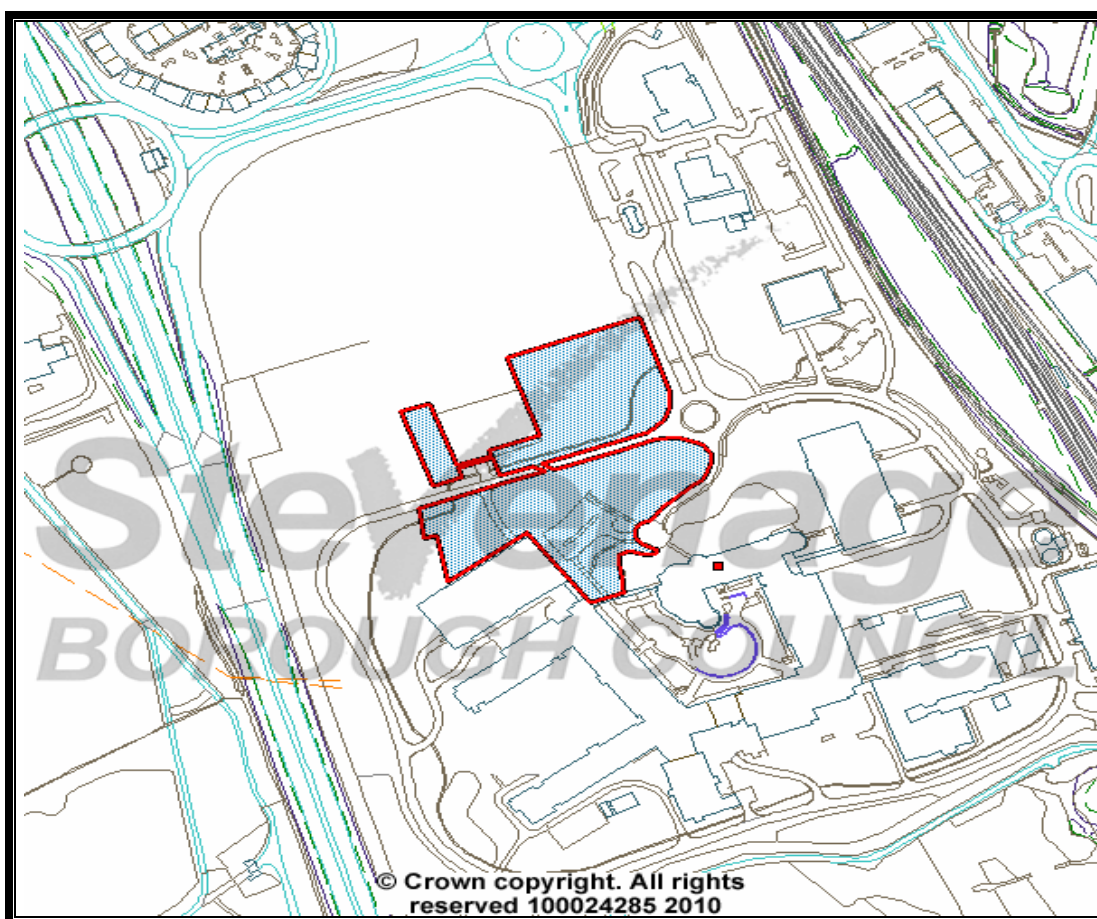


Meeting:	Planning and Development Committee	Agenda Item: 4
Date:	19 October 2010	
Author:	Dave Rusling	01438 242270
Lead Officer:	Peter Bandy	01438 242288
Contact Officer:	Dave Rusling	01438 242270

