Part I – Release to Press

Meeting:	**Planning and Development Committee**	**Agenda Item:**
Date:	**8 August 2023**	
Author:	**Ailsa Davis**	07702 874529
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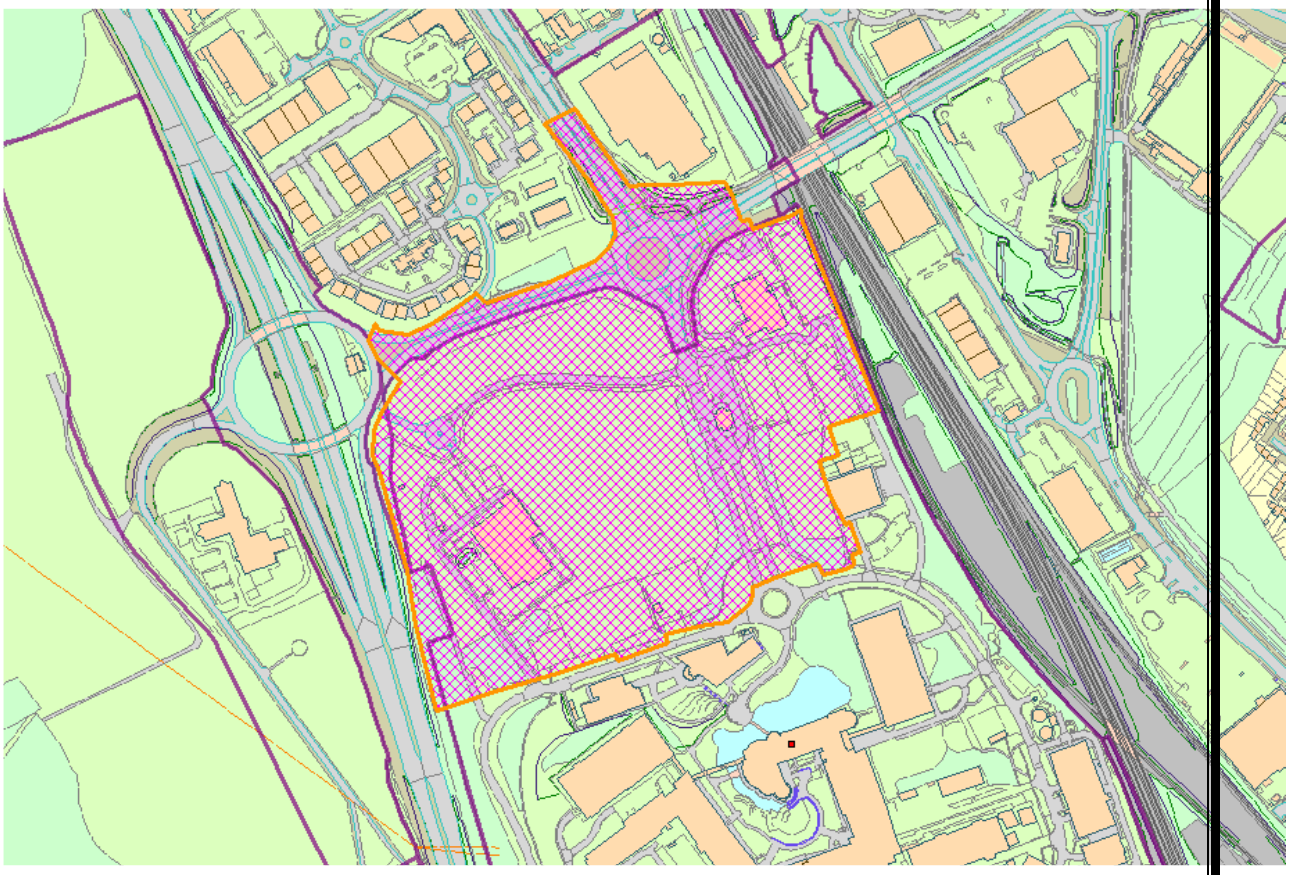
Application No :	23/00293/FPM
Location :	Land Adjacent To GSK Campus, Gunnels Wood Road
Proposal :	Hybrid Planning Application for a new Life Sciences Campus comprising full planning permission for the demolition of existing ancillary buildings, structures, erection of employment floorspace (Classes E(g)(ii) and (iii) and B2, with provision for Class E uses at ground, lower ground and upper ground/mezzanine floors) revised junction arrangement (A602 and Gunnels Wood Road) and alterations to the site layout to include new car parking (including a multi storey car park), internal access and associated works (such as new utilities (including new substation), drainage and infrastructure hard and soft landscaping and introduction of sustainable transport facilities) and Outline planning permission for the demolition of existing ancillary buildings/structures, erection of employment floorspace (Classes E(g)(i) to (iii), B2 and B8, with provision for an ancillary auditorium, and Class E uses at ground floor) and Amenity Hub (Classes E and B2), provision of car parking (including multi storey car park(s)) and associated works (such as new access, utilities, drainage, infrastructure and hard and soft landscaping), with all matters reserved for subsequent approval
Drawing Nos:	Detailed Phase: 2287-EXA-ZZ-GF-DR-L-00101 P02; 2287-EXA-ZZ-GF-DR-L-00110 P02; 2287-EXA-ZZ-GF-DR-L-00111 P02; 2287-EXA-ZZ-GF-DR-L-00112 P02; 2287-EXA-ZZ-GF-DR-L-00113 P02; 2287-EXA-ZZ-GF-DR-L-00114 P02; 2287-EXA-ZZ-GF-DR-L-00115 P02; 2287-EXA-ZZ-GF-DR-L-00116 P02; 2287-EXA-ZZ-GF-DR-L-00117 P02; 2287-EXA-ZZ-GF-DR-L-00118 P02; 2287-EXA-ZZ-GF-DR-L-00119 P02; SLC-HBA-B2-00-DR-A-080102 P2; SLC-HBA-SW-ZZ-DR-A-080010; SLC-HBA-SW-ZZ-DR-A-080011; SLC-HBA-SW-ZZ-DR-A-080012; SLC-HBA-B2-04-DR-A-080106; SLC-HBA-B2-ZZ-DR-A-080300; SLC-HBA-B4-01-DR-A-080112; SLC-HBA-B4-02-DR-A-080113; SLC-HBA-B4-03-DR-A-080114; SLC-HBA-B4-04-DR-A-080115; SLC-HBA-B4-05-DR-A-080116; SLC-HBA-B4-ZZ-DR-A-080212; SLC-HBA-B2-01-DR-A-080103 P2; SLC-HBA-B2-02-DR-A-080104 P2; SLC-HBA-B2-03-DR-A-080105 P2; SLC-HBA-B2-B1-DR-A-080101 P2; SLC-HBA-B2-ZZ-DR-A-080201 P2; SLC-HBA-B2-ZZ-DR-A-080202 P2; SLC-HBA-B2-ZZ-DR-A-080203 P2; SLC-HBA-B2-ZZ-DR-A-080204 P2; SLC-HBA-B4-00-DR-A-080110 P2; SLC-HBA-B4-M0-DR-A-080111 P2; SLC-HBA-B4-ZZ-DR-A-080210 P2; SLC-HBA-B4-ZZ-DR-A-080211 P2; SLC-HBA-B4-ZZ-DR-A-080213 P2; SLC-HBA-B4-ZZ-DR-A-080214 P2; SLC-HBA-B4-ZZ-DR-A-080310 P2; SLC-HBA-CP-00-DR-A-080120 P2; SLC-HBA-CP-06-DR-A-080123 P2;

	SLC-HBA-CP-ZZ-DR-A-080121 P2; SLC-HBA-CP-ZZ-DR-A-080122 P2; SLC-HBA-CP-ZZ-DR-A-080220 P2; SLC-HBA-CP-ZZ-DR-A-080221 P2; SLC-HBA-CP-ZZ-DR-A-080222 P2; SLC-HBA-CP-ZZ-DR-A-080223 P2; SLC-HBA-CP-ZZ-DR-A-080320 P2; SLC-HBA-SS-ZZ-DR-A-080130 P2; SLC-HBA-SW-ZZ-DR-A-080100 P2; SLC-HBA-SS-ZZ-DR-A-080230; SLC-HBA-SS-ZZ-DR-A-080330; SLC-HBA-B2-ZZ-DR-A-080200 P2 Outline Phase: 2287-EXA-ZZ-GF-DR-L-00001 REV A; SLC-HBA-SW-ZZ-DR-A-080030; SLC-HBA-SW-ZZ-DR-A-080031; 2287-EXA-ZZ-GF-DR-L-00100 P02; SLC-HBA-SW-ZZ-DR-A-080020 P2; SLC-HBA-SW-ZZ-DR-A-080021 P2; SLC-HBA-SW-ZZ-DR-A-080022 P2; SLC-HBA-SW-ZZ-DR-A-080023 P2
Applicant :	Glaxosmithkline Research And Development Ltd
Date Valid:	19 April 2023
Recommendation :	GRANT PLANNING PERMISSION



Plan for illustration purposes only

1. SITE DESCRIPTION

1.1 The application site is located within the Gunnels Wood Employment Area to the southwest of the town. The site comprises land within the wider extent of the existing GSK Campus, comprising a range of buildings associated with 'life science' research and development. The site is 'brownfield' and previously developed measuring 17.37ha. It is largely vacant, with the existing CTC building located within the west of the site boundary. The CTC building is one of four facilities in the UK for CGT Catapult, which is an independent

innovation and technology organisation committed to the advancement of cell and gene therapies.

1.2 The site also includes the GSK security building (to be re-located onto the existing Campus under planning permission 23/00249/FP) and sports centre and the temporary Spark building located within the centre of the site. The site also includes areas of existing hardstanding and surface level car parking. There are two satellite parcels of land within the site which are located within the existing GSK Campus that would facilitate smaller scale extensions to existing buildings. The site is accessed from the north via the A602 on Gunnels Wood Road, which is included within the application boundary.

1.3 The surrounding area comprises a range of employment and other commercial uses, specifically the GSK Campus which is located to the south. The A1(M) is to the west of the site, including Junction 7 with the A602. Beyond the A1(M) is the Novotel Hotel with the remaining area to the west comprising Knebworth House and agricultural land. To the east of the site is the East Coast Mainline railway, beyond which lies Roebuck Retail Park and Broadwater Retail Park. The wider Gunnels Wood Employment Area is located to the north of the site, beyond the A602.

1.4 The site is not located within a Conservation Area and there are no listed buildings or heritage assets associated with the site. The site is located within Flood Zone 1 and therefore has a low risk of fluvial flooding.

2. RELEVANT PLANNING HISORY

2.1 The site and wider GSK Campus area has been subject to a number of planning applications. The below is a summary of those of relevance to the consideration of this application.

2.2 Outline planning permission ref. 05/00621/OP was approved on 7 April 2009 for development to include 60,000m² of office floorspace, improvements to means of access and additional 1,200 car parking spaces following the demolition of existing buildings ('2009 Outline'). The 2009 Outline was subject to a S73 application (Ref: 09/00314/FPM) which was approved on 1 March 2010.

2.3 The 2009 Outline is of relevance as the application boundary subject to this application is similar to what was previously approved. The application also included a new gyratory arrangement to the existing A602 and Gunnels Wood Road junction, which is also broadly similar to that proposed as part of this application.

2.4 An interim roadworks scheme was agreed to enable the occupation of up to 18,600m² floor space in advance of the re-shaping and signalisation of the GSK roundabout. The interim roadworks have been constructed. Part of the 18,600m² floor space has now been built and detailed planning permission has been granted for most of the remainder (ref. 15/00323/FPM), bringing the total consented floor space to 18,037m².

2.5 Most recently in May 2023, planning permission has been granted under reference 23/00249/FP for the construction of a replacement security lodge to be located within the existing GSK Campus, with associated access, car/cycle parking and landscaping to enable the application site to be redeveloped as proposed.

CTC Building

2.6 An application for construction of a research and manufacturing building (Use Class B1) with associated infrastructure was approved on 19 August 2015 (Ref: 15/00323/FPM). This building has been constructed and is known as the Catapult Building which would be

retained as part of this application. It was subsequently amended by a non-material amendment application and variation of conditions applications.

Spark Building

2.7 An application for retention of the Spark Building for a further temporary period of 12 months from 1 April 2023 to 31 March 2024 was approved on 14 September 2022 (Ref: 22/00668/FP). This building is a single storey modular laboratory and office building constructed in 2019 which currently supports three growing companies at Stevenage Bioscience Catalyst.

3. THE CURRENT APPLICATION

3.1 The planning application is submitted in 'hybrid' form and seeks detailed planning permission for the initial (Phase 1) suite of works and outline planning permission (with all matters reserved) for the remainder of the Masterplan. The extent of the detailed and outline application areas is shown on Drawing Ref: SLC-HBASW-ZZ-DR-A-080020 P2.

