

**The Meeting:** Planning and Development Committee **Agenda Item:**

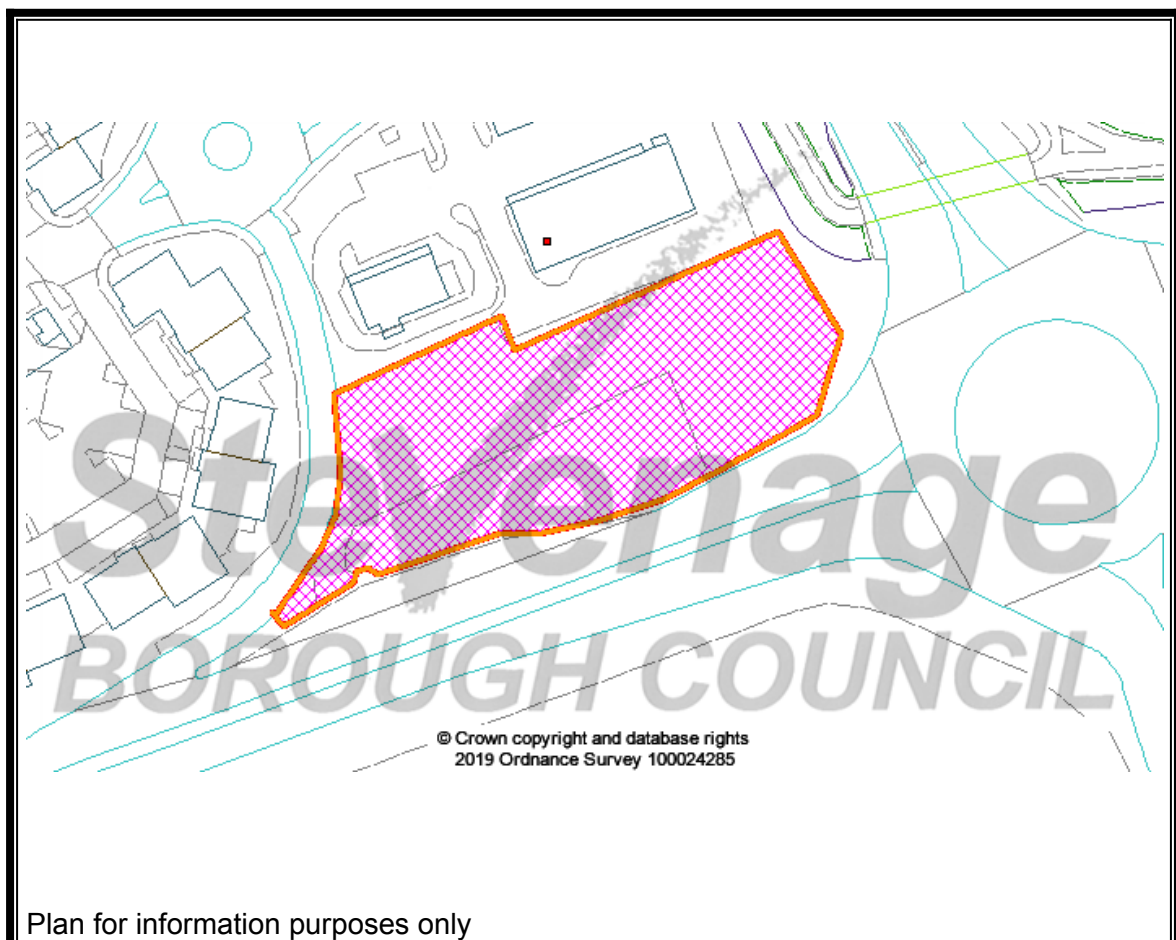
**Date:** 26 May 2020

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Application Nos:	19/00673/FPM
Location:	Plot 2000, Arlington Business Park, Gunnels Wood Road, Stevenage
Proposal:	Erection of business and household storage facility (Use Class B8), associated car parking, delivery areas and associated ancillary works.
Drawing Nos.	PL01B; PL02A; PL05C; PL10B; PL11B; PL12C; PL16C; PL20C; PL21B; PL30B; PL31B; PL90C; 19-44-01 C.
Applicant:	Lok 'n' Store Limited
Date Valid:	15 <sup>th</sup> November 2019
Recommendation:	GRANT PLANNING PERMISSION



## **1. SITE DESCRIPTION**

- 1.1 The application site is located within the Gunnels Wood Road Employment Area. The site is bordered by Gunnels Wood Road (A1072) which is located to the east, Broadhall Way (A602) to the south and Whittle Way to the west with Arlington Court to the north. Part of the site comprises the recently completed Petrol Filling Station and associated convenience store as well as the Coffee 'Drive Thru' which is operated by Starbucks. The site is positioned in the south eastern corner of Arlington Business Park.
- 1.2 To the north of the site lies Arlington Court which comprises of two-storey brick built offices with a mono-pitched metal roof. To the west of the site is Arlington Business Park (also known as Gateway 1000) which comprises part single-storey, part two-storey and part three-storey offices, trade units and commercial premises. The buildings are generally constructed from metal cladding with full height curtain wall glazing along metal mono-pitched roofs.
- 1.3 To the south of the site beyond Broadhall Way is the Glaxo SmithKline (GSK) campus and to the east beyond Gunnels Wood Road is Leyden Road. This road comprises a number of commercial and industrial premises which are generally single-storey in height. To the west beyond Arlington Business Park lies Junction 7 of the A1(M) motorway which connects to Broadhall Way.

## **2. RELEVANT PLANNING HISTORY**

- 2.1 Under outline planning application 02/00098/OP permission was sought for the erection of a business park comprising of Use Class B1, B2 and B8 uses with food store (Use Class A1), day nursery (Use Class D1) and car showroom. This application was granted planning permission in October 2002.
- 2.2 Planning application 04/00243/FP sought a variation of condition 7 of outline planning permission reference 02/00098/OP to omit the proposed new egress onto Gunnels Wood Road. This application was granted permission in July 2004.
- 2.3 Reserved matters application 04/00247/RM related to Phase 2 construction of access with associated landscaping, pursuant to outline permission 02/00098/OP. This application was granted In July 2004.
- 2.4 Reserved matters application 05/00428/RM was for the construction of 2991 square metres of Class B1(a) (Office) floorspace to be accommodate in 5 two storey buildings with ancillary car parking and landscaping pursuant to outline permission 02/00098/OP. This application was granted in October 2005.
- 2.5 Planning application 11/00701/FPM sought permission for the erection of a 3,770 sqm office, a 2,622 sq.m hotel and a 511 sq.m restaurant with associated car parking and vehicle and pedestrian accesses. This application was granted planning permission in September 2012.
- 2.6 Planning application 17/00183/FPM sought permission for the erection of 1 no. 83 bed hotel, petrol filling station with ancillary convenience store and coffee drive-thru outlet with associated access, parking and circulation arrangements, landscaping and associated works. This application was withdrawn in August 2017.
- 2.7 Planning application 17/00826/FPM sought permission for the erection of a four storey office building (Use Class B1a), petrol filling station with ancillary convenience store and coffee drive-thru outlet with associated access, parking and circulation

arrangements, landscaping and associated works. This application was granted planning permission in November 2018.

