

Meeting:	Planning and Development Committee	Agenda Item:
Date:	8th December 2020	
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Application No: 17/00862/OPM

Location: Land to North of Stevenage.

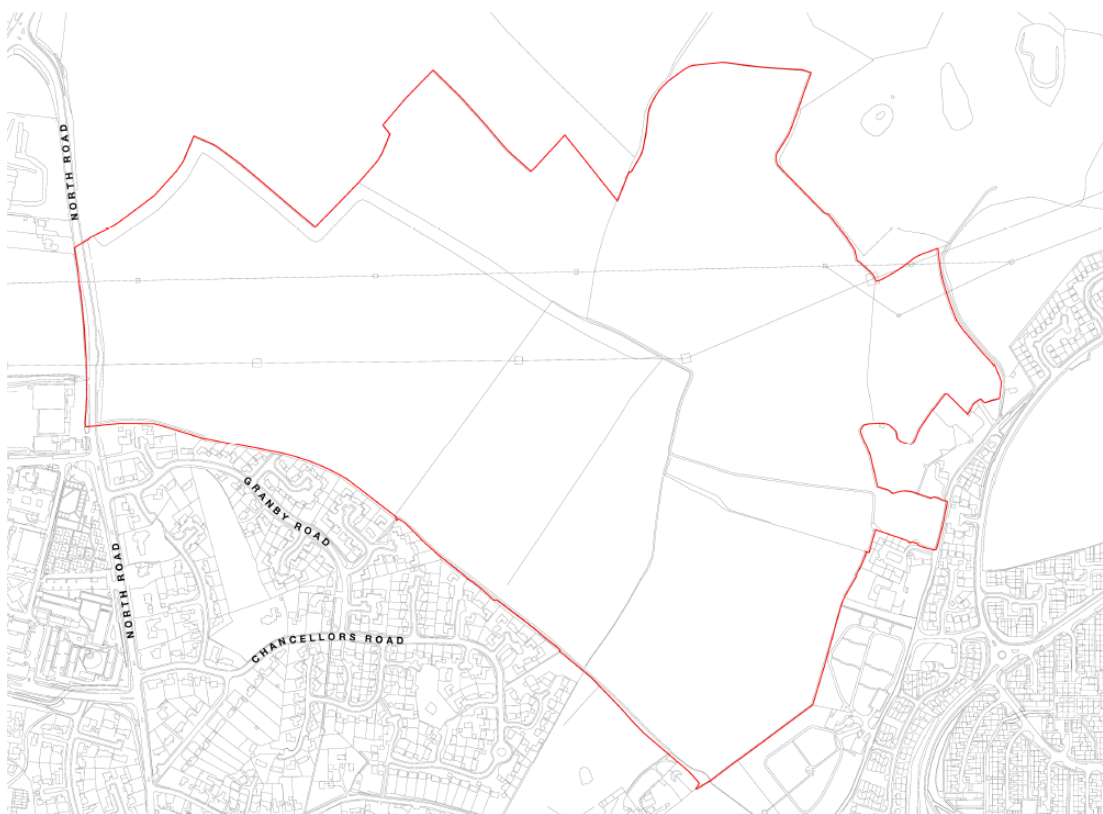
Proposal: Outline application for the erection of 800 residential dwellings, creation of a new local centre, provision of a primary school, provision of landscaped communal amenity space including children's play space; creation of new public open space together with associated highways, landscaping, drainage and utilities works.

Drawing Nos.: UD01 Rev C, UD02 Rev O, UD03 Rev O, UD04 Rev N, UD05 Rev O, SK21 Rev K, SK28 Rev A, NPA 10651-300-P02, NPA 10651 702 P03, NPA 10651 504 Rev P02, BM1-OC-V1-ZZ-DR-C-0034 Rev P06

Applicant: Bellway Homes & Miller Homes

Date Valid: 8 December 2017.

Recommendation: GRANT OUTLINE PLANNING PERMISSION.



Plan for information purposes only

1. SITE DESCRIPTION

- 1.1 The application site which measures approximately 75 hectares in area is located to the north of Stevenage and is situated to the east of North Road, to the north east of Granby Road and Chancellors Road and to the west of Weston Road and Great Ashby Way. To the north are agricultural fields. The site is agricultural land comprising a number of arable fields with semi mature hedgerows and trees. The site undulates with a ridgeline running along the northern boundary which adjoins trees. There are also woodland areas to the north east of the application site. There are two sets of electricity pylons running through the site, with 132kV pylons toward the north of the site and 400kV pylons within the centre of the site.
- 1.2 The northern boundary of the site adjoins the borough boundary with North Hertfordshire District Council (NHDC). The land to the north of this is included in the emerging NHDC local plan for residential development. To the west the site faces onto North Road and agricultural land beyond, adjacent to which is the nearby Rugby Club and Lister Hospital. Along the south western boundary of the site is a public footpath/Bridleway which runs along the boundary with properties in Chancellors Road and Granby Road. There are also footpaths running through the site to land to the north. To the east of the site is Weston Road which contains the Cemetery to the south west and the nearby St Nicholas Church and adjoining listed buildings on Rectory Lane. Finally, also to the east of the site is Rooks Nest Farm which comprises a number of listed buildings including the grade II listed farm itself and associated outbuilding and Rooks Nest House which is a grade I listed building. The south eastern part of the site is located within the St Nicholas and Rectory Lane Conservation Area.

2. RELEVANT PLANNING HISTORY

- 2.1 There is no planning history relating to this site.