Application No :	10/00343/FPM
Location :	Stevenage Bioscience Catalyst, Gunnels Wood Road, Stevenage
Proposal :	Erection of 2no, three storey research and development buildings, new and replacement car parking, associated hard and soft landscape and underground attenuation tank and other works.
Drawing Nos.:	713808/01, 02B, 03B, 04B, 05A, 06A, 07A, 08A, 09A, 10A, 11A, 12A, 13a, 14A, 15A, 16a, 17a, 18a, 19A, 100B,101B, 102B, 103B, 104B, 105B,106B, 107B, 108B, 120A, 121A, 50/01, 50/02, 51/01, 51/02,52/01 and 53/01.
Applicant :	Stevenage Bioscience Catalyst
Date Valid:	27 July 2010
Recommendation :	GRANT PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1 The application site forms part of the GlaxoSmith Kline (GSK) development, which is located on the western edge of Stevenage, close to junction 7 of the A1(M) which runs along the western boundary of the site. To the west of this, separated by the A1(M), is Knebworth House and Country Park and the Novotel Hotel. Directly to the north is Broadhall Way, which links Gunnels Wood Road to the A1(M). To the north of this is the former BAe site which has recently been redeveloped by Arlington Developments into a business park. To the south is Old Knebworth Lane, beyond which is Knebworth Golf Course. To the east the site abuts the east coast main railway line. The GSK site covers approximately 39 hectares in area. The site can be seen as three sections, the southern section developed in the 1990's, the north eastern section which incorporates the gatehouse, visitor facilities and the computer centre and the north west section which is presently vacant and comprises part of the current application site.
- 1.2 The site is accessed by a single entrance off Broadhall Way (A602) which links into a roundabout serving Gunnels Wood Road and the A1m to the west. The site contains a number of buildings that range in height from single storey to four storeys and are used for research and office purposes. The existing buildings are set in extensive landscaped grounds and comprise a total floorspace of approximately 148,000 sqm. A total of 1,918 car parking spaces are located within two multi storey car parks at the site and across various surface car parks. The application site is approximately 2.7 hectares in area and is located to the north of the existing GSK buildings and the man made lake, to the east of an existing multi storey car park and to the south of a surface level car park. The land currently incorporates a surface level car park used by visitors and landscaping areas.

2. RELEVANT PLANNING HISTORY

- 2.1 Outline permission was granted under ref 2/0276/87 in April 1988 for the development of buildings for pharmaceutical research and development.
- 2.2 Outline planning permission was granted under ref 2/0033/91 in April 1991 for a masterplan for the erection of buildings for pharmaceutical research and development.
- 2.3 Reserved matters approval was granted under ref 2/1161/RM in August 1991 for a central research support facility, biology node administration building, microbiology plant, east and west multi storey car parks, gatehouse, central plant, pedestrian link bridges, solvent store and landscaping. All of these buildings have been constructed.
- 2.4 Reserved matters approval was granted under ref 2/0017/91RM in May 1991 for erection of a computer centre.
- 2.5 Permission granted under ref 2/0318/93/FP in December 1993 for the erection of a staff sports centre comprising sports hall, fitness room, squash courts, swimming pool and ancillary facilities for use in conjunction with the main research centre.
- 2.6 There have been a number of other permissions at the site relating to modest ancillary outbuildings.
- 2.7 Following the grant of permission for the main research and development complex, permission was obtained for a bridge crossing the A1(M) and a land option was secured with Knebworth House on the western side of the motorway to enable its subsequent construction. This permission lapsed in December 2000 and the land option subsequently expired.

- 2.8 Outline planning permission was granted under ref 05/00621/OP in April 2009 for development of 60,000 square metres (gross) office floorspace (B1) including improvements to means of access and the creation of an additional 1200 car parking spaces following demolition of existing buildings.
- 2.9 Planning permission was granted under ref 09/00314/FPM on 1 March this year for Variation of condition 7 relating to details of highway works and condition 15 relating to surface water drainage associated with the highway works in respect of planning permission 05/00621/OP granted on 7 April 2009.