### **3. THE CURRENT APPLICATION**

- 3.1 This application seeks planning permission for a four-storey, 8,125 sq.m storage building (Use Class B8) with associated 235 sq.m of office space. The building itself would measure approximately 58m in length, 33m in depth with an overall height of approximately 15m. The external elevations of the building would be constructed from preformed cladding and curtain wall glazing fitted within powder polyester coated (ppc) aluminium frames. The building would comprise of cantilevered canopies over the loading doors and entrances.
- 3.2 In addition to the above, the proposal also comprises areas of new landscaping, parking, circulation areas and ancillary works. This application comes before the Planning and Development Committee is because it is a major commercial development.

### **4. PUBLIC REPRESENTATIONS**

- 4.1 Following notification of the application via letter, the erection of a site notice and the issuing of a press notice, no comments or representations have been received.

### **5. CONSULTATIONS**

#### **5.1 Hertfordshire County Council as Highways Authority**

- 5.1.1 Subject to conditions on construction management and vehicle access, it is not considered the development would have an unreasonable impact on the safety and operation of the adjoining highway network.

#### **5.2 Council's Engineering Section**

- 5.2.1 Cycle parking needs to be provided for use by both employees and storage users. Proposed provision of four internal stands for staff use and a similar number of stands should be provided externally for customers. These should be located as close as possible to the entrance, for maximum convenience and to provide overlooking for additional security.
- 5.2.2 Given the nature of the development, quality of cycle network and presence of cargo cycle services in the town, these should be of a sustainable type and spacing for use by cargo cycles to help support a modal shift.
- 5.2.3 Provision for some electrical car charging on site to encourage and facilitate electric vehicle use by customers and staff is encouraged.

#### **5.3 Lead Local Flood Authority**

- 5.3.1 The drainage strategy which has been submitted to the Council is considered to be acceptable. This is because the proposed development site can be adequately drained and will be able to mitigate any potential surface water flood risk. The applicant has also demonstrated that an appropriate sustainable drainage scheme can be implemented in accordance with best practice.
- 5.3.2 If the Council is minded to grant planning permission, it is recommended a condition be imposed requiring that the drainage scheme provided should be implemented in accordance with the approved details.

#### **5.4 Herts and Middlesex Wildlife Trust**

5.4.1 No comment.

#### **5.5 Council's Environmental Health Officer**

5.5.1 No concerns other than the standard conditions if approved.

#### **5.6 Thames Water**

5.6.1 With regards to surface water, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water, there is no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services is required.

5.6.2 There are public sewers crossing or close to the development, if there are plans for significant work near the sewers, it is important to minimise the risk of damage. Thames Water will need to check that the development does not limit repair or maintenance activities, or inhibit the serves provided in any way.

5.6.3 It is recommended that petrol/oil interceptors are fitted in all car parking, washing and repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses. It is expected that the developer demonstrates what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation.

5.6.4 Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would recommend an informative be attached to the permission. This informative relates to the requirement to secure a Groundwater Risk Management Permit from Thames Water.

5.6.5 Looking at the waste water network and sewage treatment works infrastructure capacity, there are no concerns with the proposed development based on the information submitted.

#### **5.7 Hertfordshire County Council Minerals and Waste**

5.7.1 The Council needs to be aware of the Policies in regards to waste management of the site, including the re-use of unavoidable waste where possible and the use of recycled materials where appropriate to the construction.

#### **5.8 Police Crime Prevention Design Advisor**

5.8.1 It is strongly recommended the applicant engages with the Crime Prevention Design Service if permission is granted in order to achieve the police preferred minimum that is Secure by Design (SBD) – Commercial. On a separate note, if they can demonstrate that the items specified in the additional documents are third party certified to the relevant standards, the applicant is well on the way to achieving accreditation at no further costs.

## **5.9 Highways England**

5.9.1 No objection.

## **5.10 Environment Agency**

5.10.1 Groundwater is sensitive in this location due to the site being located upon a Secondary A aquifer within the superficial glaciofluvial sand and gravel deposits and a Principal aquifer with the Chalk bedrock, that are likely to be in hydraulic continuity. Therefore, it is recommended that the requirement of the NPPF and NPPG are followed. This means that all risks to groundwater and surface waters from contamination need to be identified so that appropriate remedial action can be taken. This should be in addition to the risk to human health that the Environmental Health Department will be looking at.

5.10.2 It is expected reports and Risk Assessments to be prepared in line with our Groundwater Protection guidance (previously covered by the GP3) and CLR11 (Model Procedures for the Management of Land Contamination). In order to protect ground water from further deterioration:

- No infiltration-based sustainable drainage systems should be constructed on land affected by contamination, as contaminants can remobilise and cause groundwater pollution;
- Piling, or any other foundation designs using penetrative methods, should not cause preferential pathways for contaminants to mitigate to groundwater and cause pollution;
- Decommission of investigative boreholes to ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water.

## **5.11 North Hertfordshire District Council**

5.11.1 No comment.

## **5.12 UK Power Network**

5.12.1 No comment.

## **5.13 Council's Arboricultural Officer**

5.13.1 The trees are not particularly of high value or importance. However, we do need to ensure there is adequate and appropriate tree replanting.

## **5.14 Hertfordshire County Council Minerals and Waste**

5.14.1 No comment.

# **6. RELEVANT PLANNING POLICIES**

## **6.1 Background to the development plan**

6.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that the decision on the planning application should be in accordance with the development plan unless material considerations indicate otherwise. For Stevenage the statutory development plan comprises:

- The Stevenage Borough Council Local Plan 2011-2031

- Hertfordshire Waste Development Framework 2012 and Hertfordshire Waste Site Allocations Development Plan Document (adopted 2012 and 2014); and
- Hertfordshire Minerals Local Plan 2002 – 2016 (adopted 2007).