3. THE CURRENT APPLICATION

- 3.1 The application before the Council seeks outline planning permission for residential development of up to 800 dwellings as well as the creation of a new local centre, provision of a primary school, provision of landscaped communal amenity space together with associated highways, landscaping, drainage and utilities works. The applicant is seeking approval at this stage for the means of access with all other matters reserved for later approval. Although in outline form, the application is supported by a masterplan and a series of parameter plans identifying design coding, building heights and showing the illustrative layout of the development, including how the development will impact on the St Nicholas and Rectory Lane Conservation Area.
- 3.2 This application was originally considered by the Planning and Development Committee on 4th February 2020. The Committee resolved to grant Outline Planning Permission subject to the completion of a S.106 legal agreement. It was then referred to the Secretary of State who subsequently decided not to call in the application and remitted it back to the Council for determination. This meant that the legal agreement could not be completed before the 1st April 2020 which is when the Council adopted the Community Infrastructure Levy (CIL). Consequently, this application is being referred back to the Planning Committee as the financial obligations to be secured as part of the legal agreement have changed.
- 3.3 Since the last consideration of the application, developers for the Stevenage Rugby Club site, to the West of North Road and allocated for housing under Policy HO1/11, have come forward with development proposals. This has provided an opportunity to

coordinate the access arrangements for both sites and the Applicants for this application, before the Committee now, have amended their scheme to address this issue.

- 3.4 A copy of the Planning Committee Report and an Addendum for 4 February 2020 is attached as Appendix A. This report covers the previously discussed matters which remain for consideration. This current report before the Planning and Development Committee deals with the changes since that consideration was made by the Committee itself back in February 2020. The two reports should read together and the Committee is required to consider the application afresh in the light of the changes in circumstance set out in this report. It is a material consideration that the decision of the previous Committee in February was to approve the application, subject to a legal agreement.

4. PUBLIC REPRESENTATIONS

- 4.1 Following the receipt of amended plans in relation to the access from North Road a further round of consultation was undertaken commencing on 30th October 2020. Almost 600 letters of notification were sent to properties that had previously been notified of the application as well as those who had made representations previously. This publicity has resulted in representations having been received from the following properties in Stevenage:

Old Cottage, High St
2, 10 & 21 Essex Road
1 Higgins Walk
8 Newbury Close
1, 10, 16A, 21 & 25 Granby Road
7 Foster Close
82 Walkern Road
4, 12, 14 & 18 Boswell Gardens
45 Basils Road
124 Chancellors Road
18 North Road
Old School, Church Lane
37 Ripon Road
1 Morgan Close
2, 6, 7, & 13 Mathews Close
7 Clements Place
6 Whitney Drive
Beaufoy, North Road
1, 6 Turner Close
3 Lawrence Avenue
The Old Bury Rectory Lane (x2)
2 The Hedgerows
62 Lomond Way
6 Rooks Nest Farm Barns
18 The Brambles (x3)
8, 9, & 19 The Brambles
Old Bury, Rectory Lane
2 The Hedgerows
1 Morgan Close
3 Southwark Close
2A North Road (on behalf of St Nicholas Church Parochial Church Council)
1 Higgins Walk
Old Cottage, High St

Friends of Forster Country
1 The Priory on behalf of Rectory Lane Residents Committee
3 Nicholas Place (x2)
35 Julians Road
105 Letchmore Road
4 Kessingland Avenue
54 St Alban's Drive
57 Burymead
8 Chancellors Road
18 Orchard Road
19 Church Lane
14 Trafford Close
1 Turner Close
45 Kymswell Road
50 Grace Way
14 Thurlow Close
4 Rectory Croft
2 Rooks Nest Cottages
Stevenage Sports Club Ltd. North Road
Ryan Leisure Ltd, North Road
54 St Albans Drive

Addresses from outside of Stevenage

2 High St, Graveley
4 High St, Graveley (numerous)
12 Kenmare Close
12 Somers Road Welham Green
Butts End Fore Street, Weston
19 Tower Road Codicote
102 Clive Road Belvedere
36-38 Upr Marlborough Rd St Albans

- 4.2 A number of other representations were received via email without postal addresses. The opinions expressed therein are reflected in what has been stated in other representations recorded above. Separately, a letter of objection has also been received from Mr Stephen McPartland MP.
- 4.3 A summary of the representations received since the last consideration of the application is as follows:
- 4.3.1 Objections continue to be made in relation to the loss of Green Belt land as a result of the proposed development. The Masterplan which forms part of the application restricts built development to the western part of the site which is not designated as Green Belt in the adopted Local Plan. The eastern part of the application site (approximately 38 hectares), which is designated as Green Belt is to be used for the creation of a Country Park should planning permission be granted. A number of representations refer to the benefits, particularly to wellbeing, in the current Pandemic of access to countryside. This application, if approved, would provide a significant area of publically accessible open space.
- 4.3.2 Some residents have continued to raise objections in relation to Objectively Assessed Need and whether more recent ONS household projections should now be used. This matter was addressed in paragraphs 7.13.2 and 7.13.3 of the Officer's Report set out in Appendix A. The Planning Practice Guidance has not changed and the advice remains that the 2014 based housing projections should continue to be

used. The Local Plan sets a requirement based on contains an Objectively Assessed Need (OAN) for Housing which was endorsed by a Planning Inspector following an Independent Examination of the Stevenage Local Plan in 2017 which was adopted in May 2019. The figure in the Local Plan is used by the Government to calculate the Housing Delivery Test and the Council is required to use the Local Plan requirement for the purposes of the calculation of its five year housing land supply.