3. THE CURRENT APPLICATION

- 3.1 As way of background to this application, as set out above, outline planning permission was granted under ref 05/00621/OP in April 2009 for the development of 60,000 sqm of B1 floorspace, including improvements to means of access and associated car parking (1,200 car parking spaces) on the north east part of the GSK site, formerly occupied by Warren Springs. A subsequent application to vary certain highway conditions imposed as part of the above permission was granted in March this year under ref 09/00314/FPM. The reason for this was to enable the extensive highway works necessary as part of this redevelopment to be undertaken in two phases and linked to the floor space to be provided, also in two phases. In essence, this allows for the interim highway works (improvements to the access to the site from junction 7 of the A1(M) and improvements to the roundabout on the A602 Broadhall Way) to be completed prior to the occupation of more than 18,600 sqm of floorspace. Once more than 18,600 sqm of floorspace is occupied then the final highway works (major alterations and reconfiguration of the roundabout on the A602 Broadhall Way roundabout) would need to be undertaken.
- 3.2 Following the grant of these permissions the applicant has been liaising with the County Council in respect of the highway works and has been seeking to comply with pre-commencement conditions attached to application 09/00314/FP to enable the interim highway works to commence.
- 3.3 However, since the grant of these permissions, the proposals to develop the site by GSK are now being taken forward by Stevenage Bioscience Catalyst to create a bioscience catalyst. This project is funded by five partners; the Wellcome Trust, Department for Business, Innovation and Skills (BIS), the East of England Development Agency (EEDA), Technology Strategy Board (TSB) and GSK. The Stevenage Bioscience catalyst aims to strengthen and grow the UK bioscience sector by creating a community of innovation for Stevenage. The aim is to offer an open innovation campus where early stage biotechnology companies can access the key facilities and expertise in large pharmaceuticals in order to increase their chances of success, whilst maintaining their independence. This will provide a supporting environment to allow start up and enable them to accelerate their progress. It will allow mentoring and the sharing of expertise to give a commercial focus and enhance the ability for these companies to tap into regional and national clinical and non-clinical networks. The development would also help to accelerate the impact of the funding initiatives of the funding partners and will help to develop a unique entrepreneurial training hub for drug discovery and development. It is considered that Stevenage with its proximity to large Pharma and academic centres of excellence is ideally suited for such a campus.
- 3.4 It is envisaged that the bioscience catalyst would play a key role in re-energising the UK biopharm sector through accelerating the growth and success of spin outs and start ups increasing the chances of attracting investment and enabling expansion. When fully developed the catalyst will create 1,500 jobs and attract investment to the region and the UK. In order to meet the timetable to use the committed funding (March 2011), if permission

is granted work is intended to commence in November this year and work to be completed by February 2012.

- 3.5 To facilitate the above the current application seeks planning permission for the erection of two three storey buildings to be used for research and development purposes. The submitted plans indicate the two buildings to be located to the north of the existing main reception area and lake serving the existing GSK development. One of the buildings, known as the incubator building, would have a gross floor area of 6,272 sqm and would be located to the north of the existing lake. This would comprise a number of offices, laboratories, write up areas and other support facilities over the ground, first and second floors. This would also incorporate an area described as a hub, providing a café, lobby and reception area and an open area linking the new building and the existing buildings serving GSK. The building is of a contemporary design with a flat roof, having a maximum height of approximately 25m. It is proposed to construct the building out of a mixture of masonry at the lower ground floor with cladding, photovoltaic panels and glazing on the ground, first and second floors. The hub would be constructed out of cladding but which is of a transparent nature and transmits light.
- 3.6 The second building proposed is described as an accelerator building and would have a gross floor area of 4708 sqm. This would be designed as a shell and core space on all three floors. It would then be left for individual tenants to fit the space out as laboratory and office accommodation to meet their own specifications. This building would have a height of approximately 21m and would be sited to the north of the existing multi storey car park, which itself is to the north east of the existing GSK reception building. This building will be constructed out of similar materials to the incubator building, again utilising a mixture of cladding, photovoltaic cells and glazing to the elevations under a flat roof. The plant to serve the building (and that of the incubator building) will be mounted on the roof and is proposed to be of a similar appearance to those on the existing GSK buildings.
- 3.7 As part of the development it is proposed to provide a total of 181 new car parking spaces. In addition 47 spaces from GSK's existing visitors' car park which will be displaced by the new buildings will be replaced as part of the development. The new and replacement car parking will comprise extensions to the existing surface level car park to the north of the application site and will also incorporate 5% of the total for disabled users. To augment the car parking it is proposed to provide 80 cycle parking spaces. Access to the site will be via the existing entrance to the site from Gunnels Wood Road and via a new entrance from the roundabout with junction 7 of the A1(M). These highway works have already been approved under the permission granted in March this year and are due to commence imminently.
- 3.8 The development, although resulting in the loss of some existing trees and landscaping, will incorporate new hard and soft landscaping proposals. The two new buildings would be linked by a large pedestrian plaza which would comprise a grass terrace and a water feature linked by block paved hardsurfaced areas. This would in turn connect the new development with the existing lake and reception building serving the existing GSK complex. The application site would be different to that of the previously referred to extant permissions with the buildings proposed much closer to the existing GSK buildings, however, the parking facilities will be within the application site of the previously approved scheme. The interim highway works proposed as part of the permission granted in March this year would be undertaken to serve this development (as the floor area proposed would be less than 18,600 sqm). Furthermore, to ensure that there would be no adverse impact caused by traffic generated from this development over and that anticipated as part of the previous permissions, the applicant is willing to enter into a s106 agreement to ensure that the floor space proposed as part of this application, if combined with the previous permissions, would not exceed 60,000 sqm.