## **6.2 Central Government Advice**

- 6.2.1 A revised National Planning Policy Framework (NPPF) was published in February 2019. This largely reordered the policy substance of the earlier 2012 version of the NPPF albeit with some revisions to policy. At the time the revised NPPF was published, the Stevenage Local Plan was subject to a Holding Direction by the Secretary of State following an Examination in Public in 2017. On 25 March 2019 the Secretary of State withdrew the Holding Direction on the understanding that the Council would adopt it as part of the Development Plan. The Council are content that the policies in the Local Plan are in conformity with the revised NPPF and that the Local Plan be considered up to date for the purpose of determining planning applications.
- 6.2.2 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is itself a material consideration. Given that the advice that the weight to be given to relevant policies in the local plan will depend on their degree of consistency with the NPPF, it will be necessary in the determination of this application to assess the consistency of the relevant local plan policies with the NPPF. The NPPF applies a presumption in favour of sustainable development.
- 6.2.3 In addition to the NPPF, advice in Planning Practice Guidance must also be taken into account. It states that, where the development plan is absent, silent or the relevant policies are out of date, paragraph 11 of the National Planning Policy Framework requires the application to be determined in accordance with the presumption in favour of sustainable development unless otherwise specified.

## **6.3 Stevenage Borough Local Plan 2011-2031 (Adopted 2019)**

Policy SP1: Presumption in favour of sustainable development;  
 Policy SP2: Sustainable Development in Stevenage;  
 Policy SP3: A strong, competitive economy;  
 Policy SP5: Infrastructure;  
 Policy SP6: Sustainable Transport;  
 Policy SP8: Good Design;  
 Policy SP11: Climate Change, Flooding and Pollution;  
 Policy EC2a: Gunnels Wood Employment Area;  
 Policy EC4: Remainder of Gunnels Wood;  
 Policy EC5: Active frontages and gateways;  
 Policy IT4: Transport Assessments and Travel Plans;  
 Policy IT5: Parking and Access;  
 Policy IT6: Sustainable transport;  
 Policy IT7: New and improved links for pedestrians and cyclists;  
 Policy GD1: High Quality Design;  
 Policy FP1: Climate Change;  
 Policy FP2: Flood risk in Flood Zone 1;  
 Policy FP5: Contaminated land;  
 Policy FP7: Pollution;  
 Policy NH5: Trees and woodland.

## **6.4 Supplementary Planning Documents**

Parking Provision Supplementary Planning Document January 2012.  
 Stevenage Design Guide Supplementary Planning Document January 2009.

## **6.5 Community Infrastructure Levy Charging Schedule**

- 6.5.1 Stevenage Borough Council adopted a Community Infrastructure Levy Charging Schedule in 2020. This allows the Council to collect a levy to fund infrastructure projects based on the type, location and floorspace of a development.

## **APPRAISAL**

- 7.1 The main issues for consideration in the determination of the application are its acceptability in land use policy terms, community infrastructure levy, Impact on visual amenity, Impact on amenities, parking provision, means of access and highway safety, trees and landscaping, impact on the environment and development and flood risk.

## **7.2 Land Use Policy Considerations**

### Employment

- 7.2.1 Policy EC2a of the Stevenage Borough Local Plan 2011 – 2031 (2019) defines the site as falling within the Gunnels Wood employment area. Policy EC4: Remainder of Gunnels Wood stipulates that for sites outside of the Edge-of-Centre and Industrial Zones and allocated sites for employment, planning permission will be granted where:-
- a. Development (including changes of use) is for use classes B1(b) research and development, B1(c) light industry, B2 General Industry and / or B8 storage and distribution;
  - b. (Re-) development of the site would not prejudice the provision of an appropriate number and range of jobs across the Employment Area as a whole; and
  - c. On sites over two hectares in size, any proposals for B8 development are either part of a mixed use scheme providing a range of acceptable uses or essential to the continued operation of an existing use.

The above policy goes onto state that planning permission for B1(a) offices will only be granted as an exception to criteria a where it is ancillary to the specified uses, is essential to the continued operation of an established B1(a) use or a sequential test clearly demonstrates that no suitable sites are available in more accessible locations.

- 7.2.2 The proposed development seeks to deliver a storage facility (Use Class B8) which is in accordance with Policy EC4 of the adopted Local Plan. Focusing on the employment aspects of the development, it is noted that the proposed storage element of development would generate 4 full time staff equivalent (FTE). However, it is evidenced that 40% of all self-storage space is utilised by businesses rather than individuals and are of particular value for smaller businesses. The average business which utilises a facility such as one by Lok n Store are generally small businesses with a limited number of employees. This in essence allows them to establish and grow where space is at a premium. The types of businesses which use self-storage facilities are as follows:-

- Professional Services;
- Retail;
- Construction and Building;
- Wholesale;
- Non-profits;
- Media;
- Healthcare;

- Information technology; and education.

7.2.3 Commercial customers of the business generally use storage space for a variety of purposes, such as:-

- Storage of goods ordered on-line and sent direct from the store;
- Storage of excess or seasonal stock;
- Document/archive storage;
- Furniture and document storage whilst offices are being refurbished or the organisation is relocating;
- Storage of equipment and tools, storing shop or office fittings.

The Economic and Social Benefits Assessment submitted by the applicant (prepared by Turley Associates) stipulates that whilst self-storage units do not directly employ large numbers of staff, they do have a significant impact on local employment by fostering small business development. This report identifies that there were around 1 million businesses using self-storage across the UK in 2019. Further, some entire businesses operate from within their respective storage space. It also allows businesses to outsource particular services or elements of the business, such as storage for the office, data or sales functions.

7.2.4 It is also evidenced at the national level (by Savills and Turley Associates), over 50% of owner-occupied homes are under-occupied i.e. where a household has at least two bedrooms which are not regularly used. Many of the older households where children have left home where almost half of the 3.9 million home owners aged over 55 state they want to sell and move to smaller homes. As such, one of the barriers to downsizing is finding sufficient space in a smaller home for possessions. Therefore, storage facilities are a solution to this problem. The UK populous has also become more mobile, especially with around 2.5 million people in the rented sector with many developments in town centre locations being at a premium and so lack space to store all their items. This therefore, increases demand for self-storage facilities for both older generations, those who are privately renting or more mobile.

7.2.5 In addition to the above, through further negotiations with the applicant in order to boost employment numbers, the applicant has agreed to provide an element of office space on the first floor area of the building. The office element would comprise of 11 units which would generate an additional 20 FTE employees. As such, the proposed development as a whole would generate an acceptable level of employment in line with the Council's aspirations.

7.2.6 Given the aforementioned assessment, the proposed development represents an appropriate use of this site in accordance with the adopted Local Plan. The proposal would help to support many Small and Medium Enterprises (SMEs) and provide uplift in employment floorspace. The proposal would also indirectly support an estimated 1,332 jobs from a range of business sizes of which around 111 jobs will be reliant on the proposed development. Furthermore, the proposed development itself would also create an acceptable level of employment provision on this site. Consequently, it has been established that the overall principle of the development within the Gunnels Wood Employment Areas is deemed to be acceptable.