- 4.3.3 Others making representations refer to the recent White Paper “Planning for the future” on which consultation has recently closed. However, the White Paper sets out draft proposals and they can attract only very limited weight in planning decision making.
- 4.3.4 Objectors have raised the issues of Covid and Brexit which they consider would reduce housing need and demand. As noted above in paragraph 4.3.2 our OAN remains the most appropriate figures to use and there is no substantiated evidence that Brexit or Covid has had any material effect on housing need. There has been no new government guidance on these matters.
- 4.3.5 The issue of the impact of the proposed development on air quality in the area of the application was addressed in paragraphs 7.13.1-7.13.3.
- 4.3.6 Mr Stephen McPartland MP has made further representations objecting to the proposed development on the grounds that it would “destroy our local environment, heritage and Green Belt .He also raises concerns about the combined impact of the proposed development and development proposed in North Hertfordshire DC. He makes the following comments:
Traffic audit was undertaken during the Pandemic and is therefore not a true reflection of traffic on the roads;
The proposed slip land will cause noise and air pollution and will not mitigate traffic flow
Issues around surface water run off on the site have not been adequately addressed
- 4.3.7 One letter of support for the application has been received highlighting the need for further housing and three bedroom dwellings in particular, given the large number of flats being built in the Town Centre.
- 4.3.8 A letter of support has been received from Stevenage Sports Club who are located opposite the site, on the west side of North Road, This states the Club’s support “*for the principle of the crossroad access, as long as it will continue to provide suitable access for our current needs without impacting on any proposed development of our premises as per the allocation under the Local Plan reference HO1/11*”.
- 4.3.9 A letter has been received from the St Nicholas Church Parochial Council stating that they are neutral on the matter of the proposed development but asking for the Borough Council to make provision for a car and cycle park near to the church.
- 4.3.10 A number of letters raise issues around the timing of the traffic counts,
- 4.3.11 Please note the above is not a verbatim copy of the representations which have made. A full copy of all representations can be viewed on the Council’s website.

5. CONSULTATIONS

5.1 Hertfordshire County Council Growth and Infrastructure Unit

- 5.1.1 The Growth and Infrastructure Unit are in agreement to the revised S106 obligations and CIL liability for this development.

5.2 Hertfordshire County Council as Highways Authority

- 5.2.1 The County Council as Highways Authority consider the development and the amended highway access arrangement to be in accordance with National and local policies. Therefore, the Highways Authority's formal recommendation is that there are no objections to the development proposal subject to the recommended conditions and a S106 agreement to address sustainable transport and highway informatives.

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. The Council are content that the policies in the Local Plan are in conformity with the revised NPPF and that the Local Plan should be considered up to date for the purpose of determining planning applications. The NPPF provides that proposals which accord with an up to date development plan should be approved without delay (para.11) and that where a planning application conflicts with an up to date development plan, permission should not usually be granted (para.12). This indicates the weight which should be given to an up to date development plan, reflecting the requirements of section 38(6) of the 2004 Act. The NPPF and the PPG, with which Members are fully familiar, are both material considerations to be taken into account in determining this application.

6.3 Adopted Local Plan

Policy SP1: Presumption in favour of sustainable development;
Policy SP2: Sustainable development in Stevenage;
Policy SP5: Infrastructure;
Policy SP6: Sustainable transport;
Policy SP7: High quality homes;
Policy SP8: Good design;
Policy SP11: Climate change, flooding and pollution;
Policy SP12: Green infrastructure and the natural environment;
Policy SP13: The historic environment;

Policy IT2: West of Stevenage safeguarded corridors;
 Policy IT3: Infrastructure;
 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 HO5: Windfall sites;
 Policy HO7: Affordable housing targets;
 Policy HO8: Affordable housing tenure, mix and design;
 Policy HO9: House types and sizes;
 Policy HO11: Accessible and adaptable housing;
 Policy GD1: High quality design;
 Policy HC8: Sports facilities in new developments;
 Policy FP1: Climate change;
 Policy FP2: Flood risk in Flood Zone 1;
 Policy FP5: Contaminated land;
 Policy FP7: Pollution;
 Policy FP8: Pollution sensitive uses;
 Policy NH5: Trees and woodland;
 Policy NH6: General protection for open space;
 Policy NH7: Open space standards.

6.4 Supplementary Planning Documents

Parking Provision: Supplementary Planning Document; October 2020.
 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. The exact amount to be collected through CIL will be calculated at the Reserved Matters stage when the floorspace to be provided is known.

7. APPRAISAL

- 7.1 The main changes that are for consideration in the determination of this application are planning obligations and community infrastructure levy liability as well as an amendment to the access from North Road. All other matters remain materially the same and as detailed in the previous report which can be found in Appendix A save for some minor revisions to the recommended conditions.
- 7.2 There have been no changes to planning policy. The charging of the Community Infrastructure Levy has commenced in the intervening period. Therefore, it is not the intention of this report to revisit the planning issues which were previously debated by the Planning and Development Committee in February 2020 when it resolved to grant planning permission subject to a s106 Agreement. These are addressed in the earlier report (see Appendix A).

7.2 Affordable housing and planning obligations

- 7.2.1 Policy HO7 of the adopted Local Plan (2019) stipulates that planning permission would be granted for residential development which would maximise affordable

housing provision. Policy HO1(f) of the aforementioned Plan stipulates that there is a requirement to provide 30% of new homes to be affordable on sites which are not on previously developed land. In this regard, there would be a requirement to provide up to 240 affordable units on the application site.

7.2.2 Turning to affordable housing tenure, mix and design, Policy HO8 states that planning permission will be granted where those dwellings:

- a. Are provided by the developer on site with at least 70% of the units being for rent and the remainder consisting of other tenures which is to be agreed with the Council's Housing team;
- b. Meets the requirements of Policy HO9 (House types and sizes);
- c. Are physically indistinguishable from other types of homes and are distributed across the site to avoid over-concentration in particular; and
- d. Will remain at an affordable price for future eligible households.

7.2.3 In addition to the above, paragraph 64 of the NPPF (2019) stipulates that for major developments involving the provision for housing, planning decisions should expect at least 10% of the homes to be made available for affordable home ownership (this includes shared ownership, equity loans, other low cost homes which are 20% below local market value and rent to buy). However, the aforementioned 10% requirement is part of the overall affordable housing contribution for the site.