3.2 The composition of the application and proposed development is as follows:

Application for Detailed Planning Permission

- A total area of 8.8ha which would include the demolition of existing ancillary buildings (not including the CTC Building).

- The construction of two buildings (Buildings 2 and 4) as shown on the Detailed Site Layout Plan (Drawing Ref: SLC-HBA-SW-ZZ-DR-A-080100 P2 - see Figure 1 below) with a Gross Internal Area ('GIA') of 23,692m² including within Classes E(g)(ii) and (iii), and B2. Provision is also sought for Class E uses at lower ground, ground and upper ground / mezzanine floors, in order to provide a range of potential amenities such as café / gym / nursery uses.

- The provision of a new gyratory junction on the A602 / Gunnels Wood Road, with associated alterations to the existing public highway configuration.

- Alterations to the site layout including a new multi storey car park measuring 13,132m² and a surface level car park. These would provide a total of 548 car parking spaces and 27 motorcycle spaces, including provision for disabled parking and EV charging.

- A total of 274 cycle parking spaces, comprising 248 long stay and 26 short stay spaces.

- Provision for comprehensive soft and hard landscaping throughout the site, including the proposed arrival plaza and wider public realm. The application also includes provision for 'meanwhile landscaping' which would act as a temporary surface solution for small parcels of the site.

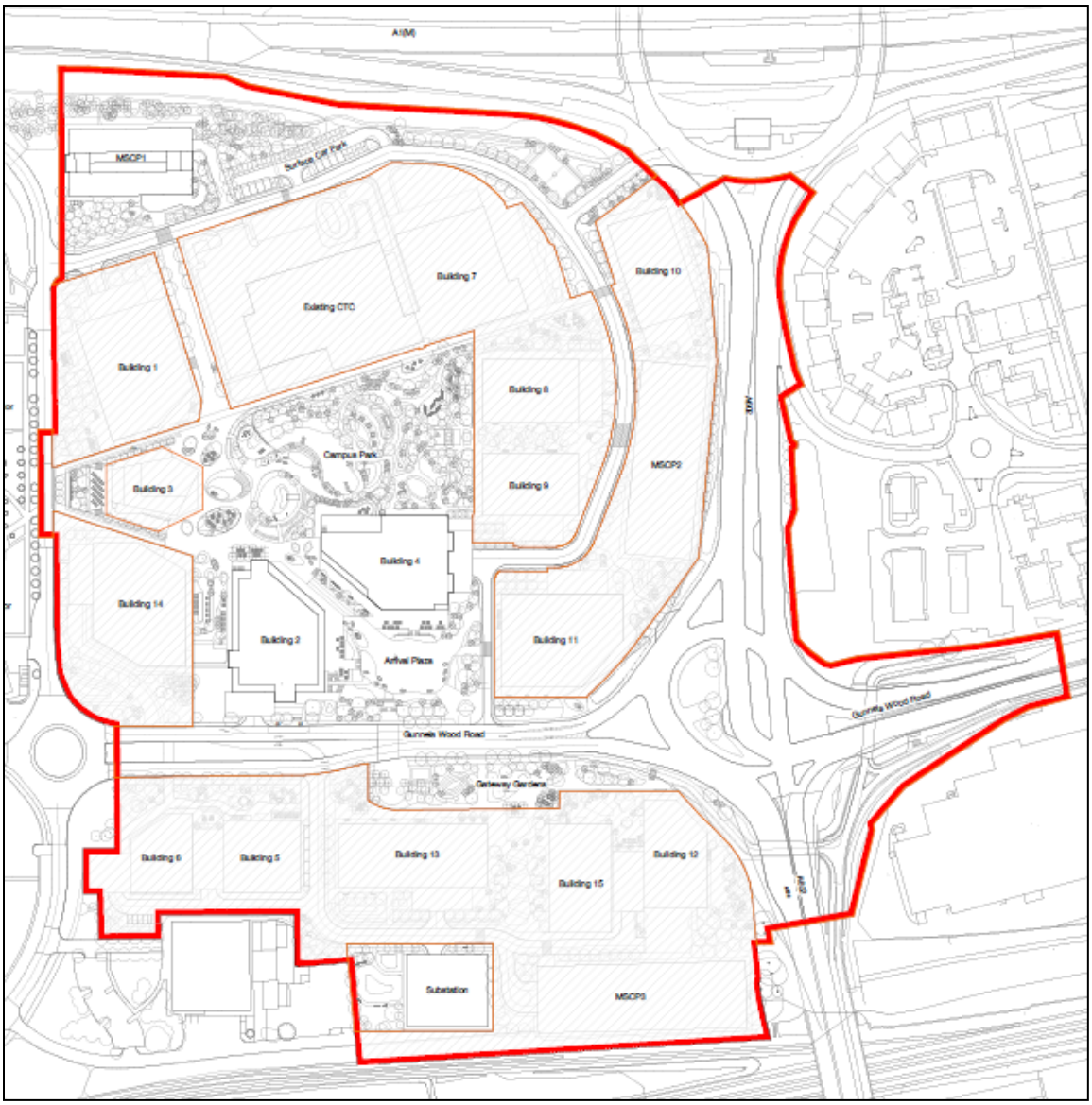


Figure 1 Detailed Site Layout Plan

Application for Outline Permission

- The outline application boundary comprises a total area of 8.5ha with a maximum area of built development consisting of 126,387m² (Use Classes E(g)(i) – (iii), B2 and B8, including an auditorium). Provision is also sought for Class E uses at ground floor of the proposed buildings to provide a range of potential amenities to serve staff such as café, gym and nursery uses.

- The above quantum of floorspace includes an 'Amenity Hub' building (Classes E and B2) to provide a range of facilities to support the wider campus and act as a focus for engagement, interaction and innovation.

- Flexibility is sought as to the mix of floorspace within these use classes up to a set maxima of 126,387m².

- All matters are reserved for future determination, albeit the application is supported by parameter plans and Design Codes. These would ensure the location, extent and height of new buildings, including car parks are controlled and importantly, through the Design Codes, ensure that the buildings and landscaping schemes are of the highest quality.

- The application also includes provision for meanwhile landscaping in relation to the proposed Amenity Hub building.

- An Illustrative Masterplan has been provided to demonstrate how the Outline Area could potentially come forward, albeit this drawing is not submitted for approval as part of the application.

3.3 It is anticipated that the proposed development would be delivered in phases. The detailed element of the application would be delivered as Phase 1. The outline element would be delivered subsequently either as an individual or multiple separate phases that would be subject to future planning applications as required.

3.4 Existing buildings to be demolished are shown on the Proposed Demolition Plan Ref: SLC-HBA-SW-ZZ-DRA-080012. For completeness, this includes the 'Spark' building, which is subject to a temporary planning permission which lasts until 31 March 2024. The intention is to relocate this within the site, subject to a separate future application.

3.5 Including the car parking to be provided within the detailed element, the application proposes a total of up to 2,783 new car and motorcycle parking spaces, plus a further 362 spaces to be re-provided that currently exist on site. The proposed development would also include some 'meanwhile' landscaping solutions for parts of the site. There are three separate parcels which are all within the 'detailed' area and are illustrated on Drawing Ref: SLC-HBA-SW-ZZ-DR-A-080020 P2. The 'meanwhile' landscaping would provide a transitional surface level treatment which would ensure the first phase of the Campus could become operational before the wider Masterplan is delivered.

3.6 The application proposal has gone through a pre-application process with the Local Planning Authority, which has resulted in improvements to the scheme. Pre-application discussions have also been held with Hertfordshire County Council (HCC) as Highway Authority.

3.7 This application comes before the Planning and Development Committee for its decision as it is a Major.

4. BACKGROUND TO PROPOSAL

4.1 The application proposal would create a world class, life science campus which would provide state-of-the-art laboratory and associated facilities across 15 buildings, along with two extensions to the existing GSK Campus. The Campus would build on Stevenage's existing reputation as a leading life science hub to meet the growing demand within the UK for new research and development opportunities in the sector. The aspiration of the applicant is to create a global exemplar for sustainability that would enable the next generation of innovators to thrive in Stevenage.

4.2 The existing GSK and Bioscience Catalyst Campus ('GSK Campus') in Stevenage is already an established and successful operation. It includes the CGT Catapult and the Stevenage Bioscience Catalyst; the latter has recently been identified as one of the first six Life Science Opportunity Zones in the UK. The application proposal would build upon this success with an ambition for recognition as a globally important Campus. These national and international relationships are critical to the success of the overall vision.

4.3 The proposal would deliver a sustainable, connected and collaborative campus with a world class mix of life science spaces, bringing together a number of major regional, national and multinational companies. The 'Golden Triangle' is a world-leading regional life science cluster of London, Oxford, Cambridge and England's greater South / East. Stevenage sits at the heart of this triangle with direct rail links to Cambridge and London. The proposed development would form part of a wider investment within life sciences within the 'Golden Triangle' by the applicant and would elevate Stevenage as becoming increasingly important within the sector.

4.4 The proposed development would operate in conjunction with Autolus (recently constructed bio-science laboratory at the former Marshgate carpark) and the recently approved life science / retail scheme known as 'The Assembly' at The Forum in Stevenage Town Centre (Planning permission reference: 22/00923/FPM). Those developments would deliver a range of new buildings and floorspace for advanced manufacturing (GMP – Good Manufacturing Practice), workspace and associated facilities (albeit of a lesser scale to that proposed as part of this application).

4.5 Both the proposed development, Autolus and The Assembly would operate as part of the Forge Knowledge Platform ('Forge_KN') which also includes life science facilities in locations such as Oxford, Cambridge and Potters Bar. Forge_KN is a shared vision developed by Reef and UBS. It aims to create a network of knowledge districts for the UK built on the principles of creating quality buildings and places designed around the people and communities that use them in a digitally enabled and sustainable environment. The Platform is exemplary in environmental and social sustainability.

4.6 Forge_KN originates in Stevenage, where archaeology digs revealed remains of Saxon pottery, weaving and forges, and a history of skilled craftspeople. Supported by a very accessible and central location this heritage is demonstrated today with Stevenage being an established home to the largest concentration of cell and gene therapy companies in Europe, the CGT Catapult, Life Arc, and a range of innovators, pioneers and global companies in the aerospace, technology and precision engineering sectors.

4.7 The Autolus building will be the first project to be completed by Forge_KN and will be the UK's largest at scale, purpose built GMP advanced manufacturing facility. Across the rest of the Platform, Forge_KN is delivering a range of smart Life Science spaces; incubators, scale-up, research and development facilities and GMP manufacturing. The Forge_KN platform and the proposed development would encourage future investment into Stevenage and bolster the UK's position as a global science hub. It would also help to meet a series of local and nationally important targets in respect of economic growth.

Economic Benefits

4.8 The application is accompanied by an Economic Statement by Volterra which highlights the importance of the life science sector as one of the most valuable sectors to the UK economy. In terms of direct economic benefits to Stevenage and Hertfordshire more widely, the proposal would:

- Generate an average of 1,425 jobs in Stevenage over the 79-month construction period. This would be supplemented by indirect benefits such as construction worker expenditure.

- In terms of the operational phase, the floorspace (both as part of Phase 1 and the maximum area envisaged as part of the Masterplan), would generate a significant

increase in employment opportunities within the town. Primarily opportunities would be created in skilled roles, specifically within the lab / R&D and GMP space, albeit the proposal would also create opportunities with lower barriers to entry including positions with the ancillary uses (such as a café, gym or nursery). It would result in the creation of 4,365 jobs (Full Time Equivalent ('FTEs')).

- Overall, the total quantum of floorspace proposed as part of the Masterplan would generate an estimated 5,455 net additional jobs or 4,880 net additional FTE's across the UK. Of the total number, 1,930 jobs (or 1,730 FTEs) would be expected to go to Stevenage residents and 4,005 jobs (or 3,585 FTEs) to Hertfordshire residents. The proposal would make a material contribution to the growth in employment opportunities within the town over the Local Plan period.

- An additional output in gross value added (GVA) terms of an estimated £222m per annum.

- An additional estimated tax revenue of £67m - £89m per annum.

- A total of £3.6m in annual business rate payments per annum.

- The proposal includes several open spaces, landscaped areas and community facilities which would be open to the public. This is a significant public benefit and encourages a positive relationship between the Campus and local residents.

- The proposal would meet the minimum target for employment floorspace growth within the town (140,000m²) set out within Local Plan policy SP3.