### **7.3 Community Infrastructure Levy**

7.3.1 The development is liable for Community Infrastructure Levy under the Council's adopted Charging Schedule (2020). The CIL Charging Schedule specifies a payment for new floorspace in line with the following rates (plus appropriate indexation):



Development Type	CIL Rate (£ per square meter)	
	Zone 1: Stevenage Central, Stevenage West Urban Extension and North of Stevenage Extension	Zone 2: Everywhere else
Residential		
Market housing	£40/m <sup>2</sup>	£100/m <sup>2</sup>
Sheltered housing	£100/m <sup>2</sup>	
Extra care housing	£40/m <sup>2</sup>	
Retail development	£60/m <sup>2</sup>	
All other development	£0/m <sup>2</sup>	

7.3.2 CIL is a non-negotiable charge. The exact charge will be determined by the Council's CIL officer after an application has been granted in accordance with the CIL Charging Schedule and the Community Infrastructure Levy Regulations 2010 (as amended). Opportunities for relief or exemption from the CIL charge exist and will be taken into account in the calculation of the final CIL charge.

7.3.3 CIL replaces the need for S106 agreements to specify financial and/or land contributions for non-site-specific infrastructure projects. This allows infrastructure to be planned on a borough-wide scale rather than on a site-by-site basis as mitigation against the impacts of individual proposals. A CIL Form 1: Additional Information has been submitted along with the application. For this development, whilst the development would be the CIL liable, the rating for this scheme is £0.

#### **7.4 Impact on Visual Amenity**

7.4.1 This part of the Gunnels Wood Employment Area is dominated by three large sites, including the GSK complex and Arlington Business Park. The area immediately surrounding the site is characterised by two and three storey high modern office developments. In the wider area there is a range of single-storey industrial buildings as well as the car showrooms for BMW and Ford. Junction 7 of the A1(M) is a key gateway, not only entering the Gunnels Wood Road area, but also Stevenage as a town. In this location, a number of employment sites front onto Gunnels Wood Road, however, there is considered to be a poor sense of arrival into the area with few buildings providing an 'active frontage'.

7.4.2 Paragraph 127 of the NPPF 2019 stipulates that planning decisions should ensure development functions well and adds to the overall quality of the area, not just in the short term but over the lifetime of the development. It also sets out that development should be visually attractive as a result of good architecture, layout and appropriate and effective landscaping is sympathetic to local character and history, including the surrounding built environment and landscape setting. In addition, the NPPF sets out that development should establish or maintain a strong sense of place, using arrangements of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit. It also stipulates that development should optimise the potential of the site to accommodate and sustain an

appropriate mix of development and finally, create places that are safe, inclusive and accessible.

7.4.3 Paragraph 130 of the NPPF states that “permission should be refused for development of poor design that fail to make available opportunities for improving the character and quality of an area and the way it functions”. Policy GD1 of the adopted Local Plan (2019) requires all forms of development to meet a high standard of design which includes form of built development, elevational treatment and materials along with how the development would integrate with the urban fabric, its relationship between buildings, landscape design and relevant aspects of sustainable design as well.

7.4.4 Turning to Gunnels Wood Road specifically, Policy EC5: Active frontages and gateways states that planning permission for the (re-) development of sites with a frontage along, in this case Gunnels Wood Road and Broadhall Way, will be granted where:-

a. Proposals face directly onto the identified road and provide active frontages and natural surveillance;

b. Buildings are not set back significantly from the identified road;

c. Car parking and service areas are located away from the street frontage of the identified road;

d. On corner plots, where the roads intersect, schemes incorporate landmark architecture and gateway features wherever this would be compatible with the proposed use(s).

7.4.5 The proposed building is to be the principal building on the site and, as such, it is to be positioned in the most prominent location in the south east corner of the site adjacent to the roundabout fronting GSK. The building is to be a maximum of four storeys high, which as detailed in paragraph 3.1 of this report, would measure approximately 58m in length, 33m in depth with an overall height of approximately 15m. The building would have a staggered footprint combined with cantilevered canopies over the loading doors and main entrance with glazing below. There would also be a chamfered, cantilevered, glass box on the south-eastern elevation orientated towards the junction of Gunnels Wood Road and Broadhall Way. These features help to break up the overall massing of the building.

7.4.6 The proposed building would also comprise of extensive areas of curtain wall glazing on the main elevations fronting onto Gunnels Wood Road and Broadhall Way. There would also be a full height glazed lobby entrance/reception area on the western elevation as well as glazing at first floor level serving the offices on the northern elevation. These areas of glazing further help to break up the elevations and massing of the building as well creating active frontages. In terms of cladding, the use of contrasting colours helps to provide variety and interest into the overall facades when viewed from the public realm. In order to soften the appearance of the development, the applicant is also looking to create extensive landscaping areas along Broadhall Way and Gunnels Wood Road comprising of hedging and shrubs. This would also help to create an enhanced sense of arrival as someone travels into town via the A1(M).

7.4.7 Given the aforementioned assessment, it is considered that the proposed development would deliver a modern, well designed building which actively addresses the key arterial roads which are Gunnels Wood Road and Broadhall Way. The development would also bring back a vacant area of land to an active usage and would help to invigorate this part of the employment area. As such, the overall design and visual

appearance of the development would not be detrimental to the visual amenities of the wider area.

## **7.5 Impact on Amenities**

### Noise

- 7.5.1 Policy FP7 of the Local Plan (2019) states that all developments should minimise, and where possible, reduce air, water, light and noise pollution. Taking this policy into consideration, despite the proposed development comprising of noise a generating use, the nearest residential property lies within Norton Green which is approximately 932m to the north-west of the application site beyond the A1(M). Given this, the development would not harm the amenities of the nearest residential properties.
- 7.5.2 In terms of impact on neighbouring commercial properties, given the site forms part of Arlington Business Park, there is the Gateway 1000 development which comprises of three-storey offices. This is located on the western side of the site and is separated by Whittle Way. In addition the petrol filling station and coffee drive-thru facility are located to the north of the proposal. Given this relationship, the proposed development would be sufficiently separated from these businesses to not detrimentally impact on their operating conditions.
- 7.5.3 In respect of other neighbouring properties, to the south of the site on the opposite side of Broadhall Way is the GSK site. There is a significant separation distance between the two sites and, as such, it is considered that the development would not have an impact on the operation of GSK. Immediately to the north is Arlington Court which is an office development of two and three storey buildings. The proposed petrol filling station being the closest building would be 45m away, but the proposed fuel lanes would be in close proximity to the boundary. However, given the location of the site adjacent to Gunnels Wood Road which is one of the main distributor roads through Stevenage, and the fact that these are commercial premises, it is considered that the proposed siting of the fuel lanes will not have a detrimental impact upon the operating conditions of the occupiers of these premises.