7.2.4 The applicant has confirmed that the development would comprise of 30% affordable units. As such, the development would be policy compliant. With respect to the location of the affordable units, the affordable housing tenure mix, size of the units, has been agreed with the Council's Housing Development Section.

7.2.5 In addition to affordable housing, financial contributions are also required by Hertfordshire County Council and Stevenage Borough Council. Based on the number of units proposed, the following table sets out the contributions which are now sought and those matters which will be addressed through the use of CIL monies.

Stevenage Borough Council	Financial Contribution – February 2020	Financial Contribution – Post CIL adoption.
Contribution towards future maintenance of Country Park	£1.5m -£2.0m	£1,800,000
Total (based on current figures provided)	£1.5m – £2.0m	£1,800,000
Hertfordshire County Council		
Secondary Education – towards the delivery of a new secondary free school at the former Barnwell East Secondary School.	Contribution of £7,955,384*	No longer being secured as the effects of the development will be mitigated through use of CIL monies
Primary Education – provision of new 2FE primary school and nursery.	Gifting of 2.2ha of land and contribution of £8,118,954.00	Gifting of 2.25ha of land and contribution of £8,392,284.00 Index linked to 1Q2020 (BCIS All in TPI)
Childcare services	To be provided within the Primary School	No longer being secured as the effects of the

		development will be mitigated through use of CIL monies
Library Services – to support the re provision of Stevenage Central Library as part of the redevelopment of Stevenage Town Centre.	£134,846 *	No longer being secured as the effects of the development will be mitigated through use of CIL monies
Youth Services – for the re provision of the Bowes Lyon Youth Centre to provide a life skills training kitchen, including group work area.	£32,307 *	No longer being secured as the effects of the development will be mitigated through use of CIL monies
Sustainable Transport – financial contributions towards the continuation of the bus service.	£400,000.00	£400,000.00
Travel Plan monitoring contribution	£6,000.00	£6,000.00
HCC Waste facilities	£45,328 or £80,296 depending on project	No longer being secured as the effects of the development will be mitigated through use of CIL monies
Total	£16,692,819/£16,727,787 *(some of these figures were updated orally at the meeting)	£8,798,284.00
NHS England and East & North Herts CCG		
GMS GP provision.	£566,242.66	£566,243.00
Acute, mental health and community costs.	£1,771,568.00	Not evidenced so not CIL compliant
Total	£2,337,810.66	£566,243.00
Sport England		
Indoor sports facilities	£743,742.00	£743,742.00
Towards New Leisure Centre at Stevenage Swimming Pool/Bowes Lyon you centre site (or alternative facilities) including maintenance contribution.	£111,577.00	£111,577.00
Outdoor Sports facilities Towards the creation of the Country Park		
Total	£855,319.00	£855,319.00
Overall Total	£21,385,948- £21,920,916.66	£12,019,846
NOTE: - All financial obligations would be index linked.		

- 7.2.6 In addition, to the above, there would be a requirement to secure fire hydrants on the application site. Following negotiations with the applicant, they have agreed to pay the necessary financial contributions sought by the Council.

- 7.2.7 Turning to the aforementioned financial obligations, as advised in the Planning Committee Report for 4th February 2020 at paragraph 7.2.1- 7.2.4, the applicant still does not agree to the financial contribution sought by the NHS in terms of the acute, mental health and community contribution which has been requested. Dealing firstly with the NHS contribution, the applicant contends that the financial contribution which has been sought does not accord with Regulation 122 of the Community Infrastructure Levy (CIL) 2010 (as amended). For reference, Regulation 122 states:-

A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is –

- (a) necessary to make the development acceptable in planning terms;*
- (b) directly related to the development; and*
- (c) fairly and reasonably related in scale and kind to the development.*

- 7.2.8 The main area of contention is around the “*Fairly and reasonably related in scale and kind to the development*” test. In this regard, the NHS has not provided a formula to demonstrate how they arrived at the financial contribution they have sought. This is a requirement in order for the applicant to establish whether or not what is being sought by the NHS is “reasonable” in being proportionate to the impact of the development on the relevant health services.

- 7.2.9 In the absence of demonstration that the requested contribution complies with all three tests contained in Regulation 122 and as outlined in the previous committee report, the Council cannot require the developer to contribute towards the aforementioned financial obligations.

7.3 Community Infrastructure Levy

- 7.3.1 As indicated above, the Council adopted CIL on 1 April 2020 and 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 metre)	
	Zone 1: Stevenage Central, Stevenage West Urban Extension and North of Stevenage Extension	Zone 2: Everywhere else
Residential		
Market housing	£40/m ²	£100/m ²
Sheltered housing	£100/m ²	
Extra care housing	£40/m ²	
Retail development	£60/m ²	
All other development	£0/m ²	

- 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 through mitigation against the impacts of individual proposals. A CIL Form 1: Additional Information has been submitted along with the application. Following an assessment of the proposed development, the CIL liability for this development would be approximately £2,566,691. (This is calculated utilising the gross internal floor area which is generated by the proposed development and then this floor area is charged at £40 per sq.m). This includes the exemptions (if agreed by the Council) on the affordable housing floorspace. The CIL charge for the development will be index linked based on when the development is commenced on-site. A CIL liability notice would be issued once planning permission is granted (subject to the Planning and Development Committee approving this application).

7.3.4 With regards to how the CIL monies are spent, the ultimate decision lies with Stevenage Borough Council as the collecting authority. However, Hertfordshire County Council can put forward a bid for monies which could go towards the following:-

- Secondary Education;
- Childcare services;
- Youth Facilities; and
- Libraries

7.3.5 The Council's Parks and Amenities Section could also make a bid for monies which could go towards Open Outdoor Sport Facilities as could the local NHS Trust make bids for contributions towards, acute, mental health and community services.