5. PUBLIC REPRESENTATIONS

5.1 As a major planning application, the proposal has been publicised by way of two site notices and a press notice. In addition, neighbouring properties have been consulted by way of letter. At the time of drafting this report, three general comments have been received making comments around securing integrated swift and bat boxes and raising the point that the re-designed gyratory should continue to allow people to travel south along Gunnels Wood Road, do a U turn and travel north up the same road to access business on the eastern side. No comments have been received either in support or against the proposal.

5.2 Please note that a verbatim copy of all comments and representations received are available to view on the Council's website.

6. CONSULTATIONS

6.1 The following section contains summaries of consultation responses. Full copies of the responses are available on the Council's website.

6.2 HCC Highway Authority

6.2.1 Hertfordshire County Council as Local Highway Authority does not wish to object to planning permission being granted (see section 7.6 of this report which considers highway implications of this development), but raise a number of planning conditions and obligations (see section 10 of this report for conditions and obligations).

6.3 HCC Growth and Infrastructure Unit

6.3.1 Do not wish to seek financial contributions towards early years, primary and secondary education, SEND, library, youth, waste and Herts Fire and Rescue Services.

6.4 Affinity Water

6.4.1 No objection, subject to conditions and it has been demonstrated that public water supply will not be impacted.

6.5 Thames Water

6.5.1 This site is affected by wayleaves and easements within the boundary of or close to the application site. Thames Water will seek assurances that these will not be affected by the proposed development. The applicant should undertake appropriate searches to confirm this.

6.5.2 Thames Water would advise that with regard to SURFACE WATER network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

6.5.3 Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

6.6 SBC Parks and Amenities

6.6.1 As per our Amenity Tree Management Policy, Policy 21, all new developments must contribute to new tree planting, either directly or via planning contributions, to achieve a minimum of 20% tree canopy cover at maturity. Although we understand this development does not involve new residential units, we still anticipate compliance with this policy.

6.6.2 As part of the site scheme, 628 trees will need to be removed to facilitate development. Additionally, 43 trees will be removed for the road improvement scheme. To offset this, 988 new trees are proposed to be planted, resulting in a 47% increase. It's important to consider a replacement tree ratio of 1:2 (equivalent to a 100% increase) for every tree that is cut down. If it's not feasible to plant the replacement trees on site, then it's necessary to make a suitable contribution towards planting new trees elsewhere in the town as a form of mitigation.

6.6.3 Bulb planting should be considered at key locations to provide additional swathes of colour and interest. Bulb areas shall consist of naturalising bulb mixes designed to give colourful interest from late winter-spring. This could be implemented within the road improvement scheme at suitable locations where they do not obscure potential visibility or cause maintenance access issues.

6.6.4 Although it may not be directly related to this development, it is important to note the proposed SUDs features within the road improvement scheme. Herts County Council (HCC) is expected to adopt these features through s278. However, as SDS is responsible for maintaining highway grass verges and trees on behalf of HCC, we do not currently have the necessary expertise or resources to maintain SUDs features. Therefore, we must understand from HCC the detailed measures they will implement to maintain these features at the appropriate time. If, however, SDS is expected to be responsible for maintaining these features, we will need to discuss with HCC (and, if necessary, the developer) to establish the necessary arrangements and funding etc.

6.6.5 To minimise maintenance challenges, the amount of grass/soft landscaping central reservations should be limited. Suitable hard landscaping is preferred. Additionally, areas of grass/landscaping narrower than 1m should be avoided as they may struggle to establish. There are concerns regarding the proposed conversion of the existing layby to soft landscaping as it may require maintenance operatives to enter and exit the 70-mph roundabout system, which could pose safety challenges from an operational standpoint.

6.6.6 To minimise the risks of imported pests and diseases, responsible sourcing of plant stock is necessary. UK nurseries are preferred when possible, and full traceability is guaranteed. Additionally, the containerised stock should be either peat-free or use reduced peat. The current landscaping proposals have a significant amount of herbaceous planting. To improve year-round interest, more shrub planting should be included in the scheme.

6.7 Network Rail

Drainage

6.7.1 We ask that all surface and foul water drainage from the development area be directed away from Network Rail's retained land and structures into suitable drainage systems, the details of which are to be approved by Network Rail before construction starts on site. Water must not be caused to pond on or near railway land either during or after any construction-related activity.

6.7.2 The construction of soakaways for storm or surface water drainage should not take place within 20m of the Network Rail boundary. Any new drains are to be constructed and maintained so as not to have any adverse effect upon the stability of any Network Rail equipment, structure, cutting or embankment. The construction of soakaways within any lease area is not permitted.

6.7.3 The construction of surface water retention ponds/tanks, SuDS or flow control systems should not take place within 20m of the Network Rail boundary where these systems are proposed to be below existing track level. Full overland flow conditions should be submitted to Network Rail for approval prior to any works on site commencing.

6.7.4 The construction of surface water retention ponds/tanks, SuDS or flow control systems should not take place within 30m of the Network Rail boundary where these systems are proposed to be above existing track level. Full overland flow conditions should be submitted to Network Rail for approval prior to any works on site commencing.

6.7.5 If a Network Rail owned underline structure (such as a culvert, pipe or drain) is intended to act as a means of conveying surface water within or away from the development, then all parties must work together to ensure that the structure is fit for purpose and able to take the proposed flows without risk to the safety of the railway or the surrounding land.

Wayleaves and or easements for underline drainage assets

6.7.6 The position of any underline drainage asset shall not be within 5m of drainage assets, sensitive operational equipment such as switches and crossings, track joints, welds, overhead line stanchions and line side equipment, and not within 15m of bridges, culverts, retaining walls and other structures supporting railway live loading.

Protection of existing railway drainage assets within a clearance area

6.7.7 There are likely to be existing railway drainage assets in the vicinity of the proposed works. Please proceed with caution. No connection of drainage shall be made to these assets without Network Rail's prior consent to detailed proposals. Any works within 5m of the

assets will require prior consent. There must be no interfering with existing drainage assets/systems without Network Rail's written permission.

6.7.8 The developer is asked to ascertain with Network Rail the existence of any existing railway drainage assets or systems in the vicinity of the development area before work starts on site. Please contact Matthew Shelton (matthew.shelton@networkrail.co.uk) for further information and assistance.

6.8 Lead Local Flood Authority

6.8.1 Following a review of the submitted information, we object to both the outline and full elements of this planning application in the absence of a sufficient Drainage Strategy in order to prevent flooding in accordance with NPPF paragraphs 167, 169 and 174 by ensuring the satisfactory management of local flood risk, surface water flow paths, storage and disposal of surface water from the site in a range of rainfall events and ensuring the SuDS proposed operates as designed for the lifetime of the development. We will consider reviewing this objection if the following issues are adequately addressed.

6.8.2 The response then goes onto list a series of issues which need to be amended or considered, including but not limited to:

- The drainage calculations need to be updated using FEH22 rainfall data
- Concerns regarding the results of infiltration testing and how they have been applied to the design of each catchment
- WSP report states that the infiltration testing carried out to inform this part of the development (trial pits TP201-205) was not in accordance with BRE 365 standards
- Does not appear that the permeable paving will utilise infiltration into the underlying soils
- Require the applicant to provide clarification on the dimensions of the shallow soakaways labelled on the drainage plan and within the calculations
- The discharge rates for each of the Catchments proposing to discharge to surface water sewers should be based on their individual area and not on the total site.

6.8.3 The applicant is currently working to provide the necessary information to the LLFA to enable their concerns to be addressed and they will be re-consulted. It is anticipated members will agree to delegated powers being granted to the Assistant Director of Planning and Regulation to impose any conditions advised on any response provided after the committee meeting.

6.8.4 A decision will not be issued until the S106 Legal Agreement associated with the development has been signed, which will allow time for the outstanding issues to be addressed. Therefore, any subsequent comments from the LLFA will be fully considered prior to a decision being issued. However, if HCC as Lead Local Flood Authority continue to raise an objection to this application and their concerns cannot be overcome, then this application will be referred back to the Planning and Development Committee for its decision.

6.9 Environment Agency (comments dated 24 May 2023)

6.9.1 We OBJECT to the planning application, as submitted, because the risks to groundwater from the development are unacceptable. The applicant has not supplied adequate information to demonstrate that the risks posed to groundwater can be satisfactorily managed. We recommend that planning permission should be refused on this basis in line with paragraph 174 of the National Planning Policy Framework.

6.9.2 The following information has been reviewed in support of this planning application:

- Phase 1 Preliminary Risk Assessment – Curtins Document Ref: 082375.100-CUR-00-XX-T-GE-001 Rev P04 dated 6th April 2023

- Sitewide Drainage & SuDS Strategy – Curtins Document Ref: 082375-CUR-XX-XX-T-C92003 Rev P04 dated 11th April 2023
- Drainage & SuDS Strategy – Phase 1 Addendum – Curtins Document Ref: 082375-CUR-XX-XX-T-X-92005 Rev P03 dated 11th April 2023

6.9.3 Groundwater is particularly sensitive in this location because the proposed development site:

- is within Source Protection Zone 3
- is located upon a Principal Bedrock Aquifer (Chalk)
- is location upon a Secondary A Superficial Aquifer (Sand and Gravel)
- is located within a Water Framework Directive groundwater water body with 'poor' overall classification (Upper Lee Chalk GB40601G602900)

6.9.4 Our approach to groundwater protection is set out in 'The Environment Agency's approach to groundwater protection'. In implementing the position statements in this guidance we will oppose development proposals that may pollute groundwater especially where the risks of pollution are high and the groundwater asset is of high value.

6.9.5 It is quoted in the Sitewide Drainage & SuDS Strategy that: "Where non trafficked areas are to be drained, these are to deep bore soakaways". Please note that the Environment Agency does not regard the use of boreholes or other deep structures for the discharge of runoff and/or effluent as routinely appropriate disposal options because they concentrate the flow of effluent at one location and bypass the soil layers. This limits the ability of the ground to attenuate pollutants and presents a greater risk of groundwater pollution.

6.9.6 In this case position statement G9 (Use of deep infiltration systems) applies: The Environment Agency will only agree to the use of deep infiltration systems for surface water or sewage effluent disposal if the developer can show that all of the following apply:

- the discharge to groundwater is indirect (with the exception of clean uncontaminated roof water to ground - see Position Statement G12)
- there are no other feasible disposal options such as shallow infiltration systems or drainage fields/mounds that can be operated in accordance with the appropriate current British Standard 6297:2007 A1:2008
- the system is no deeper than is required to obtain sufficient soakage
- acceptable pollution control measures are in place
- risk assessment demonstrates that no unacceptable discharge to groundwater will take place – in particular inputs of hazardous substances to groundwater will be prevented
- there are sufficient mitigating factors or measures to compensate for the increased risk arising from the use of deep structures

6.9.7 To ensure development is sustainable, applicants must provide adequate information to demonstrate that the risks posed by development to groundwater can be satisfactorily managed. In this instance the applicant has failed to provide this information and we consider that the proposed development may pose an unacceptable risk of causing a detrimental impact to groundwater quality. This is because a number of infiltration drainage systems, including deep borehole soakaways, have been proposed without sufficient assessment of the risks to groundwater quality at the site. Overcoming our objection at a first instance the "non-trafficked areas" and runoff types for the catchments where deep boreholes are proposed should be clarified.

6.9.8 Please note position statement G12 (Discharge of clean roof water to ground): The discharge of clean roof water to ground (not combined with any other runoff or effluent streams) is acceptable both within and outside SPZ1, provided that all roof water down-pipes are sealed against pollutants entering the system from surface run-off, effluent disposal or other forms of discharge. The method of discharge must not create new

pathways for pollutants to groundwater or mobilise contaminants already in the ground. No permit and/or risk assessment is required, if the above criteria can be met.

6.9.9 Should it be confirmed that clean roof water only is to be discharged to the deep borehole soakaways in line with the requirements of G12 then we will be able to remove our objection. Should any runoff streams other than clean roof water discharge to deep borehole soakaways then we will maintain our objection until we receive a risk assessment demonstrating that the risks to groundwater quality posed by infiltration drainage at the site can be satisfactorily managed, and for deep boreholes that the requirements of position statement G9 can be fully met.

Comments dated 5 July 2023

6.9.10 We have reviewed the following additional information in support of this planning application:

- Response to Environment Agency – Curtins Letter Ref: 082375-CUR-XX-XX-T-C-92100 dated 8th June 2023

6.9.11 We welcome the updated information with respect to the proposed drainage strategy at the site and clarity regarding “non-trafficked” areas of the site. However, in its current format some elements of the SuDS methodology would still require an environmental permit. As such we wish to maintain our objection at this stage and require further information in order to fully assess the risks to groundwater at the site.

6.9.12 The risks to groundwater from the development are currently unacceptable. The applicant has not supplied adequate information to demonstrate that the risks posed to groundwater can be satisfactorily managed. We recommend that planning permission should be refused on this basis in line with paragraph 174 of the National Planning Policy Framework.