### External lighting

- 7.5.4 In regards to external lighting, the applicant has not submitted any details of lighting which would be installed on the development or around the application site. However, to ensure that any external lighting does not affect the operation of nearby business operators or prejudices highway safety, it is recommended a condition be imposed to any permission granted in order to deal with external lighting. This condition will require the applicant to submit details of any external lighting scheme prior to the commencement of the development on-site.

## **7.6 Parking Provision**

- 7.6.1 The Parking Provision Supplementary Planning Document (SPD) sets a base standard of 1 parking space per 75m<sup>2</sup> of gross floor area (gfa) for warehouse and storage facilities (Use Class B8) which would equate to 106 parking spaces. In regards to the office provision, the Council's Parking Standards requires 1 space per 30m<sup>2</sup> of gross floor area. As such, there would be a requirement to provide 8 parking spaces. Consequently, there would be a requirement to provide a total of 114 spaces.
- 7.6.2 However, the application site is located in non-residential accessibility zone 4 (identified in the SPD), where car parking provision can be reduced to 75% to 100% of the base car parking standard which would equate to between 86 spaces to 114

spaces. The proposed development seeks to provide 20 parking spaces including 2 disabled parking spaces.

7.6.3 Given the aforementioned, there would be a shortfall of between 66 and 94 parking spaces. However, the proposed development is predominantly a self-storage facility for households and commercial premises with only 4 full time equivalent members of staff working at the building at any given time. Therefore, the overall level of parking proposed corresponds with the established operation of the business where there is a similar level of parking at other Lok n Store facilities across the country. The applicant has provided evidence to confirm that at existing stores there on average 5 vehicles visit the site at any one time, rarely rising above double figures. As such, it is considered that there would be sufficient parking available to serve the development.

7.6.4 In addition to the above, the site is accessible by foot and by bicycle due to the well-established cycle track being located immediately to the east of the development site. Moreover, there are parking restrictions along Whittle Way and in the immediate area which would help to control any potential on-street parking which could potentially occur. The applicant is also looking to provide electric vehicle charging points as part of the overall parking strategy of the development.

#### Cycle parking

7.6.5 With regard to cycle parking, the minimum standard for warehouse/storage development is 1 short term space per 10 staff. In relation to offices, there is a requirement to provide 1 space per 500m<sup>2</sup> of gross floor area and 1 long-term space per 10 full time staff. The proposed development seeks to provide the necessary cycle parking provision for both elements of the development in accordance with the Council's Standards. In addition, through negotiations with the applicant, they have also agreed to provide three spaces for cargo bikes in order to further encourage sustainable forms of travel to the development site.

#### Electric Vehicle Charging

7.6.6 Whilst the Council does not have a specific requirement on Electric Vehicle Charging in the adopted Parking Standards SPD (2012), it is noted that there is a drive towards the provision of low and zero emission vehicles in order to help tackle climate change. As such, if planning permission were to be granted, a condition could be imposed requiring the applicant to provide 10% of the parking bays to have provision for electric vehicle charging points. This would help to encourage the usage of electric vehicles in order to reduce the impact of emissions on the wider environment.

### **7.7 Means of access and highway safety**

7.7.1 The application site currently has a single access point which is located on a roundabout off of Whittle Way. This road is accessed from two points, one is the slip road off Broadhall Way (A602) to the south and the second is via Gunnels Wood Road (A1072) to the north located adjacent to the BMW (Specialist Cars) and Ford (Gates of Stevenage) garages. The access point off Broadhall Way is a one way system with the two-way traffic coming off Gunnels Wood Road. However, there is no direct access to the site from either Gunnels Wood Road or Broadhall Way.

- 7.7.2 Given the above, all of the vehicular traffic to and from the site would be via Whittle Way. The existing access road which has been constructed off the roundabout measures 9.13m wide with the main internal road being 6.48m in width. With this in mind, the access and internal road have been designed and implemented to accommodate 10m rigid vehicles such as emergency vehicles. The internal road also has three separate access points to serve the proposed development site, combined with the existing petrol filling station and the coffee shop drive-thru. This was in order to reduce conflict between the different uses within Plot 2000 as a whole. With respect to the surface car park serving the proposed development, the internal road layout would be of a sufficient size to accommodate two-way traffic in line with the Department for Transport (DfT) Manual for Streets.
- 7.7.3 Turning to visibility splays, the proposed access point on Whittle Way, including the internal access/egress points currently has adequate vehicle to vehicle and pedestrian inter-visibility splays in line with the DfT Manual for Streets and Hertfordshire County Council (HCC), Roads in Hertfordshire Design Guide. Therefore, vehicles entering and egressing should not prejudice the safety and operation of pedestrians, cyclists and vehicles utilising the highway network generally.
- 7.7.4 In assessing traffic generation, the applicant's transport consultant has produced a transport statement which incorporates details of proposed traffic generation for weekdays. In order to identify the predicted traffic generation of the proposal, the applicant has utilised TRICS (Trip Rate Information Computer System) which is a National Traffic Generation Database in order to predict the amount of traffic that would be generated by each individual use.
- 7.7.5 Using TRICS, the model adopted looked at likely trips generated for self-storage warehousing which are located in edge of town and suburban areas. The transport consultant also utilised comparable traffic generation for a similar Lok n Store development in Aldershot in order to provide a check on the predicted traffic from the Stevenage development. In addition, the applicant also looked at comparative data for offices which also form part of the development proposal. The modelling generated by the applicant looked at the weekday AM peak (08:00 to 09:00) weekday PM peak (17:00 to 18:00). Through the modelling, the transport statement sets out that development would generate at the AM peak, 23 arrivals and 8 departures and at the PM peak, 6 arrivals and 15 departures. As such, there would be 31 two-way trips in AM peak and 21 trips in the PM peak. This equates to approximately 1 trip every 2 minutes in the AM Peak and 1 trip every 3 minutes in the PM Peak.
- 7.7.6 Following consultation with Hertfordshire County Council (HCC) as Highways Authority, they consider the proposed access arrangement to be acceptable. This is because the Transport Statement includes a swept path analysis for large vehicles such as vans and rigid large goods vehicles. This analysis clearly demonstrates the development can safely accommodate these vehicles.
- 7.6.7 In regards to the traffic modelling generated within the Transport Statement, HCC Highways considers the data produced is a fair representation of the potential amount of traffic which would be generated by the development as a whole. Following a review of this, it is considered that the development would generate a nominal increase in vehicle trips to the development site, but this would not be significant, as advised by the Highways Authority, to prejudice highway safety. Turning to the impact on the A1(M) motorway and specifically junction 7, Highways England have confirmed that they have no objection to the proposed development. Therefore, it can be concluded that the proposal would also not have a detrimental impact on the safety and operation of the nearby motorway.