7.4 Highways

7.4.1 This application is made in Outline but with Access to be determined at this stage. Vehicular access would be provided from North Road (B197) by two new traffic signal –controlled junctions. Incorporated within the proposed road layout is a sustainable transport access which would connect to any future development to the north of the site. This would also connect to the extended existing bus service route which would be enhanced through s106 contributions. Recent amendments have developed an access strategy not just for this site but also for future development at two other allocated sites on the western side of North Road, namely the Rugby Club site (HO/11) and the HCA site (EC1/4). Through the provision of new cycle and pedestrian connections and the funding of an expanded bus service, the development would be sustainably connected to the wider urban area.

7.4.2 The County Highway Authority has reviewed the proposal and is satisfied that the cumulative impact of traffic from the proposed development, and the adjacent anticipated development located in the North Herts District Council land, does not result in a severe impact on the local highway network.

7.4.3 The County Highway Authority recommends approval subject to a number of conditions and contributions towards Public Transport service enhancements, bus facility improvements and Travel Planning. The applicants would also be required to enter into agreements with the Highway Authority, under s38 (Adoption to Public Highway) and s278 (Legal agreement to alter public highway) of the Highways Act, to cover the design, construction, implementation and adoption of highways works within the existing public highway and adoptable highway works on land within the Applicant's control.

8. CONCLUSIONS

8.1 In summary, as set out in the Planning Committee Report for 4th February 2020, the principle of development is considered to be acceptable as it:

- Would help the Council to meet its housing requirement over the local plan period;
- Would not result in inappropriate development in the Green Belt as the site is allocated in the Local Plan for residential development,
- Demonstrates, through the submitted Master Plan, that the proposal would result in less than substantial harm in terms of the character and appearance of the Conservation Area and the setting of nearby listed buildings.

In addition, the development would provide a substantial Country Park for public benefit.

8.2 Looking at the impact on the highway network, the development would not prejudice the safety and operation of the highway network and would ensure that adequate access to other allocated sites in the immediate vicinity is protected. Issues relating to contamination, impact on the environment, trees, wildlife, surface and surface water drainage can be secured through conditions.

8.3 Finally, elements such as affordable housing, open space, children's play and development contributions can be satisfactorily addressed through the signing of a S106 legal agreement and/or through the CIL process. Accordingly, it is recommended that planning permission be granted.

8.4 Given the above, the proposed development is considered to accord with the Policies contained within the adopted Local Plan (2019) the NPPF (2019) and PPG (2014).

9. RECOMMENDATIONS

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

- The provision of 30% affordable housing;
- The provision of a 2FE Primary School including nursery provision
- Sustainable Transport and Infrastructure contribution ;
- Travel Plan contribution and monitoring fee;
- Trees and plants from UK nurseries;
- the provision of the Country Park
- the provision and on-going maintenance of the play areas;
- the provision of a maintenance company for the development;
- Transfer of the land to SBC and provision of the Country Park;
- Landscape management Plan;
- Contribution towards GP Provision;
- Community use agreement of the school facilities
- Provision of fire hydrants
- Associated Section 278 Highway Works.

The detail of which would be delegated to the Assistant Director of Planning and Regulation in liaison with the Council's appointed solicitor.

9.2 The proposal be subject to the following conditions:-

1. The development hereby permitted shall be carried out broadly in accordance with the following approved plans: UD01 Rev C, UD02 Rev O, UD03 Rev O, UD04 Rev N, UD05 Rev O, SK21 Rev K, SK28 Rev A, NPA 10651, 300, P02, NPA 10651 702 P03, NPA 10651 504 Rev P02.

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

2. The development hereby permitted shall be begun either before the expiration of five years from the date of this permission, or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.

REASON:- To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

3. Application for approval of the first reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission with all reserved matters to be submitted for approval within five years of the date of this permission.

REASON:- To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

4. Approval of the details of the layout, scale, appearance and the landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority, prior to the commencement of any part of the development.

REASON:- To comply with the provisions of Regulations 6 and 7 of the Town and Country Planning (General Development Procedure) Order 2015.

5. No development, including site clearance, shall take place until a phasing plan, identifying the areas of the site to be developed under each phase for the delivery of housing, infrastructure, open space and the Country Park, have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the phasing plan.

REASON:- To identify which areas of the site are to be developed at each stage and to ensure that the development is delivered within an acceptable timeframe.

6. No more than 300 properties shall be occupied until a housing and infrastructure phasing plan has been submitted to and approved in writing by the Local Planning Authority and assessed in conjunction with the appropriate sewerage and water company to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

REASON - Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary so as not to increase the risk of sewage flooding and/or potential pollution incidents.

7. No development on any phase shall take place (including any demolition, ground works, site clearance but excluding work on the site access(es)) until a method statement for dealing with ecology at the site prepared in accordance with BS 42020:2013, D.2.2 has been submitted to and approved in writing by the Local Planning Authority. The content of the method statement shall include :-

- a) purpose and objectives for the proposed works;
- b) detailed design(s) and/or working method(s) necessary to achieve stated objectives (including, where relevant, type and source of materials e.g. species in planting schemes and species mixes for wildflower meadow, to be used);
- c) extent and location of proposed works shown on appropriate scale maps and plans;
- d) timetable for implementation, demonstrating that works are aligned with the proposed phasing of construction;
- e) persons responsible for implementing the works and funding details;
- f) initial aftercare, long-term maintenance, monitoring and requirement for remedial action should management be judged to be failing;
- g) disposal of any wastes arising from works.
- h) Number, model and location of integrated bat and bird boxes in built environment.

The planting works shall be carried out strictly in accordance with the approved details in the first planting season relating to the agreed phasing after the approval of the method statement and shall be retained in that manner thereafter and other agreed ecology measures shall be carried out strictly in accordance with the approved method statement within the first suitably available season relating to the agreed phasing, unless otherwise agreed in writing by the Local Planning Authority.

REASON:- In order to improve and enhance biodiversity within the development site and the surrounding so as to offset its impact.