6.9.13 In line with the Environment Agency’s Approach to Groundwater Protection the applicant must not cause or knowingly permit the discharge of hazardous substances or non-hazardous pollutants that might lead to an input of that substance into groundwater without an environmental permit.

6.9.14 We are concerned that potential dissolved and free-phase contaminants, such as fuels and oils, associated with highway run-off from Catchment B discharging to a deep borehole soakaway may result in a deterioration of groundwater quality at the site. Surface run-off may therefore contain substances present on the JAGDAG list (i.e. metals, organics including PAHs and BTEX). Any discharge must be treated to such a level that it will not result in a discernible input of hazardous substances to groundwater. A discernible input occurs when the concentration within the discharge exceeds either the natural background quality or a minimum reporting value (MRV).

6.9.15 The use of the CIRIA SuDS mitigation indices does not sufficiently demonstrate that the treatment train for Catchment B will treat runoff to a quality that complies with MRVs. A discharge of this nature would need to be regulated in line with Environmental Permitting Regulations 2016 and would require an environmental permit, including a risk assessment to address the above points. This is in line with position statement G11: “Discharges of surface water run-off to ground at sites affected by land contamination, or from sites used for the storage of potential pollutants are likely to require an environmental permit. This applies especially to sites where storage, handling or use of hazardous substances occurs (for example, garage forecourts, coach and lorry parks/turning areas and metal recycling/vehicle dismantling facilities). These sites will need to be subject to risk assessment with acceptable effluent treatment provided.”

6.9.16 We may be in a position to remove our objection should either:

- An alternative method of disposal for highways drainage associated with this catchment is proposed or;
- a robust risk assessment demonstrating that the Catchment B treatment train under flooding conditions can effectively treat free phase and dissolved contaminants and prevent the discharge of hazardous substances to groundwater via a deep borehole soakaway

6.9.17 We do not necessarily object to the use of permeable paving and deep borehole soakaways for the non-trafficked areas of the site, however we require a greater understanding of the benefits to water quality of this element of the SuDS treatment train. Whilst we note that permeable paving is in line with CIRIA SuDS manual, we request the technical design and specification of permeable paving to be used at the site. Please provide further discussion with respect to the treatment efficiency of the paving and its benefits to water quality prior to discharge to deep borehole soakaways.

6.9.18 We require further information regarding the design and installation depths of the proposed deep borehole soakaways. Table 3 of the Sitewide Drainage & SuDS Strategy indicates infiltration testing for deep borehole soakaways targeting the Lowestoft Sands and Gravels. Whilst we acknowledge that full design will be confirmed once further site investigation has been undertaken, we would like clarification with respect to what this will entail. A minimum thickness of 1.2m of unsaturated zone between the base of each borehole and the water table must be maintained at all times. We would expect further investigation to incorporate monitoring of groundwater levels to demonstrate that the minimum unsaturated zone can be maintained.

6.9.19 Please also note that in line with position statement G9 of the Environment Agency's Approach to Groundwater Protection a deep infiltration system must be installed only as deep as is necessary in order to achieve sufficient soakage. Our position is in line with the Policy FP5: Contaminated land and Policy FP7: Pollution in Stevenage Borough's Local Plan.

6.9.20 Additional information to address the issues raised has been submitted by the applicant and the Environment Agency has been re-consulted. If comments are received prior to the meeting an update will be provided, otherwise it is anticipated members will agree to delegated powers being granted to the Assistant Director of Planning and Regulation to impose any conditions advised on any response provided after the committee meeting.

6.9.21 A decision will not be issued until the S106 Legal Agreement associated with the development has been signed, which will allow time for comments to be received. Therefore, comments will be fully considered prior to a decision being issued. However, if the Environment Agency continue to raise an objection to this application and their concerns cannot be overcome, then this application will be referred back to the Planning and Development Committee for its decision.

Comments dated 28 July 2023

6.9.22 Thank you for consulting us on the additional information for the above planning application. The following additional information has been reviewed:

- GSK Life Sciences Campus – Drainage Strategy Planning Comments/Responses – Curtins Letter Ref: 082375-CUR-XX-XX-L-C-92500 dated 12th July 2023
- Drainage & SuDS Strategy – Phase 1 Addendum – Curtins Ref: 082375-CUR-XX-XX-T-C-92005 Rev P04 dated 12th July 2023
- Sitewide Drainage & SuDS Strategy – Curtins Ref: 082375-CUR-XX-XX-T-C92003 Rev P05 dated 12th July 2023

6.9.23 It is noted from the above that the drainage strategy has been altered to remove deep borehole soakaways for highways runoff associated with Catchment B. In light of this change we are now able to remove our objection from our previous letter (EA Ref: NE/2023/135706/02-L01 dated 5th July 2023). We would have no objection to the proposals if the following conditions are attached to any grant of planning permission. Without these conditions the development would pose an unacceptable risk to groundwater and we would object.

6.10 HCC Minerals and Waste

6.10.1 No objection, subject to a condition requiring the submission of a site waste management plan.

6.11 SBC Environmental Health

6.11.1 No objection, subject to conditions relating to noise, contamination and hours of construction.

6.12 National Highways

6.12.1 National Highways has reviewed the supporting documents and held a meeting with the Applicant on the 15th June 2023 to discuss further outstanding questions related to the modelling, methodology and mode share for the proposed development. Following this, the Applicant supplied further information related to the GSK Campus Sustainable Transport Note which provided some further clarification to the methodology and mode share used in support of the proposed development.

6.12.2 We agree with the methodology and mode share presented within the Transport Assessment (TA) and the sensitivity test undertaken by the Applicant in comparing the trips associated with the adjacent GSK site and the Cambridge Science Park (data from TRICS), as well as the use of more up to date survey data to further validate the results (November 2022) and adopt the worst-case approach within the methodology.

6.12.3 In relation to the junction capacity assessment, we agree with the comments previously raised by HCC/ WSP, in the technical note related to the modelling (July 2022) and note that those have been taken on board by the Applicant when modelling and validating the TRANSYT model and various scenarios as presented in Chapter 8 of the TA. We have reviewed the scenarios presented within the TA and note that with the implementation of a travel plan and the associated measures, the A1(M) J7 is expected to run within the design and/or working capacity during the AM and PM peak based on the 2031 future baseline scenario.

6.12.4 We have reviewed the Framework Travel Plan (April 2023) supplied by the Applicant and agree in principle with the proposed measures. We request the Applicant to continue ongoing conversations with the GSK Campus and look for ways to combine more measures promoting sustainable travel across the sites. We would also like the Travel Plan to be reviewed on regular basis and any issues to be managed appropriately in a timely manner by the developer.

6.12.5 National Highways has no objection to the proposed development subject to a discharge conditions, on the basis the scheme will not result in significant impact on the nearby SRN junction (A1(M) Junction 7) and the trips can be accommodated within junction arrangements. Recommendation: A Full comprehensive Travel Plan with commitment to regular Travel Plan Monitoring to be undertaken on site to manage the number of single use trips to/from the site and its impact on the A1(M) Junction 7. There would need to be a commitment within the Travel Plan to achieve the trips they have proposed within Scenario

5 and 6 (8% reduction in trips) in the Transport Assessment. To be secured via a suitably worded planning condition.

6.13 Natural England

6.13.1 No comments received.

6.14 UK Power Networks

6.14.1 No comments received.

6.15 SBC CCTV Department

6.15.1 No comments received.

6.16 SBC Highways (Engineers)

6.16.1 No comments received.

6.17 Crime Prevention

6.17.1 I have no concerns and support this application.

6.18 Herts and Middlesex Wildlife Trust

6.18.1 The submitted biodiversity net gain assessment does not satisfy the trading rules of the biodiversity metric. Therefore, a net gain has not currently been achieved. In accordance with the metric guidance and the Stevenage Biodiversity SPD (4.4), these rules must be satisfied, or an offsite biodiversity offset provided to compensate for the shortfall in habitat units. The BNG assessment recognises this deficit and proposes a redesign of the landscaping to address trading rules shortfalls. Either a landscaping redesign or biodiversity offset are acceptable, as is a payment to the LPA to deliver the shortfall and satisfy the requirements of biodiversity net gain. This detail has not been provided yet but will be required before the application can proceed, or a suitably worded condition could be applied to the decision to secure the number of units required to deliver a net gain and satisfy the trading rules.

6.18.2 In addition, the site is ideally placed to accommodate swift nesting bricks. Swifts are a focus species for Stevenage and have recently slipped onto the red list of birds of conservation concern. They are entirely dependent on human habitation for their nesting. Simple features built into new development are vital for this species if it is to survive. The boxes should be positioned as high as possible and orientated predominantly to the north and east. This can be secured via a suitably worded planning condition.

6.19 SBC Planning Policy

6.19.1 If the proposed development complies with the design, transport, and sustainability standards of the local plan, it will help modernise the Gunnels Wood employment area and increase the economic competitiveness of Stevenage. This would be positive for the town and surrounding area and ensure high standards for future development.

6.19.2 As stated in polices SP6 and IT4, the application will need to deliver on sustainable travel options. The Framework Travel Plan has been submitted with a transport statement. There will be discussions with the Council on Cycle Hire to ensure it aligns with the Council's own Cycle Hire Scheme and if needed, any financial contributions. The applicant is advised to demonstrate how the proposed development will encourage the use of sustainable transport and minimise carbon and environmental impacts.

6.20 SBC Arboriculture and Conservation Manager

6.20.1 Comments as per SBC Parks and Amenities response.

6.21 Hertfordshire Fire and Rescue (Fire Hydrants)

6.21.1 No comments received.

6.22 Hertfordshire LEADS (Archaeology)

6.22.1 No comments received.

6.23 Active Travel England

6.23.1 No comments received.

7. RELEVANT PLANNING POLICIES

7.1 Background to the Development Plan

7.1.1 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)

7.2 Central Government Advice

7.2.1 A revised National Planning Policy Framework ("NPPF") was published in July 2021. This largely reordered the earlier 2012 version of the NPPF, albeit with some revisions to policy substance. 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 purposes of determining planning applications. The NPPF provides that proposals which accord with an up-to-date development plan should be approved without delay (Paragraph 11) and that where a planning application conflicts with an up-to-date development plan, permission should not usually be granted (Paragraph 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.

7.2.2 The Council will nevertheless be commencing preliminary work into a review of its Local Plan, which was adopted in May 2019. This is to further ensure that the polices within the Local Plan are up-to-date, as well as to ensure the Plan is performing well against its objectives.

7.3 Planning Practice Guidance

7.3.1 The PPG contains guidance supplementing the NPPF and with which Members are fully familiar. The PPG is a material consideration to be taken into account together with the National Design Guide (2019) which has the same status as the PPG.

7.4 National Design Guide

7.4.1 The National Design Guide (2021) is Government guidance on the characteristics of well-designed places and demonstrates what good design means in practice. It has the same status as the PPG and should similarly be taken into account when determining planning applications.

7.5 Stevenage Borough Local Plan 2011-2031 (Adopted 2019)

7.5.1 The policies set out below are most relevant in the determination of this application:

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 SP12: Green infrastructure and the natural environment
SP13: The historic environment
Policy EC1: Allocated sites for employment development
Policy EC2a: Gunnels Wood Employment Area
Policy EC5: Active frontages and gateways
Policy IT4: Transport Assessment 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 FP6: Hazardous Installations
Policy FP7: Pollution
Policy NH5: Trees and Woodland

7.6 Supplementary Planning Documents

7.6.1 The following supplementary planning documents are relevant to determining the application:

Parking Provision and Sustainable Transport SPD (2020)
Stevenage Design Guide SPD (2023)
Developer Contributions SPD (2021)
The Impact of Development on Biodiversity SPD (2021)

7.7 Community Infrastructure Levy Charging Schedule

7.7.1 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. As the laboratory buildings would fall within planning use class E – commercial, business and service use, which is the same use class as retail, this proposal would be CIL liable at £60/m². However, it is recognised that the buildings would not be in retail use, but research and development Classes E(g)(ii) and (iii), with some B2/B8 (general industry/storage) and therefore would be liable for CIL at £0m² as 'other development' under the CIL charging schedule.

8. APPRAISAL

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

8.1.2 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that all planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise.