7.7.8 In summary, the proposed development as advised by HCC as the Highways Authority would not have a detrimental impact on the safety and operation of the highway network. However, this is subject to condition requiring the submission of a construction management plan. This would ensure the proposal during the construction phase of the development would not prejudice the safety and operation of the highway network.

## **7.8 Trees and landscaping**

7.8.1 Policy NH5 of the Local Plan (2019) stipulates that development proposals will be expected to protect and retain individual trees within development sites and should include new planting where appropriate.

7.8.2 The development site generally has a limited number of trees and these are self-seeded and are of limited visual amenity value in accordance with British Standards BS:5837 2012. Therefore, all of these trees are to be removed in order to facilitate the construction of the development. However, it is important to note that these trees are not protected so can be removed without permission from the Council. In addition, the Council's Arboricultural Manager does not consider these trees to be of high value or importance and as such has no objection to their removal.

7.8.3 Notwithstanding the above, in order to compensate for the removal of these trees and in order to improve the biodiversity of the site, the proposed landscaping scheme seeks to provide a number of amenity planting areas which would comprise of a mixture of shrubs and wildflowers. These amenity planting areas would be located in and around the surface car parking area and the edge of the development site generally. Further to this, a number of mature trees fall outside the application boundary which are to be retained as part of the development proposal.

7.8.4 In summary, it is considered that the proposal, despite the loss of some existing trees on site, through the introduction of replacement planting and landscaping, would help to soften the appearance of the development which in turn would enhance the visual amenities of the wider area. However, to ensure that the landscaping scheme is implemented, it is recommended that a condition be imposed requiring the soft landscaping to be planted in accordance with the submitted plans.

## **7.9 Impact on the Environment**

### Land contamination

7.9.1 The application site, as identified in the applicant's Phase 1 Preliminary Site Assessment sets out that in the 1960's and 70's there were a number of buildings on site which made up the former BAE aircraft components factory with areas of hardstanding. These buildings have been demolished with the site open brownfield land. The assessment identifies a moderate to low risk of contaminants within the soil which may pose a risk to end users. In addition, the report identifies that there is potential contaminants within the Made Ground to mitigate into the underlying aquifer, therefore, it is considered there is a moderate to low risk to groundwater.

7.9.2 Following consultation with the Council's Environmental Health Section, it is considered that whilst there are contaminants on this site, the recommendations set out in the applicant's Preliminary Risk Assessment is considered to be acceptable.

## Groundwater

7.9.3 The application site is located upon Secondary A aquifer within the superficial glaciofluvial sand and gravel deposits and a Principal aquifer within the Chalk bedrock. Given this, the Environment Agency recommends that in order to protect groundwater quality from further deterioration, the following needs to be adhered to:

- No infiltration-based sustainable drainage systems should be constructed on land affected by contamination, as contaminants can remobilise and cause groundwater pollution;
- Piling, or any other foundation designs using penetrative methods, should not cause preferential pathways for contaminants to migrate to groundwater and cause pollution; and
- Decommissioning of investigative boreholes to ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies, in line with paragraph 170 of the National Planning Policy Framework.

7.9.4 With regards to infiltration-based drainage, the proposed drainage scheme which has been submitted would not comprise of any infiltration techniques. As such, the overall risk of mobilising contaminants from the drainage scheme proposed has been designed out. However, with regards to piling and decommissioning of the boreholes, it is recommended that the above requirements for these two aspects can be secured by conditions if the Council was minded to grant planning permission.

### **7.10 Development and Flood Risk**

7.10.1 The application site is located within Flood Zone 1 within the Environment Agency's flood risk map. Flood Zone 1 is defined as land having less than 1 in 100 annual probability of flooding. Therefore, all developments are generally directed to Flood Zone 1. Notwithstanding this, the application which has been submitted to the Council is classified as a major development, therefore, in line with the Town and Country Planning (General Development Procedure) (England) Order 2015, the applicant has provided a Sustainable Urban Drainage Strategy.

7.10.2 The sustainable drainage system which would be installed as part of the development proposal comprises of a 250m<sup>3</sup> storage tank for the car park and a second tank in the south-east corner of the site creating a total capacity of 356m<sup>3</sup>. Following consultation with Hertfordshire County Council as the Lead Local Flood Authority (LLFA), they have advised that the applicant has provided an appropriate sustainable drainage scheme in accordance with industry best practice. The LLFA has also recommended that a condition be imposed to require the development to be carried out in accordance with the detailed drainage strategy.

7.10.3 In addition to the above, a condition would be imposed to require the application to provide a more detailed drainage strategy (based on the adopted strategy for the whole site) with engineering drawings and sections of the attenuation system as well as to provide a detailed management plan. This is to ensure that the development does not result in surface water flooding both on and off the site.

### **7.11 Other matters**

#### Sustainable construction and climate change

7.11.1 Policy FP1 of the adopted Local Plan (2019) stipulates that development that planning permission will be granted for development that can incorporate measures to address adaptation to climate change. New developments will be encouraged to include measures such as:

- Ways to ensure development is resilient to likely variations in temperature;
- Reducing water consumption to no more than 110 litres per person per day, including external water use;
- Improving energy performance of buildings;
- Reducing energy consumption through efficiency measures;
- Using or producing renewable or low carbon energy from a local source; and
- Contributing towards reducing flood risk through the use of SuDS or other appropriate measures.

7.11.2 The applicant as set out in their application submission that the building will only use electric power and will be sourced from Green Energy Plc. This energy supplies electricity exclusively from renewable generators and audited for zero carbon. The building will be thermally insulated in accordance with Building Regulations. The glazing on the curtain walls of the building will be installed with high performance solar controlled glass which would help to manage the solar gain in the building during the summer months.

7.11.3 In addition, the applicant will be looking at a number of energy efficiency measures which includes the following:-

- Ventilation to the reception and staff facilities with built in heat recovery;
- Weather compensated heating controls;
- LED lighting to be installed in frequently used areas;
- Photoelectric and occupancy sensing lighting control to be installed to ensure that only occupied areas are illuminated; and
- Installation of photovoltaic (PV) solar panels which will produce a substantial proportion of the store's energy for lighting and small power.