4. PUBLIC REPRESENTATIONS

- 4.1 The application has been publicised by way of a site notice and a press notice. In response a letter has been received from the managing agent for gateway 1000 which is the office and industrial park situated opposite the application seeking further clarification on the application. This has been provided and no further response has been received.

5 CONSULTATIONS

5.1 Hertfordshire Highways

- 5.1.1 Raises no objection subject to the imposition of conditions.

5.2 Highways Agency

- 5.2.1 Raises no objection.

5.3 Environment Agency

- 5.3.1 Having considered the flood risk assessment (FRA) submitted by the applicant, initially objected, however, following receipt of additional information have withdrawn this objection and now raise no objection in principle to the proposed development provided conditions are imposed on any planning permission granted.

5.4 Head of Environmental Health

- 5.4.1 Raises no objection in principle to the proposals, but makes comment in respect of matters of dust, air quality, noise, lighting and contamination.

5.5 Thames Water

- 5.5.1 Advise that trade effluent consent will be required for any effluent discharge other than domestic discharge. They recommend that petrol/oil interceptors are fitted in all car parking facilities and advise that there are public sewers crossing the site and that their consent is required for any building works over or within 3m of these public sewers.

5.6 Herts Fire and Rescue Service

- 5.6.1 Comment that the access conforms to the relevant part of the building regulations and that the existing water supplies are considered satisfactory.

5.7 County Archaeologist

- 5.7.1 Raises no objection to the application.

5.8 Council's Landscape Officer

- 5.8.1 Raises no issue over the planting densities but requires further details in respect of the species proposed.

6 RELEVANT PLANNING POLICIES

6.1 Central Government Advice

Planning Policy Statement 1 - Delivering Sustainable Development
Planning Policy Statement 4 - Planning for Sustainable Growth
Planning Policy Guidance Note 13 – Transport
Planning Policy Statement 23 - Planning and Pollution Control
Planning Policy Statement 25 - Development and Flood Risk

6.2 Adopted District Plan

TW8 Environmental Safeguards
TW9 Quality in Design
E2 Employment Areas
E4 Acceptable uses in Employment Areas
T6 Design Standards
T12 Bus Provision
T13 Cycleways
T14 Pedestrians
T15 Car Parking Strategy
EN13 New trees in Developments

6.3 Supplementary Planning Guidance/Documents

Supplementary Planning Document for Gunnels Wood Employment Area - adopted 25th January 2006.
Parking Provision Supplementary Planning Guidance adopted May 2003.

6.4 Emerging Local Development Framework (LDF)

S01 Sustainable Development
CS08 Employment Land
CS15 Pollution and Flood Risk
CS16 Sustainable Transport and Car Parking
CS17 Quality in Design and Construction
DM29 Parking and Access
DM30 High Quality Design
DM31 Energy Efficiency and Renewable Energy
GW01 Job Growth
GW04 Small and Medium Enterprises
GW07 Bioscience Campus

7 APPRAISAL

7.1 The main issues for consideration in the determination of this application are its acceptability in land use policy terms; the effect on the appearance of the area; the impact on neighbouring amenities; the effect of the proposals on the highway network and the adequacy of the proposed parking provision.