8.2 Land Use Policy Considerations

8.2.1 As identified by the Local Plan proposals map, the site is designated as falling within the Gunnels Wood Employment Area (Policy EC2a) of the adopted Stevenage Local Plan (2019) and is also an allocated site for employment development under Policy EC1. On this basis, the principle of the proposed use of the site as a life science campus under use classes E(g)(i) to (iii) (Previously Use Class B1), B2 and B8 with provision for ancillary Class E uses at ground, lower ground and upper ground/mezzanine floors would not raise any land use policy issues and can be considered acceptable in this regard. The associated works comprising the revised junction arrangement (A602 Broadhall Way and A1072 Gunnels Wood Road) and alterations to the site layout to include new multi storey car parks, arrival plaza and new internal access and associated works (such as new utilities and associated infrastructure, hard and soft landscaping and introduction of sustainable transport facilities) are also considered acceptable in principle, subject to detailed design considerations.

8.2.2 Local Plan policy SP3 seeks to create a strong and competitive economy within Stevenage. Part (c) of the policy states that the Council will support proposals to remodel Gunnels Wood to meet modern requirements and provide a high quality and attractive business destination. This includes the application site, which is a strategic allocation for employment growth (as an extension to the existing GSK Campus) within the town and the wider County.

8.2.3 Local Plan Policy EC1 specifically allocates the application site for a target provision of 50,000m² of floorspace within the former Use Classes B1(b) and B1(c) and ancillary uses. Following a change to the Town and Country Planning (Use Classes) Order in 2020, uses B1(b) and B1(c) – research and development / industrial processes became uses E(g)(ii) and E(g)(iii) respectively. The proposed development is therefore in accordance with the designated land use for the site.

8.2.4 In terms of quantum of floorspace, the application proposal is seeking detailed planning permission for 23,692m² employment floorspace and outline permission for 126,387m², which significantly exceeds the target specified within the Local Plan. Notwithstanding this, paragraph 6.4 of the Local Plan acknowledges that the site has capacity for a 'significantly greater' level of employment floorspace than the target set out within Policy EC1. The technical evidence provided as part of this application, dealing with matters such as transportation; urban design and townscape; drainage and biodiversity demonstrate that the site can accommodate the quantum of floorspace proposed.

8.2.5 The applicant advises the quantum proposed as part of the overall Masterplan is the level considered necessary to create an effective new Campus and attract occupiers and investors by offering the necessary potential for effective clustering. On this basis, it is considered the strategic objectives of the Local Plan in terms of both use and transformational scale of floorspace would be achieved.

8.2.6 Class B2 uses are not explicitly referenced within Policy EC1 but are sought as part of the mix within the proposed development. It should be noted that the industrial uses envisaged for the Campus are advanced manufacturing associated with the 'life science sector' rather than more traditional or general industrial uses within Class B2. The format and design of the proposed buildings, both contained within the 'detailed' element and the parameters established through the Illustrative Masterplan and Design Code for buildings within the 'outline' element are not suitable for more general industrial uses. The inclusion of provision for Class B2 uses would contribute directly towards the success of the Campus and the intended use of the site within the allocation and strategic vision of the Local Plan, namely Policy SP3 and paragraph 3.34 of the Local Plan which seek the continued development of a life science campus ('Bioscience Catalyst') on the application site.

8.2.7 Policy EC1 explicitly supports wider uses on the site where they are 'ancillary' to the primary employment function. Paragraph 6.2 of the Local Plan expands upon this and states, in relation to the site, that other uses will be allowed '…where they are ancillary to the allocated uses and help to nurture the continued growth of this international facility'. The proposed development seeks planning permission, in both the detailed and outline elements, for provision of floorspace to be used within Class E 'business, service and commercial' use. The floorspace would be used to provide amenity and facilities that would support the primary employment function and contribute directly towards creating and shaping the wider Campus environment. Potential uses would include café / restaurant, small scale retail, indoor leisure and a day nursery.

8.2.8 The floorspace operating within use class E would primarily be within the 'Amenity Hub' building which would sit at the heart of the Campus, adjacent to the existing GSK Campus and proposed Campus Park. The Amenity Hub would provide a central location for meeting, collaboration and socialising and forms part of the outline element of the proposal. The proposed development also seeks provision for some of the floorspace within the wider buildings to be used within Class E. This provision would enable the creation of active frontages, particularly where buildings would front onto open spaces or public realm.

8.2.9 Provision for use within Class E is proposed at ground, lower ground and upper ground / mezzanine floors within Buildings 2 and 4 in the detailed element and then at ground floor of the buildings within the outline element. The greater level of Class E provision within the detailed element is to ensure the floorspace in the initial phase of development has sufficient facilities to meet employee requirements before the Amenity Hub is delivered in the later phase of works. Once the Amenity Hub is complete, the ancillary amenity functions would be focussed in that central building with functions in Buildings 2 and 4 anticipated to transfer across.

8.2.10 The applicant is willing to accept a condition which would limit the overall quantum of floorspace for use within Class E(a) retail and on specific sub-sectors. For example, a maximum cap of 500m² is proposed for use of floorspace as 'retail' within Class E(a). It is considered such a condition would be necessary to restrict the proposed quantum of Class E floorspace on the site (other than E(g)) to ensure the proposal complies with Local Plan employment policies SP3 and EC1.

8.2.11 Subject to this, it is considered the principle of a new Life Sciences Campus in the manner proposed on the site is acceptable in land use policy terms, subject to satisfying design, transport and environmental policies.

8.3 Design, Layout and Visual Impact

8.3.1 Paragraph 126 of the NPPF states that "The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve". It goes on to state that "good design is a key aspect of

sustainable development, creates better places in which to live and work and helps make development acceptable to communities".

8.3.2 Paragraph 130 of the NPPF sets out a number of requirements for new development, including that development:

- will function well and add to the overall quality of an area;
- is visually attractive as a result of good architecture; layout and appropriate and effective landscaping;
- is sympathetic to local character and history;
- establishes or maintains a strong sense of place;
- optimises the potential of the site to accommodate and sustain an appropriate amount and mix of development;
- creates places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

8.3.3 Paragraph 131 of the NPPF places great importance on the role of trees in helping to shape quality, well designed places "Trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change".

8.3.4 Policy SP8 of the adopted Local Plan (2019) requires new development to achieve the highest standards of design and sustainability which can deliver substantial improvements to the image and quality of the town's built fabric. Policy GD1 of the Local Plan generally 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.

8.3.5 The Council's Design Guide SPD (2023) generally reflects the above policies requiring development to respect surrounding buildings in terms of scale, massing, height and design. As such, it encourages good design as it can enhance the appearance of places. The National Design Guide (2019) is also a material consideration in the determination of the development proposal.

8.3.6 The proposal has gone through a pre-application process with both the Local Planning Authority and HCC as Highway Authority, which has resulted in improvements to the scheme. The scheme has been assessed against the key policy criteria on good design, as well as how the scheme meets the four key objectives in the National Design Guide on what is considered to be a well-designed place.

8.3.7 Given the hybrid nature of the application, it includes detailed design of Buildings 2 and 4 and part of the site layout and then provides parameters and design intent for the outline elements. Included within the application are an Illustrative Masterplan which shows how the entire scheme could be developed, which would be in accordance with the submitted Parameter Plan and the Design Codes for both buildings and landscape, which set the framework for the proposed Campus.

8.3.8 Key design features and principles which would inform and establish the environment at the Campus include:

- Create bespoke buildings and floorspace which connect science and nature
- Setting a series of measurable performance targets to deliver holistic sustainability
- Townscape principles which seek to deliver a successful group of buildings and spaces
- A family of buildings (a connected genealogy of common features) but with diversity of architectural expression; and

- A range of landscape treatments that deliver amenity and establish different character areas across the site.

8.3.9 Local Plan policy EC5 requires active frontages and gateways to be created along key infrastructure routes within the Gunnels Wood Employment Area. The policy sets criteria to help guide development within the area and again, this has helped inform the proposed development and the principles set out within the Design Codes. In particular:

a) Proposed buildings would face directly onto Gunnels Wood Road and include active frontages and / or feature elevations
b) The buildings would not be set back from the road and instead would aim to address and establish a clear street frontage
c) Car parking is proposed primarily within the dedicated MSCPs with dedicated service area created in discreet, secondary frontages. The Campus would not include surface level parking or servicing areas to front directly onto Gunnels Wood Road; and
d) The tallest, 'landmark' buildings (Buildings 10, 11 and 12) would be sited on the corner plots of the site facing onto Gunnels Wood Road. The Design Code requires the façade treatment of these buildings to respond to their visibility and function as a focal point for the Campus.

8.3.10 The strategic vision for the proposed development is to create a Campus of exemplar design quality. The detailed design of Buildings 2 and 4 and the initial phase of landscaping works (to create the Arrival Plaza and large parts of the Campus Park) would provide a clear indication of the design intent. The quality of design for the subsequent phase(s) included within the outline element would be guaranteed through the Design Codes which are provided to guide both the buildings and landscaping. The Design Codes have been submitted for approval and would be subject to a condition should planning permission be granted.

Context and Layout

8.3.11 The site would be developed in phases and with an overall masterplan comprising fourteen laboratory buildings, amenity hub, three multi storey car parks, a substation and the existing CTC building all within a high quality landscaped setting with vehicular and pedestrian access. The buildings would comprise a variety of different uses, including Research and Development laboratories and office buildings, GMP/flexible laboratory buildings, training and innovation buildings and amenity and collaborative spaces. There would be three Green Transport Hubs that would provide multi-storey car parking, cycle parking and potential scooter/e-bike hire. A site layout plan showing which area of the application site is subject to detailed planning approval and outline approval (with all matters reserved) can be seen in Figure 2 below (drawing ref. SLC-HBA-SW-ZZ-DR-A-080020 P2). An Illustrative Masterplan showing how the site could be developed as a whole is provided in Figure 3 below (drawing ref. SLC-HBA-SW-ZZ-DR-A-080022 P2).

8.3.12 Laboratory buildings 2 and 4, the Arrival Plaza, Campus Park, multi storey carpark 1 plus a small surface carpark and the proposed new A602 / Gunnels Wood Road gyratory all form part of the detailed planning application. The layout of these buildings, areas and gyratory show how the site would be developed should planning permission be granted. The remainder of the site comprising laboratory buildings 1 and 5 - 15, the amenity hub and MSCP 2 and 3 form part of the outline application with all matters reserved for future consideration. However, the submitted Parameter Plan (see Figure 4 below, drawing ref. SLC-HBA-SW-ZZ-DR-A-080021 P2) showing the maximum development area and building heights and the Design Codes for both buildings and landscape which set the framework for the proposed Campus, are subject to approval and would be conditioned as part of any outline planning permission.

8.3.13 The masterplan has taken a campus approach to the layout of the buildings, which would be set around a central 'Campus Park' providing outdoor amenity and collaboration workspace within a high-quality landscaped setting. Vehicular access would be provided using the existing accesses from the A602 / Gunnels Wood Road roundabout and A602 / J7 A1(M) roundabout leading to new access roads within the site which would link up with the existing GSK campus perimeter road. The main pedestrian / cycle access would be from the existing A602 underpass in the north eastern corner, which would link into proposed 'Gateway Gardens' alongside buildings 12, 13 and 15 with designated cycle and pedestrian paths leading visitors and staff across the main access road into the 'Arrival Plaza' in front of buildings 2 and 4.

8.3.14 The proposed multi storey carparks and substation would be sited around the periphery of the site, on the western, northern and eastern boundaries closest to the A1(M), A602 and mainline railway. The proposed overarching landscape and townscape strategy has evolved from the emerging masterplan, where the key themes include nature, science, place making and community with the overall approach to create interest and diversity. Buildings connected to nature, which are outward looking and set around plot clusters to create a unique and positive setting also form part of the approach. The proposed development of the Campus would incorporate a family of buildings with diversity of architectural expression, building characters, forms and materiality, whilst sharing some key common features.