7.11.4 Further to the above, the development would have an acceptable drainage system to ensure it does not contribute towards flooding. The development would also comprise of new landscaping to improve wildlife and biodiversity. The applicant is also looking to provide some EV charging points in the parking areas as well as extensive cycle parking (including a bay for cargo bikes) in order to encourage more sustainable forms of travel.

7.11.5 Turning to sustainable construction, it is recommended the applicant submits a SWMP (Strategic Waste Management Plan) for the development. This is to ensure that materials used in construction consist of recycled materials and any materials generated from the construction of the development are also properly recycled where possible. It is recommended that if planning permission were to be granted, a condition could be imposed requiring the applicant to submit a SWMP prior to the commencement of development.

7.11.6 Given the above, and subject to condition, it is considered that the development has been designed in order to be adaptable to climate change through the use of sustainable technologies and construction.



## 8 CONCLUSIONS

- 8.1 In principle, the proposed development would be an acceptable use in the established employment area of Gunnels Wood Road. The proposal would be a contemporary modern development which would form a landmark on the junction of Broadhall Way and Gunnels Wood Road. The scheme would not have a detrimental impact on amenity or the operation of neighbouring businesses and there would be sufficient off-street parking and cycle parking. The proposal would not prejudice the safety and operation of the highway network and with conditions, there would be no issues with contamination and flood risk. Moreover, there would be an acceptable landscaping scheme to compensate for the loss of some trees on the site, which do have a limited amenity value. Further to this, the developer would be looking to adopt a number of measures to ensure the development is adaptable to climate change.
- 8.2 Given the above, it is considered that the proposed development would accord with the policies contained in the adopted Local Plan (2019), the Council's Design Guide SPD (2009), the Council's Parking Standards SPD (2012), the NPPF (2019) and NPPG (2014).

## 9 RECOMMENDATIONS

- 9.1 That planning application reference 19/00673/FPM be Granted Planning Permission subject to the following conditions:-
- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:  
PL01B; PL02A; PL05C; PL10B; PL11B; PL12C; PL16C; PL20C; PL21B; PL30B; PL31B; PL90C; 19-44-01 C.  
**REASON:-** For the avoidance of doubt and in the interests of proper planning.
  - 2 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).
  - 3 No development above slab level shall take place until samples of the materials to be used in the construction of the hardsurfacing areas, including roads, footpaths and car parking areas, hereby permitted have been submitted to and approved in writing by the local planning authority. The external surfaces of the development shall be carried out in accordance with the approved details. Furthermore, all hard surfacing comprised in the details of 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 development has an acceptable appearance and to protect the visual amenities of the area.
  - 4 The external surfaces of the building hereby permitted shall be constructed in accordance with the details specified in the application submission.  
**REASON:-** To ensure the development has an acceptable appearance and to protect the visual amenities of the area.
  - 5 Prior to the commencement of development (including site clearance) a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the works of construction of the development shall be carried out in accordance with the approved statement and Hertfordshire County Council's specifications. The Construction Management Plan shall address the following:-

- (i) Details of construction phasing programme (including any pre-construction or enabling works);
- (ii) Hours of construction operations including times of deliveries and removal of waste;
- (iii) Demolition and construction works between the hours of 0730 and 1800 on Mondays to Fridays and between the hours 0830 and 1300 on Saturdays only.
- (iv) The site set-up and general arrangements for storing plant including cranes, materials, machinery and equipment, temporary offices and other facilities, construction vehicle parking and loading/unloading and vehicle turning areas;
- (v) Access and protection arrangements around the site for pedestrians, cyclists and other road users;
- (vi) Details of the provisions for temporary car parking during construction which shall be provided prior to the commencement of construction activities;
- (vii) The location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures;
- (viii) Screening and hoarding;
- (ix) End of day tidying procedures;
- (x) Siting and details of wheel washing facilities;
- (xii) Cleaning of site entrances, site tracks and adjacent to public highway;
- (xiii) Control measures to manage noise and dust;
- (xiv) Details of consultation and compliant management with local businesses and neighbours;
- (xv) Mechanisms to deal with environmental impacts such as noise and vibration, air quality and dust, light and odour;
- (xvi) Details of any proposed piling operations, including justification for the proposed piling strategy, a vibration impact assessment and proposed control and mitigation measures;
- (xvii) Details of a Site Waste Management Plan (SWMP) detailing actual waste arising and how waste is managed (i.e. re-used, recycled or sent off-site for treatment or disposal) and where it is sent to. Further updated should be provided throughout the life of the development at an interim of two months or sooner should the level of waste be considered significant by the developer.

**REASON:-** To minimise the impact of construction vehicles and to maintain the amenity of the local area.

- 6 No part of the development hereby permitted shall be occupied until the relevant access and car parking areas have been fully constructed, surfaced and permanently marked out. The car parking 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 access and parking is provided at all times so that the development does not prejudice the free flow of traffic or the conditions of general safety along the adjacent highway.

7 No development including site clearance shall commence until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remediation options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

**REASON:-** To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is completed.

8 Piling using penetrative methods shall not be carried other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

**REASON:-** To ensure that the proposed office building does not harm ground water resources. Some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution. A piling risk assessment and appropriate mitigation measures should be submitted with consideration of the EA guidance.

9 A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of the permitted development.

**REASON:-** To ensure that redundant boreholes are safe and secure and does not cause pollution or loss of water supplies.

10 The development permitted by this planning permission shall be carried out in accordance with the approved surface water drainage strategy carried out by Bradbrook Consulting, reference 19-003/300 dated March 2019 the following mitigation measures detailed within the strategy:

1. Limiting the surface water run-off generated by the critical storm events so that it will not exceed the surface water run-off rate of 2 l/s during the 1 in 100 year event plus 40% of climate change event.
2. Providing storage to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + climate change event providing a minimum of 356m<sup>3</sup> (or such storage volume agreed with the LLFA) of total storage volume in attenuation tanks.
3. Discharge of surface water from the private drain into the Thames Water sewer network.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

**REASON:-** To prevent flooding by ensuring the satisfactory disposal of and storage of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.

- 11 No development shall place until a detailed surface water drainage scheme for the site based on the approved drainage strategy and sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The drainage strategy should demonstrate that the surface water run-off generated up to and including 1 in 100 year + climate change critical storm will be exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
1. A detailed drainage plan including the location and provided volume of all SuDS features, pipe runs and discharge points. If areas are to be designated for informal flooding these should also be shown on a detailed site plan.
  2. Exceedance flow paths for surface water for events greater than the 1 in 100 year including climate change allowance.
  3. Detailed engineered drawings of the proposed SuDS features including cross section drawings, their size, volume, depth and any inlet and outlet features including any connecting pipe runs.
  4. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme or within any other period as may subsequently be agreed, in writing, by the local planning authority.