7.2 Land Use Policy Issues

7.2.1 The application site is within the designated Gunnels Wood Employment Area, and forms a site allocated for employment purposes under Policy E3 of the adopted local plan. Added to this, policy E4 of the adopted District Plan encourages a range of employment uses within the B1, B2 and B8 use classes. On this basis, the proposal for research and development purposes within use class B1 is in accordance with the land use policies in the local plan

and is considered acceptable. Support for the development of a bioscience campus at the GSK site is also provided in the Gunnels Wood Area Action Plan which forms part of the Council's Local Development Framework.

7.3 Effect upon the Visual Amenities of the Area

- 7.3.1 The application proposes the erection of 2 no three storey buildings of a height ranging respectively between 21m and 25m. They are to be sited close to the existing buildings serving the GSK complex and are to be of a contemporary design finished with a flat roof sited upon which would be the plant area. Whilst the buildings would be visible from Broadhall Way and the east coast main rail line they would not be readily visible from the A1(M) given the substantial planting along the western boundary of the site. It is considered that that buildings are of a high quality of design using contemporary and sustainable materials which would complement and enhance the existing buildings at the site. The introduction of a hard and soft landscaping to augment the buildings including a plaza area and an ornamental water feature, would add to the quality of the development. Similarly, the proposed additional surface level car parking is relatively well screened by boundary landscaping. With regard to the internal road network proposed as part of the previous permission this is to be augmented by additional landscaping. On this basis, it is considered that the development would not harm the visual amenities of the site or its immediate locality.

7.4 Impact upon Neighbouring Amenities

- 7.4.1 The site lies within a part of the Gunnels Wood Employment Area where there are a number of different uses and building types. The development is separated from other sites, in particular the Arlington development (former BAe site) to the north by Broadhall Way, the railway line to the east and Knebworth Lane to the south. The area to be developed forms land immediately to the north of the existing GSK buildings and the only properties that would be affected by the development are the new offices which have recently been constructed on the former BAe site. However, given the level of separation between these buildings and the proposed development (approximately 300m away) and the height of the new buildings, it is not considered that they would adversely affect the operation or working environment of these adjoining premises. The Novotel Hotel is also sufficiently distant, separated by the A1(M), not to be affected by the proposed development.

7.5 Impact on highway Network

- 7.5.1 The previous application approved in April 2009 and the variation of condition application granted in March this year were supported by a transport assessment (TA) and detailed plans identifying alterations to junction 7 of the A1(M) and the reconstruction of the Gunnels Wood Road/Broadhall Way roundabout. These were the subject of lengthy consideration and amendment involving Hertfordshire highways, the Highways Agency and the applicant's transport consultant. The resultant highway works which were agreed as part of those applications are:-

The A1(M) roundabout to be signalised (partially required in any event, as part of the proposals for the west of Stevenage).

A new access into the GSK site to be provided directly off the A1(M) roundabout.

At the GSK junction the proposed signalised layout has been simplified by excluding the west to south right turn from Broadhall Way into the main GSK entrance. All that traffic will enter the GSK site directly from the A1(M) roundabout.

An additional westbound lane has been added to Broadhall Way between the GSK junction and the A1(M) roundabout.

An 'escape route' is to be provided within the GSK site, connecting the new entrance from the A1(M) roundabout to the present main exit from GSK. This will cater for any drivers who use the new exit from the A1(M) roundabout by mistake. It will also cater for visitors arriving at GSK from the motorway who need to pass through the main security gate.

- 7.5.2 In dealing with the previous applications and to assess the impact of the development on the highway network to cater for the new floorspace to be created, the TA used survey data from the existing operation at the GSK site and then this was used for traffic modelling to predict the increase which would occur following the development. As a result, the highway proposals were considered acceptable in-principle subject to detail design approval by both Hertfordshire County Council and The Highways Agency and subject to the imposition of a number of conditions and the construction being proposed to be carried out in the following two stages:

Interim (Stage 1) : Signalisation of the A1(M) roundabout, together with the new direct entrance from the A1(M) roundabout into GSK. In addition, minor works would be carried out within the highway boundary at the GSK junction, to improve the left turn from GSK towards the west.