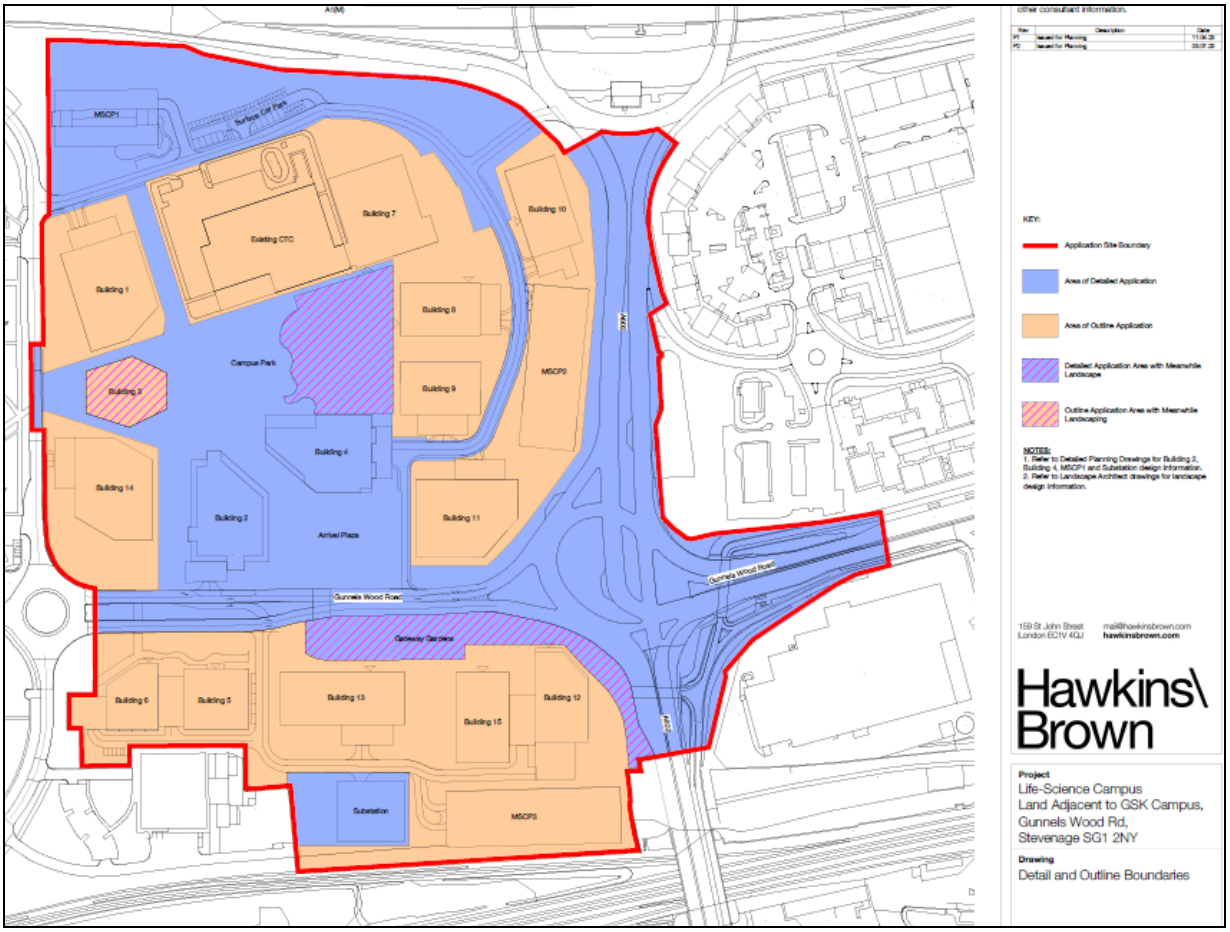


Figure 2 Detail and Outline Boundary Plan

Figure 3 Illustrative Masterplan

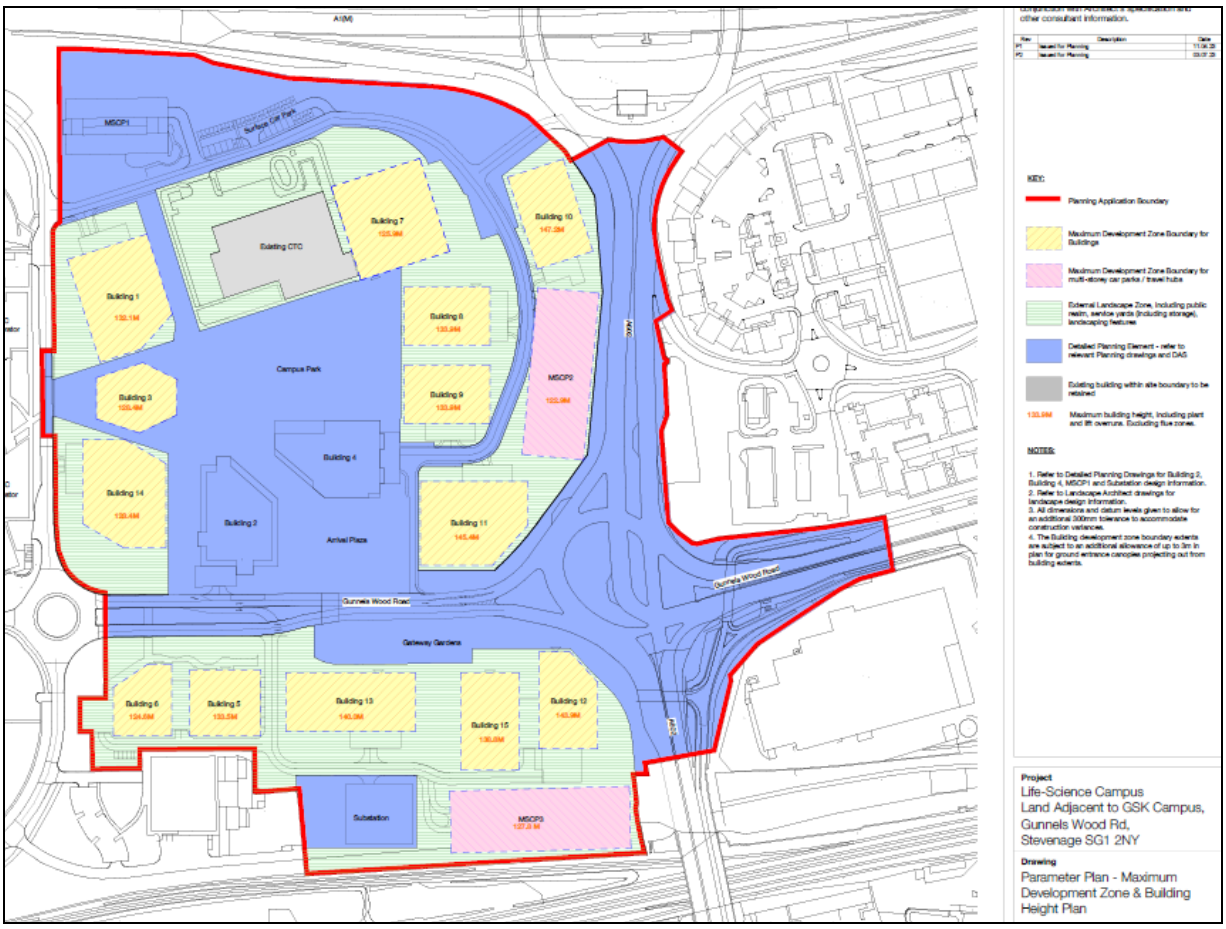


Figure 4 Parameter Plan

Scale, Massing and Visual Impact

8.3.15 Six key townscape principles have been identified, namely working with existing levels - higher in the north lower in the south, building height variation, landmark buildings at main site entrances, amenity hub in most visible location and active-service-passive hierarchy. These principles are supported to ensure the site would be developed in the most successful way. The townscape principle of varied building heights and roofscapes is key for providing visual variation and interest.

8.3.16 Given Buildings 2 and 4 are subject to detailed planning approval, proposed elevations have been submitted which show they would be four storeys in height with rooftop plant above. The MSCP 1 on the western boundary adjacent to the A1(M) would be seven storeys in height and has been designed to meet the needs of phase 1 of the development including Buildings 2 and 4. The car park is designed as a split-level structure for maximum efficiency.

8.3.17 The Parameter Plan (see Figure 4 above) showing the maximum development area and building heights shows buildings in the outline phase of the proposal would range in height from 124.6m AOD in the south eastern corner (building 6) to 147.2m AOD in the north western corner (building 10) including plant and lift overruns. The applicant has carried out a townscape and visual impact assessment looking at the proposed building heights from key views within and outside of the site to inform the proposed massing and scale, namely from the railway, pedestrian/cyclist approach, car/bus approach and from within the Campus.

8.3.18 Views from the east (the mainline railway) would include buildings 5, 6, 13, 15 and MSCP3. The facade design of MSCP3 east elevation would respond to its high visibility from the railway, with opportunities for supergraphics and integration of artwork. This building

character is specified as part of the Design Code. The main pedestrian and cyclist approach to the site would be from the north, along an existing pedestrian and cycle path using the existing underpass under the A602. Key buildings in views from this approach would include Buildings 11 and 12, which would act as gateway landmarks into the Campus with taller massing to mark the main entrance corners of the site.

8.3.19 There would be two key vehicle routes for cars and buses into the site from Gunnels Wood Road gyratory junction, approached from the north of the junction or the east through A602 and A1(M) junction 7. Buildings 11 and 12 would again appear prominent from the approach off the new Gunnels Wood Road / A602 gyratory with chamfered corners marking the entrance into the Campus. The view from the A602 would also create the opportunity for supergraphics on the east elevation of MSCP 3, which would be visible by car as well as from the railway. Analysis of the main approach from the A1(M) shows that the existing trees to the east of the A1(M) would provide screening along this boundary of the site. Building 10 (the tallest building) would act as a landmark building to mark this entrance into the Campus.

8.3.20 Considering views from within the site, the amenity hub would sit at the heart of the masterplan. It would be a meeting point and shared amenity for the campus, providing facilities that would enable collaboration and innovation. The townscape view studies show the key approaches towards the Amenity Hub, including the main pedestrian routes from the Arrival Plaza, existing GSK campus and from the north of Campus Park. The views show that the building would be framed as a focal point between Buildings 1 and 13. Its relationship with the surrounding landscape would be key, to provide activated frontages.

8.3.21 It is considered the submitted townscape analysis is thorough and the justification for the proposed scale and massing for both Buildings 2 and 4 in the detailed element of the proposal and within the parameter plan for the outline phase is sound. The application site sits on an island adjoined only by the existing GSK campus to the south. Bounded by the railway to the east, the A1(M) to the west and the Gunnels Wood employment area to the north, there is an opportunity for taller buildings in this location which, if well designed, could represent landmark features in this gateway part of the town.

8.3.22 Further to the above, it has been identified that the proposed townscape strategy of varied building heights and roofscapes is key for providing visual variation and interest. The approach of having taller buildings sited around the pedestrian and vehicular gateways to the site is justified and supported. Overall, it can be concluded that the proposed form and height of Buildings 2 and 4, together with MSCP 1 would be acceptable taking into account their location within the Campus and the suggested maximum height parameters of the remaining buildings would fit with the overall masterplan vision and would not have an adverse visual impact on the surrounding area and identified key views into the site.

Design and Appearance

8.3.23 The design and appearance of the buildings within the outline element of the proposal are reserved for future consideration, however the Masterplan Design Code has been submitted as a document to be approved as part of any outline planning permission which would provide a design framework to ensure future buildings would adhere to the high-quality architectural approach that has been adopted for Buildings 2, 4 and the MSCP 1. Should planning permission be granted, this document would be subject to a planning condition to ensure all future buildings comply with the approved Design Code.

8.3.24 Turning firstly to the specifics of the Masterplan Design Code, the proposed development of the Campus would incorporate a family of buildings with diversity of architectural expression, building characters, forms and materiality, whilst sharing some key common features. There would be seven families or groups of building type, namely Landmark,

Bookend, Woodland, Boundary, Link, Amenity Hub, Civic Placemaker and in addition, GSK extension buildings on the existing GSK campus.

8.3.25 Landmark buildings would comprise buildings 10, 11 and 12 which would be the tallest buildings on the campus located on key corners of the site. The Design and Access Statement advises the Landmark buildings would present a bold and memorable welcome to the visitors of the Campus and would be visibly prominent from a distance as well as close up when travelling by car, bicycle or as a pedestrian.

8.3.26 The Link Buildings (2, 5, 7, 13 and 15) would provide visual connections between buildings as visitors and staff move across the Campus. The Link buildings would have dynamic front facades with a horizontal emphasis in expression. The passive/back facades would also have a horizontal emphasis that is both curated and hardworking. It should be noted Building 2 is part of the detailed planning element of the application, however the principles of the Design Code have informed its design.

8.3.27 The Bookend Buildings (8 and 9) would sit at the highest point of Campus Park, at its northern end. They would lie submerged in greenery and rolling landscape. As such, their mainly glazed facades would reflect and absorb surrounding nature. The buildings are considered as a good opportunity for height within the agreed parameters, marking the northern end of the park without affecting critical landscape or neighbouring buildings. They would work in the round, with a split ground floor allowing servicing from the lower level.

8.3.28 The Civic Building (Building 4) is the key building addressing the Arrival Plaza, through a strong civic presence and clear identity. It would act as an anchor point in the Campus. The elevations of Buildings 2, 11 and 13 facing onto the Arrival Plaza would also be designed to respond to the civic scale and character of this part of the Campus. It should be noted Building 4 is part of the detailed planning element of the application, however the principles of the Design Code have informed its design.

8.3.29 The Amenity Hub would sit at the heart of the masterplan. It would be a meeting point and shared amenity space for the Campus, providing facilities that would enable collaboration and innovation. Its design would reflect the exemplary social, environmental and wellbeing aspirations of the campus.