**REASON:-** To prevent the increase risk of flooding both on and off site.

- 12 The secure cycle storage facilities as detailed in the application submission shall be installed in accordance with the approved details.

**REASON:-** To ensure the suitable provision of cycle storage and to encourage a modal shift.

- 13 The soft landscaping shall be carried out in accordance with drawing numbers PL 05 C and 19-44-01 C unless otherwise agreed in writing by the Local Planning Authority.

**REASON:-** To ensure the proper completion of the of the hard and soft landscaping and in the interests of the visual amenities of the area

- 14 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.

- 15 No tree shown on the approved soft landscaping plan numbers PL 05 C and 19-44-01 C shall be cut down, uprooted or destroyed, nor shall any retained tree detailed on the aforementioned drawings 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.

- 16 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.
- 17 No removal of trees, scrubs or hedges shall be carried out on site between 1<sup>st</sup> March and 31<sup>st</sup> August inclusive in any year, unless searched before by a suitably qualified ornithologist.  
**REASON:-** Nesting birds are protected from disturbance under the Wildlife and Countryside Act 1981 (As amended).
- 18 No external lighting shall be installed on site unless details of such lighting, including the intensity of illumination and predicted light contours, have first been submitted to, and approved in writing the Local Planning Authority prior to first occupation of the development. Any external lighting shall accord with the details so approved.  
**REASON:-** In order to protect the amenities and operations of neighbouring properties and to ensure any external lighting does not prejudice highway safety.
- 19 Prior to the first occupation of the development hereby permitted, details of Electric Vehicle Charging Points to include provision of 10% of the car parking spaces to be designated for plug-in Electric Vehicles have been submitted to and approved in writing by the Local Planning Authority. The approved Electric Vehicle Charge Points shall be installed in accordance with the approved details and thereafter permanently retained.  
**REASON:-** In order to provide facilities to charge electric vehicles and to help reduce the impact of vehicle emissions on the local environment.
- 20 Notwithstanding the details shown in this application the treatment of all boundaries including details of any walls, fences, gates or other means of enclosure shall be submitted to and approved in writing prior to the erection of the boundary treatment in question. The approved boundary treatments shall be completed before the use of the hereby permitted development commences.  
**REASON:-** To ensure the development has a satisfactory appearance and in the interests of visual amenity of the wider street scene of Gunnels Wood Road and Broadhall Way.
- 21 The cycle parking provision and refuse facilities as detailed in the application submission shall be completed in accordance with the approved details before the use of the hereby permitted development commences.  
**REASON:-** To ensure there is sufficient cycle parking to encourage a modal shift and

### **Pro-active statement**

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant at the pre-application stage and during the determination process which lead to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the National Planning Policy Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

### **INFORMATIVES**

#### Hertfordshire Highways

Prior to commencement of the development the applicant shall contact <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx> or call on 0300 1234 047 to obtain the requirements to arrange a site visit to agree a condition survey of the approach of the highway leading to the development likely to be used for delivery vehicles to the development. Under the provisions of Section 59 of the Highways Act

1980 the developer may be liable for any damage caused to the public highway as a result of traffic associated with the development. Herts County Council may require an Officer presence during movements of larger loads.

### Thames Water

There are also public sewers crossing or close to the development, therefore, in order to protect the public sewers and to ensure Thames Water can gain access for future repair and maintenance, approval should be sought from Thames Water where the erection of a building would be over the line of, or would come within 3m of a public sewer.

A Groundwater Risk Management Permit from Thames Water will be required for discharging ground water 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 expect the developer to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 0203 577 9483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed online via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).

### Environment Agency

The developer should follow the risk management framework provided in CLR11, Model Procedures of Land Contamination, when dealing with land affected by contamination. The applicant should refer to the following sources of information and advice in dealing with land affected by contamination, especially with respect to protection of the groundwater beneath the site:

- Gov.UK – The Environment Agency's approach to Groundwater protection (2017), Technical Guidance Paper, including CLR 11 and GPLC and use MCERTS accredited methods for testing soils at the site;
- NPPF – Land affected by contamination;
- BS5930:2015 Code of practice for site investigations;
- BS10175:2011 A2:2017 Code of practice for investigation of potentially contaminated sites;
- BS ISO 5667-22:2010 Water quality, sampling, Guidance on the design and installation of groundwater monitoring points;
- BS ISO 5667-11:2009 Water quality, sampling, Guidance on sampling of groundwater's (A minimum of 3 groundwater monitoring boreholes are required to establish the groundwater levels, flow patterns and groundwater quality, more monitoring locations may be required to establish the conceptual model).

### Hertfordshire Constabulary Crime Prevention Design Advisor.

The proposed development should achieve Secured by Design (SBD) accreditation in order for it to comply with current Building Regulations. The Police Crime Prevention Design Advisor can be contracted by telephone on 01707 355227 or by email on [mark.montgomery@herts.pnn.police.uk](mailto:mark.montgomery@herts.pnn.police.uk).

### Community Infrastructure Levy

Stevenage Borough Council adopted a Community Infrastructure Levy (CIL) Charging Schedule at Full Council on 27 January 2020 and started implementing CIL on 01 April 2020. This application may be liable for CIL payments and you are advised to contact the CIL Team for clarification with regard to this. If your development is CIL liable, even if you are granted an exemption from the levy, please be advised that it is a requirement under Regulation 67 of The Community Infrastructure Levy Regulations 2010 (as amended) that CIL Form 6

(Commencement Notice) must be completed, returned and acknowledged by Stevenage Borough Council before building works start. Failure to do so will mean you risk losing the right to payment by instalments and a surcharge will be imposed. NB. please note that a Commencement Notice is not required for residential extensions if relief has been granted. Stevenage's adopted CIL Charging Schedule and further details of CIL can be found on the Council's webpages at [www.stevenage.gov.uk/CIL](http://www.stevenage.gov.uk/CIL) or by contacting the Council's CIL Team at [CIL@Stevenage.gov.uk](mailto:CIL@Stevenage.gov.uk).

### **13 BACKGROUND DOCUMENTS**

1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012 and Stevenage Design Guide adopted October 2009.
3. Stevenage Borough Local Plan 2011 – 2031 adopted 2019.
4. Hertfordshire County Council's Local Transport Plan 4 adopted May 2019.
5. Responses to consultations with statutory undertakers and other interested parties referred to in this report.
6. Central Government advice contained in the National Planning Policy Framework February 2019 and Planning Policy Guidance March 2014.