8. No development on any phase shall take place (including demolition, ground works, vegetation clearance but excluding work on the site access(es)) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include the following:-

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of biodiversity protection zones.
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

REASON:- In order to improve and enhance biodiversity within the development site and the surrounding so as to offset its impact.

9. No development on any phase shall take place, including demolition, ground works and vegetation clearance but excluding work on the site access(es), until a biodiversity monitoring strategy has been submitted to, and approved in writing by, the Local Planning Authority. The purpose of the strategy shall be to ensure the implementation and establishment of each of the phases of the proposed Country Park before phased adoption by the Local Planning Authority to encourage a net increase in biodiversity. The content of the Strategy shall include the following:-

- a) Aims and objectives of monitoring to match the stated purpose.
- b) Identification of adequate baseline conditions prior to the start of development.

- c) Appropriate success criteria, thresholds, triggers and targets against which the effectiveness of the various conservation measures being monitored can be judged.
- d) Methods for data gathering and analysis.
- e) Location of monitoring.
- f) Timing and duration of monitoring.
- g) Responsible persons and lines of communication.
- h) Review, and where appropriate, publication of results and outcomes.

A report describing the results of monitoring shall be submitted to the local planning authority at intervals identified in the strategy. The report shall also set out (where the results from monitoring show that conservation aims and objectives are not being met) how contingencies and/or remedial action will be identified, agreed with the local planning authority, and then implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The monitoring strategy will be implemented in accordance with the approved details.

REASON:- In order to improve and enhance biodiversity within the development site and the surrounding so as to offset its impact.

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

REASON:- To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants.

11. Piling or any other foundation design using penetrative methods shall not be permitted within the development other than with the express 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 risk to groundwater. The development shall be carried out in accordance with the approved details.

REASON:- To protect groundwater environment, including groundwater. Some piling techniques can cause preferential pathways for contaminants to migrate to groundwater and cause pollution. A piling risk assessment should be submitted with consideration of the EA guidance. This groundwater monitoring programme should incorporate mitigation measures to the adopted design should piling works be noted to be adversely impacting on groundwater quality beneath the site.

12. A scheme for managing any borehole installed within the development 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 with be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of the Residential Development Plot.

REASON: - To ensure that the development does not contribute to, is not put at unacceptable levels of water pollution caused by mobilise contaminants. This is in line with paragraph 170 of the National Planning Policy Framework and adopted local plan policy FP5: Contaminated land.

13. No removal of trees, scrubs or hedges shall be carried out on site between 1st March and 31st August inclusive in any year, unless a pre-works survey of the vegetation to be removed and surrounding vegetation, is undertaken immediately prior to removal

by a suitable qualified Ornithologist, and approved confirmed by the Local Planning Authority.

REASON:- Nesting birds are protected from disturbance under the Wildlife and Countryside Act 1981 (As amended).

14. Prior to the commencement of any phase of the of development (including site clearance) a Construction Traffic Management Plan for the construction phases shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the works of construction relating to that phase of the development shall only be carried out in accordance with the approved statement and Hertfordshire County Council's specifications. The Construction Management Plan shall address the following matters:-

- (i) Details of construction phasing programme (including any pre-construction enabling works);
- (ii) Hours of operations including times of deliveries and removal of waste which should avoid school pick up/drop off times;
- (iii) Demolition and construction works between the hours of 0730 and 1800 on Mondays to Fridays and between the hours of 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) Construction and storage compounds (including areas designated for car parking);
- (xi) Siting and details of wheel washing facilities;
- (xii) Cleaning of site entrances, site tracks and the adjacent public highway;
- (xiii) Control measures to manage noise and dust;
- (xiv) Disposal of surplus materials;
- (xv) Post construction restoration/reinstatement of the working areas and access to the public highway.
- (xvi) Details of the access and highways works from Fishers Green to accommodate construction traffic.
- (xvii) Details of consultation and compliant management with local businesses and neighbours.
- (xviii) Mechanisms to deal with environmental impacts such as noise and vibration, air quality and dust, light and odour;
- (xix) Details of any proposed piling operations, including justification for the proposed piling strategy, a vibration impact assessment and proposed control and mitigation measures;
- (xx) 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:- In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

15. The development hereby permitted shall not commence (except for works related to the construction of access(es) from North Road, ground works, and site clearance) until at least one access has been constructed from North Road to accommodate construction traffic to base course construction for the first 25 metres. The join to the existing carriageway shall be constructed in accordance with Hertfordshire County Council specification and the Local Planning Authority's satisfaction.

REASON: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

16. Prior to occupation of the first dwelling the southern access shall be provided, and prior to occupation of the 300th dwelling hereby permitted, the northern vehicular accesses shall be provided and thereafter retained at the position shown on the approved in principle drawing number General Arrangement drawing number BM1-OC-V1-ZZ-DR-C-0034 Rev PO6. The principal access road shall be provided 6.75 metres wide. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

REASON: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

17. Prior to the occupation of each phase of development full details (in the form of scaled plans and written specifications) shall be submitted to and approved in writing by the Local Planning Authority to illustrate the following:

- i) Roads, footways.
- ii) Cycleways.
- iii) Foul and surface water drainage.
- iv) Visibility splays.
- v) Access arrangements.
- vi) Parking provision in accordance with adopted standard.
- vii) Bus Stops.
- viii) Turning areas.

REASON:-To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

18. Prior to the occupation of each phase of the development, the applicant shall submit a Servicing and Delivery Plan. This plan is to be submitted and approved in writing by the Local Planning Authority. The Servicing and Delivery Plan shall contain the delivery and servicing requirements, waste collection points for the proposed use, a scheme for coordinating deliveries and servicing for the proposed development, areas within the development site that will be used for loading and manoeuvring of delivery and servicing vehicles, and access to from the site for delivery and servicing vehicles. The details shall include waste vehicle circulation route and constructed in accordance with the approved details. Thereafter the route shall be maintained in accordance with those approved details.