8.3.30 The Woodland Buildings (1, 6 and 14) would be located at key corner interfaces between GSK and the new Campus, bordered by existing and new trees on their south facades. They would comprise chamfered forms to allow for retention of existing greenery, open up views of neighbouring buildings and address the Campus Park by providing opportunities for entrances.

8.3.31 The Boundary buildings (MSCP 1, 2, 3 and substation) are visual markers that would have prominent frontages onto the roads and/or railway line around the Campus. There is opportunity for supergraphics on prominent external facing elevations, whilst the quieter sides facing into the Campus can respond to the human scale and feel of the campus. It should be noted MSCP 1 and the substation are part of the detailed planning element of the application, however the principles of the Design Code have informed their design.

8.3.32 The GSK Extension Buildings would be set within the existing GSK campus. As such they are less prominent than the buildings within the primary development site. The buildings' footprint and scale would be a continuation of the existing campus buildings. Their form and materiality would be developed in an architectural language that is sympathetic to the existing campus, and cognisant of their impact on any longer views from outside the campus.

8.3.33 In terms of the detailed architectural approach to Buildings 2 and 4 situated adjacent to the Arrival Plaza, the design of the buildings has been considered through six key principles

from masterplan to detailed scale. At masterplan scale, the buildings would respond to the landscape through a cut in the massing, opening up routes to the centre of the site and making connections with the multi-storey car park and, in future, the Amenity Hub. Main elevations would be given a civic quality to respond to the Arrival Plaza, whilst a vertical hierarchy would give order to the overall mass. Emphasis would be placed on 'showing the science' through the use of expressed risers, visually permeable ground floors and clear frontages. At human scale, canopies would be used to clearly denote entrances, whilst the facades would each have a unique character to provide identity within the wider masterplan.

8.3.34 The ground floor of both buildings would respond to the civic quality of the surrounding public realm. Increased areas of glazing would be used to provide visual permeability, entrances positioned in prominent locations to aid way finding and accessibility. Ground floors would be designed with generous reception spaces and surrounding lettable spaces would have connections to the wider landscape to facilitate a range of potential uses. Service areas would be discreetly located away from main public realm areas to separate heavy goods traffic from pedestrians and cycles.

8.3.35 In terms of detailed façade design of Building 4, the east elevation has been designed to address the Arrival Plaza through a strong civic presence and clear identity. A strong gridded structure defines the elevation, with a clearly located double height entrance, further signified through use of cutaways and canopies. The grid extends beyond the parapet to contain a feature element of plant screen, giving a civic scale and proportion to the building. A regular grid of glazed and infill panels would respond to the anticipated requirements of internal laboratory layouts.

8.3.36 On the southern elevation, amenity terraces would be provided, both to provide solar shading and to offer the benefits of south-facing amenity to tenants. Terraces are designed to activate the external public realm and provide further visual interest. A feature riser tower is contained within the terrace and extends beyond parapet level, acting as a distinctive wayfinding marker. The west elevation would act as a backdrop to the Campus Park space and is designed to maximise views out through regular openings as well as feature picture windows. Ground level glazing would activate the public realm in the southwest corner, and a future bridge link would provide opportunities to connect with the landscape at mezzanine level. On the northern elevation, distinctive riser towers would be used to express the scientific function of the building to the north, which is treated as a hard-working service elevation.

8.3.37 In terms of detailed façade design of Building 2, the north elevation has a horizontal emphasis, designed to give a sense of movement and dynamism and encourage movement through the site towards the central green space. To the north, a glazed ground floor would open up views in from the Arrival Plaza to show the science and a canopy would denote the main entrance. A cutaway would give additional shelter and connect the reception to the wider landscape design. A shifting grid of infill panels, glazing and fins would be used to reinforce a sense of movement. At roof level, a setback plant screen would wrap around to the perimeter riser towers and sculptural towers would be used to contain flues.

8.3.38 On the eastern elevation looking towards Gunnels Wood Road, the external stair would activate the facade and act as a way-finding marker upon entry to the site. The cycle store would sit in a prominent location at lower ground, providing direct access from the road. A simplified elevation would reflect the back-of-house nature of this elevation and would provide a contrast to the main north and west elevations. The south elevation would have a higher density of solid panels, responding to considerations of solar gain and horizontal banding would provide additional solar shading. Towards the east and west, the facade opens up to reveal views from the building to the key Gunnels Wood Road and the western public realm. An external stair defines the west elevation, with a series of terraces designed

to give activity and movement to the elevation. The stair/riser tower would act as a clear marker in the wider masterplan to aid wayfinding.

8.3.39 With regards to the detailed façade design of MSCP 1, the architects have taken inspiration from an oak tree as an overarching reference point for the project with a facade inspired by the fractal patterns of an oak leaf. The façade of the substation would follow the same design approach.

Materiality

8.3.40 Materials have been selected to give strong, yet unique identities to each building. Building 2 would have a sleeker, more metallic palette, whilst Building 4 would use colour to give a strong civic character. The buildings would share a common language through external risers and plant screens. The family of building types referred to above would incorporate a colour palette of brown, orange, yellow and green that would display variety and take inspiration of the changing colours of the oak tree and the existing natural colours of the site. As a phased masterplan, new buildings would incorporate colours on their facade that are complimentary of adjacent buildings and provide variety across the Campus.

8.3.41 The facade materials would be high quality and durable. A range of primary material palettes would include anodised/PPC metal, pigmented concrete, glass, metal, timber and terracotta. Other materials may be used with care and consideration. Future phases of the masterplan would look for opportunities for integration of energy producing technology, such as PV panels to appropriate facades.

8.3.42 It is considered that architecturally, the design of Buildings 2 and 4, MSCP1 and the substation is of high quality and well justified. The buildings would respond successfully to their context and the character of the wider area. With regards to the outline element of the proposal, the proposed building types and materiality as set out within the Masterplan Design Code provides a strong framework to guide the future development of the site. The Design Code would be secured via a planning condition should planning permission be granted to ensure the architectural vision within this application is central to future reserved matters applications.

8.3.43 The overall design approach detailed above is supported and it is considered the proposal would be in accordance with paragraphs 124, 127, 128 and 130 of the NPPF in respect of design, Policies SP8 and GD1 – High Quality Design of the Local Plan (2019) and Stevenage Design Guide (2023).

8.4 Historic Environment and Archaeology

8.4.1 The Planning (Listed Buildings and Conservation Areas) Act 1990 contains ‘statutory duties’ that apply to this application:

S.66: The decision maker shall have special regard to the desirability of preserving the setting of listed assets (relates to Knebworth Park and Garden and associated listed buildings, Broadwater Farmhouse, Roebuck Hotel, The Smithy, Golf Club House and Deard’s End Bridge).

8.4.2 Case Law has determined that in this context ‘preserve’ is taken to mean ‘to do no harm’. The NPPF requires ‘great weight’ to be given to conserving the significance of designated heritage assets (199). This is regardless of whether any harm may be ‘substantial harm’ or ‘less than substantial harm’ (199). Any harm should require ‘clear and convincing’ justification (200). If a development proposal would lead to less than substantial harm, this harm should be weighed against the public benefits of the proposal (201).

8.4.3 In undertaking that balancing, Case Law has confirmed that the presumption to preserve in the 1990 Act is a strong one and must be given 'considerable importance and weight'. For instance, less than substantial harm is not a less than substantial planning issue. However, that presumption is not irrefutable and can be outweighed by circumstances important enough to justify it. A decision maker that has followed the processes set out in the NPPF can be considered to have discharged their duties under the 1990 Act. The balancing, however, is not 'equal' the presumption to preserve must come first.

8.4.4 Policy SP13 of the Local Plan relates to the historic environment and states that the Council will preserve and enhance the most important areas and characteristics of Stevenage. The Local Plan is consistent with the overarching policies contained within Section 16 of the NPPF. The NPPF is clear that the level of detail should be proportionate to the assets' importance and no more than is required to understand the impact the development would have on the significance of the asset. The application is supported by a Historic Environment Desk-Based Assessment. This report assesses the setting and significance of the designated heritage assets in the area surrounding the application site, which could be affected by the proposed development.

8.4.5 It found that the application site did not form part of the setting of any of the heritage assets assessed, as it does not provide any meaningful experience of the assets in question, nor form part of any key views of the assets or have any meaningful contextual relationship with them. However, the site visit confirmed that modern buildings in the vicinity of the site were visible from the setting of the following heritage assets:

- Knebworth Park and Garden, and associated listed buildings.
- Broadwater Farmhouse (NHLE 1101201)
- Roebuck Hotel (NHLE 1308083)
- The Smithy (NHLE 1101200)
- Golf Club House (NHLE 1174298)
- Deard's End Bridge (NHLE 1003546)

8.4.6 The report does acknowledge however that, due to their scale, there is potential for some of the buildings to be visible in the distance from the heritage assets. Any visibility however would be within the existing context of other similar scale and format buildings which form an established backdrop to the assets. It follows that any change would be small and would not materially affect the character of the setting. On that basis, the report concludes that the proposed development would result in a negligible effect on the significance of the heritage assets.

8.4.7 The report also considers the archaeological potential and assessment of significance of the site and determines that it has a 'low potential' for the presence of prehistoric remains and below ground remains associated with the Roman period. The site has a general potential for the presence of archaeological remains associated with the Medieval period and for below ground remains associated with the Post-Medieval and Modern period. It is identified that some remains of interest may have survived in the three smaller southern parcels and therefore a condition is recommended for a programme of archaeological works. The evidence provided as part of the assessment demonstrates that the proposed development accords with Policy SP13 of the Local Plan and Section 16 of the NPPF.

8.5 Public Realm and Landscaping

8.5.1 The application site measures 17.37ha and provides an opportunity to create meaningful areas of public realm through hard and soft landscaping. The Campus would be 'open' meaning that the public realm, including the new centrally located Campus Park and recreational equipment and facilities would be accessible to the general public. It follows that the proposed development would deliver a substantial new public space within Stevenage.

8.5.2 The Landscape Masterplan Report and Landscape Design Code submitted in support of the application set out the general principles that guide the public realm and landscaping across the site. The vision for the public realm is set out at Section 4 of the Masterplan Report which states that landscaping should be: Adaptive, Activated, Healthy and Innovative. The Illustrative Masterplan (see Figure 3 above) shows how the site could be developed in accordance with those principles.

8.5.3 The proposed development would include the following separate and defined Character Areas:

- Arrival Plaza
- Gateway Gardens
- Campus Park (including the Campus Green and Eco Garden)
- The Innovation Hub
- Lab Links
- Green Frame
- Forest Edge

8.5.4 Each Character Area would perform a specific function and would comprise hard landscaping, planting and associated facilities (such as fitness equipment or seating) relevant to its intended use. Section 5 of the Landscape Masterplan report sets out the Character and Use for each area. In summary:

Character Area	Character	Use and Function
Arrival Plaza	> Open flexible civic space with green edge / frame > Welcoming, high quality soft and hard materiality > Activated and busy	> Navigate and orientate > Spill-out ground floor uses > Meanwhile / pop up activations / Public art > Integrated pop-up power, data, drainage and water for events
Innovation Hub	> The amenity hub of the campus, busy, activated, branded, unique > Strong links between internal + external spaces	> Space for working, socialising, gathering, performing, presenting > Outdoor dining / working > Space for pop up / temporary activations / public art / installations
Campus Park – Campus Green	> Destination open green character with rolling lawn and informal stage area > Flexible and visual connected to innovation hub, furniture pockets to suit a range of uses > Multi-use and adaptive spaces with strong focus on blue infrastructure features	> Sports and recreation > Performance and gathering > Ecological / wetland areas
Campus Park – Eco Garden	> Soft character with focus on provision of new habitat, ecological enhancement and activated space to engage users with nature > Unusually wild space within the heart of the campus	> Quiet, wild garden with ecological function & educational aspect > Quiet areas for sitting / collaborating / reading

	> Clear canopy trees with furniture beneath and playful elements	
Forest Edge	> Natural, retained, ecological & highly biodiverse functional > Mature trees to be retained with strategy for supplementary tree planting	> Highly vegetated & ecological > Walking loops with micro destinations along the journey > Quiet spots for working, rest and respite > Space for exercise > Habitat features, interpretation and monitoring > Attenuation areas
Green Frame	> Functional green infrastructure acting as a buffer > Active travel, strong links, the face of the development	> Strengthening green grid across the site > Spill out space / activated edges to labs, with space for collaboration and working outdoors > Continuation of site wide loops > Attenuation
Gateway Gardens	> Open and urban with green edge / frame > Welcoming, high quality > Activated and busy	> Welcome, navigate and orientate > Active travel incl. cycle link > Spill-out ground floor uses > Green infrastructure > Garden rooms > Space for recreation, gathering, working outdoors > Transport hub
Lab Links	> Functional 'yard' spaces > Pocket gardens and greening for use by staff > Durable yet distinctive	> Connections between labs and campus destinations > Green and blue infrastructure linkages across the campus > Minimising conflict between user groups > Extension of the working environment where appropriate

8.5.5 The public realm would include a range of facilities (such as outdoor meeting pods, a Multi-Use Games Area (MUGA), climbing wall and performance spaces) and would be connected by pedestrian loops. The landscaping and public realm is designed to be functional and multi-purpose. The site has a complex topography and the approach to landscaping seeks to work with existing levels where possible and minimise the amount of spoil required to be removed. Gentle slopes and mounds are proposed to deliver compliant access and create naturally defined spaces. The public realm also includes integrated blue infrastructure to deliver a sustainable drainage strategy with biodiversity value and a positive aesthetic character.