Final (Stage 2): Completion of the works at the GSK roundabout

- 7.5.3 To support this current application an updated transport assessment has been provided given that the original data used on the previous applications is now several years old. This uses survey data which was undertaken in 2009. This has confirmed that the earlier traffic modelling remains valid and that the previously predicted growth has been delayed by 2-3 years. This has also indicated that inbound peak flow traffic to the site had remained constant since 2004 and that evening outbound peak traffic had reduced. Added to this, the flows on the A1(M) have not worsened since the previous surveys. In view of this, the data indicates that it is reasonable to continue to rely on the traffic work which has already been carried out.
- 7.5.4 The application has been assessed by the County Council in terms of traffic generation who consider that the actual gross external floor areas for proposed buildings can be accommodated within the previous consent, which allows up to 18,600sqm of development to take place using the interim highway improvement scheme. The detailed design for such interim works has been approved by the Highway Authority. They also advise that the applicant has already entered into a S278 Agreement with the Highway Authority as part of the original application to cover design, construction and implementation of the highway works within the existing public highway and adoptable highway works on third party land. The Highway Authority is also satisfied that there is no need to alter the traffic calculations undertaken for the previous application. Original prediction for the underlying growth was 3% to 4% lower than expected. This is equivalent to the growth being delayed by 2 to 3 years.
- 7.5.5 Accordingly, Herefordshire County Council as Highway Authority's is raising no objection to the application subject to the imposition of planning conditions as well as the applicant entering into a Section 106 Agreement to ensure that the combined floor areas of the Bioscience Park, including the Phase 1 and all other development approved under previous planning consents, will not exceed 60,000sqm GFA.

7.6 Car Parking

- 7.6.1 In assessing car parking, the proposal identifies a total of 181 new car parking spaces to be provided and 47 replacement car parking spaces for those to be displaced from the existing

visitor car park serving the site. Based on the Council's adopted car parking standards of 1 space per 35 sqm in respect of research and development floor area, a total of 314 spaces would be required for the new development. However, the site lies outside the town centre area and, therefore, falls within parking zone 4 as defined in the Council's Supplementary Planning Guidance relating to car parking. In this location the standards allow for a threshold of between 75-100% of the maximum. Applying the lower percentage, the development would require the provision of 232 spaces to serve the proposed development.

- 7.6.2 Whilst the required car parking is below the maximum standard, it has to be borne that the site is in a relatively sustainable location, being well served by public transport and close to the footpath and cycleway network. Furthermore, GSK operate a shuttle bus service for staff and visitors every working day to and from the train station 4 times per day between 7.00 and 9.00am and 4.30-6.30. Given this situation, and the existence of parking restrictions on Gunnels Wood Road and Broadhall Way, which control on-street parking in the vicinity of the application site, it is considered that the level of parking proposed to serve the development is acceptable.

7.7 Other Considerations

- 7.7.1 In accordance with the normal requirements of the Environment Agency, the applicant has submitted a flood risk assessment in conjunction with their application. The Environment Agency, who have considered this document, have advised that they are satisfied that the proposed development would not give rise to any flood risk issues and are raising no objection to the application. These matters would also be dealt with by means of a planning condition. Similarly, Thames Water have assessed the proposals are raising no objection to the application.

8 CONCLUSIONS

- 8.1 The proposed development complies with the Council's land use policies and would not harm either the appearance of this area or the operating conditions of adjoining firms. It would not adversely affect the operation of the local highway network and the level of car parking available to serve the new premises and the replacement for the existing parking to be displaced is considered acceptable. The proposal will provide employment growth and improving the competitive position of Stevenage.
- 8.2 Accordingly, it is recommended that planning permission be granted subject to the applicant having first completed and signed a Section 106 agreement to limit the combined floorspace created by this development and the previously approved permission to no more than 60,000 sqm and the parking provision to no more than 1200 sqm.