REASON: In the interest of maintaining highway efficiency and safety.

19. Prior to occupation of any dwellings within the development for which full planning

permission has been granted, the following transport infrastructure shall be constructed in accordance with a detailed scheme to be agreed in writing with the Local Planning Authority in consultation with the Highway Authority:

The provision of an Improved Signalised junction at the Graveley Road/ North Road junction;

The introduction of two new Signalised junctions that includes a sustainable transport access to the southern end of the development that includes a bus gate;

Pegasus crossing across the carriageway of North Road to the south of the development;

Pegasus crossings for pedestrians and cyclists on the site access arm of each junction, linking in with a new continuous 3.5m wide shared footway/cycleway along the eastern side of North Road;

Improved footway and cycleway provision from the development to Coreys Mill Lane and:

A scheme of footway/cycleway signing to Stevenage Town Centre, Bus Station and Railway Station.

REASON: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

20. Prior to the completion of the primary road as identified on drawing ref: UD02 Rev O, the following passenger transport infrastructure shall be constructed in accordance with a detailed scheme to be agreed in writing with the Local Planning Authority:-

The provision of road infrastructure both within the development site and on the wider routes that the proposed public transport services will travel to facilitate delivery of the strategy. This infrastructure shall comprise of but is not limited to the following:

Provide temporary bus stops along North Road during the first phase of the buildout of the development i.e. to serve the dwellings that are not more than 400 metres from the temporary bus stops.

High quality bus stop facilities along the bus service route within the development to include raised height kerbs and shelters that are within 400 metres of all residential areas, Real time information signs at key stops.

The future locations of all bus stops within the development should be determined prior to commencement of works and clearly marked on site during construction of the internal roads to ensure visibility for perspective purchasers.

REASON: To ensure proper management of the revised layout in the interests of highway safety and efficiency.

21. Prior to the occupation of each phase of the development, full details shall be submitted to and approved in writing by the Local Planning Authority in relation to the proposed arrangements for the future management and maintenance of the proposed streets within the development. Following the provision of such streets, the streets shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established in accordance with the approved details.

REASON:- To ensure satisfactory development of the site and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard.

22. Prior to the occupation of each phase of the development, the visibility splays to be provided shall be agreed with Hertfordshire County Council and such splays shall thereafter be maintained at all times free from any obstruction between 600mm and 2.0 metres above the level of the adjacent highway carriageway.

REASON: To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of Hertfordshire's Local Transport Plan (adopted 2018).

23. Prior to the first occupation / use of the development hereby permitted any Traffic Regulation Orders (TROs), including extension to 30mph speed restriction and waiting/loading restrictions that are required as part of improving access and accessibility to the site must be secured in place and implemented.

REASON: In the interests of highway safety, amenity and capacity to ensure free and safe flow of traffic and to be in accordance with Policies 4, 5, 12, 15 and 17 of Hertfordshire's Local Transport Plan (adopted 2018).

24. Prior to commencement of each phase of the development, details of all materials to be used for hard surfaced areas within the site, including roads, drainage details, driveways and car parking areas shall be submitted to the Local Planning Authority for approval in writing.

REASON: To ensure that internal roads, drainage and parking areas are built to Highway Authority standards and requirements.

25. Prior to the commencement of development a Written Scheme of Investigation detailing a programme of archaeological trial trench evaluation of the proposed development site shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details.

REASON:- To ensure the preservation of potential remains of the site following archaeological investigation.

26. No development shall commence in each phase of the development until an Archaeological Written Scheme of Investigation detailing a programme of archaeological mitigation, as appropriate given the results of the archaeological evaluations, has been submitted to and approved by the Local Planning Authority in writing.

REASON:- To ensure the preservation of potential remains of the site following archaeological investigation.

27. The development in each phase shall take place in accordance with the Written Scheme of Investigation approved under condition 26.

REASON:- To ensure the preservation of potential remains of the site following archaeological investigation.

28. The development of each phase shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition 26 and the provision made for analysis and publication where appropriate."

REASON:- To ensure the preservation of potential remains of the site following archaeological investigation.

29. Prior to the occupation of each phase, details of Electric Vehicle Charging Points in that phase to include provision for at least 20% 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.

30. Prior to the first occupation of the non-residential units, a scheme for the installation of any equipment to control the emission of fumes and smell from the premises including any air conditioning equipment shall be submitted to and approved in writing by the Local Planning Authority and the approved scheme shall be implemented prior to the first occupation of these units. All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the manufacturer's instructions.

REASON: To protect the amenities of the occupiers of adjoining properties.

31. Notwithstanding the requirements of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that order) the non-residential units shall be used for Use Class E (excluding Class E g (i. ii. iii) and Sui Generis (Drinking Establishments) only of the schedule to the Town and Country Planning (Use Classes) Order 1987 and for no other purposes, unless agreed in writing or approved by way of separate planning permission.

REASON:- To protect the amenities of the occupiers of adjoining properties.

32. The development permitted by this planning permission shall be carried out in accordance with the approved surface water drainage assessment carried out by Flood and Drainage Technical Note, reference 70061701, dated 15 January 2020 and the following mitigation measures detailed within the FRA:

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 23.7 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 20,750 m³ (or such storage volume agreed with the LLFA) of total storage volume in swales, attenuation basin and deep-bore soakaway.

3. Discharge of surface water from the private drain into the Anglian Water sewer network and 25 deep-bore soakaways.

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 and storage of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.

33. No development shall take 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 the surface water run-off generated up to and including 1 in 100 year + climate change critical storm will not 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. Detailed drainage plan including location of SuDS measures, pipe runs and discharge point.