9 RECOMMENDATIONS

- 9.1 That PLANNING PERMISSION be granted subject to the applicant having first completed and signed a Section 106 agreement, the detail of which would be delegated to the Head of Planning, Regeneration and Transport in liaison with the Head of Legal Services, to ensure that the combined floorspace and parking provision of this current application and the development permitted under planning permissions 05/00621/OP and/or 09/00314/FP, if implemented together, would not exceed 60,000sqm and 1,200 car parking spaces and to ensure that the appropriate financial contributions previously offered toward highway remedial works are received and,

subject to the following conditions:-

1. The development hereby permitted 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).
2. Prior to implementation of the external surfaces in relation to any individual building, particulars and samples of those materials to be used in all external faces of that building shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with such details as have been Approved.
REASON:- To ensure the development has an acceptable appearance in accordance with policy TW9 of the Stevenage District Plan Second Review 1991-2011.
3. Prior to the implementation of the soft and hard landscape works, a scheme of soft and hard landscaping details and the treatments of all hard surfaces shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of all new planting to take place including species, size and method of planting.
REASON:- To ensure a satisfactory appearance for the development in accordance with policy TW9 of the Stevenage District Plan Second Review 1991-2011.
4. 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 first occupation of the building(s) or the completion of the development whichever is the sooner.
REASON:- To ensure the proper completion of the soft landscaping in the interests of visual amenity in accordance with policy TW9 of the Stevenage District Plan Second Review 1991-2011.
5. All hard surfacing comprised in the approved details of landscaping shall be carried out within three months of the first occupation of the building(s) or the completion of the development, whichever is the sooner.
REASON:- To ensure the proper completion of the hard landscaping in the interests of visual amenity in accordance with policy TW9 of the Stevenage District Plan Second Review 1991-2011.
6. No tree shown retained on the approved plans, or subsequently 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.
REASON:- To ensure the protection of those trees which should be retained in the interests of visual amenity in accordance with policy EN13 of the Stevenage District Plan Second Review 1991-2011.
7. Before any development commences, including any site clearance or demolition works, any trees identified to be retained at the site and affected by the proposed development shall be protected by fencing or other means of enclosure in accordance with a detailed scheme which has been submitted to and approved in writing by the Local Planning Authority. Such protection as may be agreed shall be inspected and approved by the Local Planning Authority prior to the commencement of the work and maintained until the conclusion of all site and building operations.
REASON:- To ensure that the retained tree(s) are not damaged or otherwise adversely affected during site operations in accordance with policy EN13 of the Stevenage District Plan Second Review 1991-2011.
8. 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.

REASON:- To ensure the maintenance of the approved landscaping scheme in the interests of visual amenity in accordance with policy TW9 of the Stevenage District Plan Second Review 1991-2011.

9. Construction of the development hereby permitted shall not be commenced until detailed plans and internal layout and car parking layout are submitted to and approved by the Local Planning authority.

REASON: To ensure that the approved development takes place in a comprehensive manner.

10. Construction of the development hereby approved shall not commence until details of construction vehicle movements and construction access arrangements are submitted to and approved by the Local Planning Authority.

REASON: To ensure the impact of construction vehicles on the local road network is minimised in accordance with the advice contained in Planning Policy Guidance Note 13 – Transport.

11. Prior to commencement of the development, details of construction phasing in conjunction with the Interim Highway improvement works shall be submitted to and approved in writing by the Local Planning Authority.

REASON: To ensure that the development takes place in a comprehensive manner having due regard for highway safety and capacity in accordance with the advice contained in Planning Policy Guidance Note 13 – Transport.

12. On-site parking shall be provided for the use of all contractors, sub-contractors, visitors and delivery vehicles engaged on or having business on site in accordance with details to be agreed in writing with the Local Planning Authority, in consultation with the Highway Authority.

REASON: In the interests of Highway safety and efficiency in accordance with the advice contained in Planning Policy Guidance Note 13 – Transport.

13. No part of the development shall be occupied until the relevant access, car parking and turning areas have been constructed, surfaced and permanently marked out in accordance with a phasing plan to be agreed with the Local Planning Authority. The car parking and turning areas so provided shall be maintained as a permanent ancillary to the development and shall be used for no other purpose at any time.

REASON: To ensure that adequate parking is provided at all times in accordance with policy T15 of the Stevenage District Plan Second Review 1991-2011.

14. Within 2 months of the first occupation of the development the applicant shall implement a revised “Travel plan” with the object of reducing the staff and visitors travelling to the development by private car which shall be first submitted to and approved by the Planning/Highway authorities.

REASON: To promote sustainable transport measures to the development in accordance with the advice contained in Planning Policy Guidance Note 13 – Transport.

15. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated July 2010, and subsequent plans and drawings submitted to the Environment Agency listed on the 22 September 2010 and the following mitigation measures detailed within the FRA:-

1. Limiting the surface water run-off generated by the 100 year critical storm (including a climate change allowance) from the site so that it does not exceed 9.3 L/sec;

2. Attenuation of no less than 364.8 cubic metres of surface water in the attenuation tank, as detailed in the foul and surface water drainage plan (no 601515229/CL001);

3. Incorporation of porous paving and bio retention areas as detailed in the foul and surface water drainage plan (no 601515229/CL001

REASON: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with the advice contained in Planning Policy Statement 23 - Development and Flood Risk.

16. Prior to the occupation of the buildings approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

1) The site investigation results and a detailed risk assessment and, based on these, an options appraisal and remediation strategy (if required) giving full details of the remediation measures required and how they are to be undertaken.

2) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (1) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

REASON: To protect local ground and surface waters from the possible effects from the previous use of the site in accordance with the advice contained in Planning Policy Statement 23 - Planning and Pollution Control.

17. Reports on monitoring, maintenance and any contingency action carried out in accordance with a long-term monitoring and maintenance plan shall be submitted to the Local Planning Authority as set out in that plan. On completion of the monitoring programme a final report demonstrating that all long-term site remediation criteria have been met and documenting the decision to cease monitoring shall be submitted to and approved in writing by the local planning authority.

REASON: To protect local ground and surface waters from the possible effects of previous site use in accordance with the advice contained in Planning Policy Statement 23 - Planning and Pollution Control.

18. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the developer has submitted and obtained written approval from the Local Planning Authority for an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

REASON: To protect local ground and surface waters from the possible effects of previous site use in accordance with the advice contained in Planning Policy Statement 23 - Planning and Pollution Control.

19. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

REASON: To ensure that any contamination from previous use of the site is not able to penetrate into the principal aquifer beneath the site in accordance with the advice contained in Planning Policy Statement 23 - Planning and Pollution Control.

20. The development hereby permitted shall be carried out in accordance with the following approved plans: 713808/01, 02B, 03B, 04B, 05A, 06A, 07A, 08A, 09A, 10A, 11A, 12A, 13a,

14A, 15A, 16a, 17a, 18a, 19A, 100B,101B, 102B, 103B, 104B, 105B,106B, 107B, 108B, 120A, 121A, 50/01, 50/02, 51/01, 51/02,52/01 and 53/01.

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

The Grant of Planning Permission is justified on the following grounds:

The proposed development is fully in accordance with the Council's land use policies relating to employment growth in the town. There would be no adverse effects on the operation of the local highway network and no prejudice to highway safety. The proposed development would not harm either the appearance of the area or the operating conditions of the occupiers of adjoining sites. The proposed buildings would be accessible by a choice of means of transport and adequate parking provision would be made.

In reaching its decision in respect of this application, the Council has had regard to the following policies of the Stevenage District Plan Second Review 1991-2011:-

TW8, which relates to the Council's development control standards and criteria;
TW9, which requires developments to achieve a high standard of design;
E2, which designates the Gunnels Wood Road Employment Area to include the application site;
E4, which sets out acceptable uses in employment areas;
T12, which seeks improvements to bus facilities in conjunction with major developments;
T13, which seeks to provide for the needs of cyclists in conjunction with major developments;
T14, which seeks to provide for the needs of pedestrians in conjunction with major developments;
T15, which relates to the provision of on-site car parking;

and the advice contained in:

Planning Policy Statement 1 - Delivering Sustainable Development
Planning Policy Guidance Note 13 – Transport
Planning Policy Statement 23 - Planning and Pollution
Planning Policy Statement 25 - Development and Flood Risk

10 BACKGROUND DOCUMENTS

1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. Letters received containing representations referred to in this report.
3. Responses to consultations with statutory undertakers and other interested parties referred to in this report.
4. Stevenage District Plan Second Review 1991-2011.
5. Stevenage Borough Council Supplementary Planning Guidance – Vehicle Parking Provision – Adopted May 2003.
6. Stevenage Borough Council Supplementary Planning Document - Gunnels Wood Employment Area – Adopted January 2006.
7. Central Government advice contained in Planning Policy Statements and Guidance Notes.