2. 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.
 3. Detailed, updated post-development calculations/modelling in relation to surface water for all rainfall events up to and including the 1 in 100 year return period including a + 40% allowance for climate change.
 4. Exceedance flow paths for surface water for events greater than the 1 in 100 year including climate change allowance.
 5. Final detailed management plan to include arrangements for adoption and any other arrangements to secure the operation of the scheme throughout its lifetime.
- REASON:-** To prevent the increased risk of flooding both on and off the site.

34. No development shall take place until a sensitivity study to determine how the existing surface water flow path in the east of the site can be managed has been submitted to and approved in writing by the local planning authority. The sensitivity study should demonstrate a viable method of managing the flow path during storm events up to and including the 1 in 30 year event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The study should consider:
1. Viable method of a positive discharge for the flow path and the proposed discharge rates.
 2. The required attenuation volumes for all return periods up to and including the 1 in 30 year event.
 3. Consultation with the LLFA and LPA regarding any proposals and the requirements they may have.
- REASON:-** To provide betterment to the existing surface water flow path on site to reduce flood risk in north Stevenage.

35. No development shall take place within the development parcels on the phasing plan to be submitted pursuant to condition 5, within which the proposed underground cable corridor runs as shown on the Illustrative Masterplan SK21 Rev K, until a scheme, including timetabling, for under grounding the 132Kv overhead power lines and removal and replacement of pylons as shown on this drawing, has been implemented or unless otherwise agreed on writing by the local planning authority.

REASON: The approved parameters plans are based on the assumption that the 132kV overhead power lines will be undergrounded.

INFORMATIVES

Hertfordshire County Council as Lead Local Flood Authority

Any works taking place within and/or over the culvert or within 3m of the top of the bank of the ordinary watercourse will require prior written consent from Hertfordshire County Council regardless of any planning permission. Any works proposed to be carried out that may affect the flow within an ordinary watercourse will require the prior written consent from the Lead Local Flood Authority under Section 23 of the Land Drainage Act 1991. This includes any permanent and or temporary works regardless of any planning permission.

Hertfordshire County Council as Highways Authority

AN1. Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the

site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

AN2. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

AN3. Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

AN4. Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 38 and Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website noted below:

<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

AN5. Rights of Way

Before commencement of the proposed development, the applicant shall contact Hertfordshire County Council's Rights of Way Service <http://www.hertfordshire.gov.uk/services/envplan/countrysideaccess/row/> (Tel: 0300 123 4047, email at row@hertfordshire.gov.uk) to obtain their requirements for the ongoing maintenance of the surface of the Public Right of Way that routes through the site along the proposed development.

Reason: To ensure the surface of the Public Right of Way does not deteriorate as a result of an increase in vehicle movements using the access, in the interests of pedestrian safety on a Public Right of Way.

The Public Right of Way should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works.

The safety of the public using the route and any other routes to be used by construction traffic should be a paramount concern during works, safe passage past the site should be maintained at all times.

The condition of the route should not deteriorate as a result of these works. Any adverse effects to the surface from traffic, machinery or materials (especially overspills of cement & concrete) should be made good by the applicant to the satisfaction of this Authority.

All materials should be removed at the end of the construction and not left on the Highway or Highway verges.

If the above conditions cannot reasonably be achieved, then a Temporary Traffic Regulation Order would be required to close the affected route and divert users for any periods necessary to allow works to proceed. A fee would be payable to Hertfordshire County Council for such an order.

Reason: To ensure the surface of the Public Right of Way does not deteriorate as a result of an increase in vehicle movements using the access, in the interests of pedestrian safety on a Public Right of Way.

Arboricultural Impact

Although the Arboricultural Impact Assessment mentions the need for an arboriculturalist if any large roots are encountered, it is suggested the whole section of the fence near the tree line should be supervised. Also, as this type of work could potentially weaken the root system and therefore, the trees stability, it is also suggested a Highways England inspector would want to be aware of this matter. This also applies to the aerial part of the tree as considerable amount of their crowns would have to be cut back to accommodate the installation of the high fence.

Cadent Gas

Affected Apparatus

The apparatus that has been identified as being in the vicinity of your proposed works is:

Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity).

Requirements

BEFORE carrying out any work you must:

Carefully read these requirements including the attached guidance documents and maps showing the location of apparatus.

Contact the landowner and ensure any proposed works in private land do not infringe Cadent and/or National Grid's legal rights (i.e. easements or wayleaves). If the works are in the road or footpath the relevant local authority should be contacted.

Ensure that all persons, including direct labour and contractors, working for you on or near Cadent and/or National Grid's apparatus follow the requirements of the HSE Guidance Notes HSG47 – 'Avoiding Danger from Underground Services' and GS6 –

'Avoidance of danger from overhead electric power lines'. This guidance can be downloaded free of charge at <http://www.hse.gov.uk>

In line with the above guidance, verify and establish the actual position of mains, pipes, cables, services and other apparatus on site before any activities are undertaken.

GUIDANCE

Excavating Safely - Avoiding injury when working near gas pipes:

<https://www.nationalgrid.com/sites/default/files/documents/24410-Excavating%20Safely%20Leaflet%20Gas.pdf>

Standard Guidance

Essential Guidance document:

<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=8589934982>

General Guidance document:

<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=35103>

Excavating Safely in the vicinity of gas pipes guidance (Credit card):

<https://www.nationalgrid.com/sites/default/files/documents/24413-Excavating%20Safely%20Credit%20Card%20Gas.pdf>

Excavating Safely in the vicinity of electricity cables guidance (Credit card):

<https://www.nationalgrid.com/sites/default/files/documents/24414ExcavatingSafelyCreditCardElectricity.pdf>

Community Infrastructure Levy

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

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

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

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 led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the National

Planning Policy Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

10. BACKGROUND DOCUMENTS

1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted October 2020 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 2018.
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.
7. Planning Committee Report 4th February 2020.
8. Community Infrastructure Levy 2010 (as amended).