8.5.6 The principal strategies that underpin the public realm and landscaping within the Campus are topography (the site slopes from west to east), blue infrastructure (water features), types of surface treatments (hard landscaping), furniture, fitness and recreation, health and

wellbeing, boundary treatments and navigation and wayfinding. These strategies are explained in further detail in Section 6 of the Landscape Masterplan report.

8.5.7 The detailed element of the application includes a large proportion of the proposed public realm and landscaping (including the Arrival Plaza, Innovation Hub, Campus Green and Forest Edge). The applicant considers the public realm to be integral to the identity of the Campus and wants to establish the primary landscape setting for the buildings from the initial point of occupation of any floorspace.

8.5.8 The detailed element also includes areas of 'meanwhile' landscaping as indicated on drawing ref: SLC-HBA-SW-ZZ-DR-A-080020 P2 (Figure 2 above). The 'meanwhile' landscaping treatment is proposed to ensure an appropriate transitional treatment for parts of the public realm (in terms of appearance, use and access) until the areas of the site in the 'outline' element are delivered in line with the Masterplan and Landscape Design Code. The approach to 'meanwhile' landscaping is set out in detail in Section 9 of the Landscape Masterplan Report. However, in summary there would be four types of 'meanwhile' landscaping proposed, namely (1) local destination to encourage people to visit the Campus, (2) forest / grow garden to cultivate trees and plants for use across the Campus, (3) markers / pavilion for visibility, identity and placemaking and (4) furniture to assist with identity and placemaking.

8.5.9 The proposed public realm and landscaping at the site accords with paragraph 130 of the NPPF which seeks to ensure that developments are visually attractive and include appropriate and effective landscaping. The proposed development also accords with the guidance relating to 'Public Spaces' and 'Nature' Sections of the Design Guide SPD (2023) and Policies GD1 and SP12 of the Local Plan. It is considered the overall approach and principles that have led to the development of the proposed landscape strategy are fully justified and the resulting strategy is exemplary in terms of mitigating the impact of climate change and delivering on the overarching vision. The high-quality landscape strategy would significantly enhance the user experience of the site and make the science park a destination people would want to spend time in, whether for work or leisure.

8.6 Highway Impact, Access and Parking

8.6.1 The development proposal has been through a pre-application process with Hertfordshire County Council (HCC) as Highway Authority and National Highways, which has resulted in improvements to the scheme. The proposed A602/Gunnels Wood Road gyratory has been designed in conjunction with HCC Highway Authority and their consultants. The parking and access arrangements as proposed are a result of discussions between HCC as Highway Authority, the Council and the applicant and reflect what has been agreed.

Vehicle Access

8.6.2 Vehicle access and egress to the site is currently provided from the south side of the junction of Gunnels Wood Road and the A602 Broadhall Way. In addition, vehicle access is provided via a direct access from Junction 7 of the A1(M). The Gunnels Wood junction is currently provided as a roundabout and is designed to permit all turning movements. Free flow left turn lanes are provided between all adjacent arms to remove left turning traffic from interaction with circulatory traffic. At present the roundabout junction operates on a 'priority' system without traffic signals. Pedestrian and cycle facilities are provided via underpasses. The direct access from Junction 7 of the A1(M) provides access only to the site. There is no vehicle egress at this location.

8.6.3 As part of the detailed element of the application, a new gyratory junction would be provided in place of the current Gunnels Wood roundabout junction. The new gyratory junction would continue to provide all turning movements with the exception of A602 west

to Gunnels Wood south. Traffic entering the GSK Campus site from the west would instead make use of the existing direct access from Junction 7 of the A1(M). The new gyratory junction would be signal controlled.

8.6.4 The vehicle access to the site from the new Gunnels Wood gyratory would be provided as a two-lane entry. In order that traffic entering the site does not block back to the gyratory, no right turn movements would be permitted or possible on this road until traffic reaches the existing internal site roundabout that is located around 300m to the south of the entry from the gyratory. This would ensure that no traffic is waiting to turn right thus creating a blockage on one of the access lanes. In addition, the only left turn side road on this section of road would be around 180m south of the entry from the gyratory.

8.6.5 Vehicle egress from the site to the new Gunnels Wood gyratory would be provided as a two lane exit from the existing internal site roundabout, narrowing to one lane to allow for the provision of the proposed bus lane egress. Beyond the proposed bus egress gate, the two-lane provision would resume and lead to the stop line at the gyratory access. Modelling of this feature shows that forecast queues leaving the site in the PM peak hour could be accommodated within this design.

8.6.6 In terms of A1(M) Junction 7 access, a two-lane entrance to the Campus site fed by Link J711 would be provided. This would be supported by changes to road marking such that Lane 1 would be for GSK Campus site flows only, and Lane 2 would be for GSK Campus site and 'straight ahead' flows. The changes to road markings at Junction 7 of the A1(M) have been subjected to a Stage 1 Road Safety Audit. An audit brief setting out the terms of the Road Safety Audit was supplied to, and approved by, National Highways. Upon entry to the site from Junction 7 of the A1(M), a signalised junction would be provided within the internal site perimeter road located 65m from the Junction 7 access. The lights would be timed to ensure traffic accessing the site would not block back to the A1(M) junction.

8.6.7 Within the proposed development, all internal roads would be provided with 7.5m wide two way routes and 6m kerb radii. The detailed element of the application is made on this basis with the area within the outline application to be subject to future reserved matters applications. At present GSK security access (barriers) are provided on the Gunnels Wood Road access, approximately 140m from the current Gunnels Wood roundabout. As part of the proposed development, the GSK security lodge would be relocated to the south of the site within GSK retained land as per planning permission 23/00249/FP. As such, access to the site from the new Gunnels Wood gyratory would be unimpeded by security delays.

8.6.8 The junction of the internal site perimeter road with Gunnels Wood Road would be provided as a one-way eastbound route with only left turn movements permitted. By making this route one way eastbound, it would prevent traffic entering the site from the new Gunnels Wood Road gyratory turning right and potentially impeding other arriving traffic, hence removing the potential for traffic to tail back to the new gyratory. By preventing the right turn from the perimeter road to Gunnels Wood Road, this would reduce the potential for in or outbound traffic to / from the site to be impeded.

8.6.9 Sense checking of the proposed masterplan layout has been carried out to ensure that traffic entering the site from either the new Gunnels Wood gyratory or the A1(M) Junction 7 access, could access all areas / buildings of the proposed site. With the right turn ban from the site perimeter road to Gunnels Wood Road, traffic entering the site from the A1(M) Junction 7 access would not be able to access the route to Buildings 5, 6, 12, 13, 15 and MSCP 3. As such, it is proposed that a right turn facility is provided on Gunnels Wood Road within the site (adjacent to Building 2). This would permit access from the A1(M) Junction 7 access to Buildings 5, 6, 12, 13, 15 and MSCP 3.

Cycle and Pedestrian Access

8.6.10 The existing external cycle and pedestrian route network is good in terms of coverage, with a direct traffic free link from the town centre to the application site and links to the east and south. With regards to internal site cycle links these would connect to the cycle route access to the site which would be on the south-eastern corner of the current / proposed A602 / Gunnels Wood junction. Cycle and pedestrian access to the site would be via the existing underpass, which is located under the eastern arm of the A602 approach to the current roundabout / proposed gyratory junction. Improvements would be sought for this underpass via planning condition in terms of lighting, artwork and signage.

8.6.11 On emerging from the underpass, attractive landscaping / planting would provide separate cycle and pedestrian routes heading south on the east side of Gunnels Wood Road. Along this section of route, access to three of the proposed buildings would be provided. A 10m wide raised surface crossing would provide access to the main Arrival Plaza on the west side of Gunnels Wood Road. The crossing would feature a central reserve / refuge area so that only two lanes of traffic would have to be crossed at once. A 20mph speed limit would apply across the Campus.

8.6.12 Where cycle / pedestrian routes cross internal roads, raised carriageway surfaces with tactile pacing / rumble strips would be provided to warn pedestrians / cyclists of the crossing. Crossing design would be carried out in line with the appropriate highways design guidance, namely LTN 1/20. At all opportunities, priority would be given to pedestrian and cycle traffic where appropriate. Master planning for the site would provide traffic free routes from the site's cycle and pedestrian access to all buildings / facilities.

8.6.13 Cycle routes would be provided in line with LTN1/20 guidelines. This would be key to encouraging people to cycle. Cycle / pedestrian access would be delivered as part of Phase 1 (under the detailed application) of the scheme. As further phases of the development are built out, the same design guidance would be followed. Internal cycle and pedestrian links from the site's access to each phase of the development would be provided prior to occupation of each phase/building. Outside the site, footways on local roads connect to the network of shared pedestrian / cycleways that link to the underpass beneath the A602 on the eastern side of the Gunnels Wood Road junction. These are generally in good state of repair, are well lit and have natural surveillance when running alongside roads.

Bus Access

8.6.14 In terms of public bus links, the site and surrounding area is served by 13 local bus routes. Those that serve the nearest stops on Gunnels Wood Road (north of the current roundabout junction) only operate during morning and afternoon peak periods and serve local town centre destinations, while routes that can be accessed to the east of the site at the Roaring Meg and London Road retail parks operate throughout the day and tend to serve destinations further afield. Additional bus services are available on London Road to the east of the site, which can be accessed via the Monkswood Way roundabout underpasses and Monkswood Way south of the roundabout.

8.6.15 As part of the proposed development, an on-site bus stop serving a shuttle bus for employees linking the site with the railway station would be provided adjacent to the Arrival Plaza. This would feature a shelter, seating, lighting, real-time bus information and wayfinding information. The applicant has committed to working with the appropriate team at HCC's Passenger Transport Unit to explore the potential delivery of public bus services to serve the on-site bus stop for future phases. The provision of an on-site shuttle bus stop would form part of Phase 1 of the proposed development.

8.6.16 It is proposed that a bus lane / bus priority scheme would be provided on the site's egress route with provision made as part of the internal site road layout. This facility would ensure that buses serving the site are given priority over cars leaving the site. The decision to provide this facility would give potential commercial bus operators comfort that services would not be unduly impacted on by queuing.

Sustainable Travel Package

8.6.17 The application is supported by a Framework Travel Plan, which seeks to reduce the use of private cars and promote sustainable transport for trips to and from the site. The application site has been shown to have good existing sustainable travel links in terms of pedestrian, cycle and bus access. This is reflected in data on travel characteristics for existing GSK staff and the fact that only 56% of staff travel to / from the site by car. A robust package of sustainable travel initiatives would be implemented as part of the development, both infrastructurally and procedurally, coupled with 'buy in' from site wide and tenant organisation management. The proposed initiatives are as follows:

Sustainable Travel Initiative	**Details**
Mobility Hub Area	Located close to the pedestrian/cycle access, this would be the focus for sustainable transport on the site and feature various elements of the sustainable access strategy including pedestrian / cycle access, bus stops for the shuttle bus and public buses and cycle / e-bike hire.
Bike / E-bike Schemes	The provision of a cycle hire scheme has been assessed based on the applicant providing a site-specific scheme in phase 1. As, when and if, the Council's scheme is brought into use, the site-specific scheme could merge / evolve into the town wide Council scheme. Until such time, the site-specific scheme would continue to operate.
Cycle to Work Scheme	All site employers would be required to sign up to the Government backed 'Cycle to Work Scheme' which can be used by staff to purchase bikes and cycling equipment via interest free salary sacrifice payments.
Cycle Initiatives	Options such as a monthly free breakfast for people cycling to work, an onsite / visiting Bike Doctor to help fix and maintain people's bikes and a Bike User's Group would be investigated to promote and encourage cycle use. Cycle training sessions would be promoted via the Council's Bikeability scheme or in conjunction with a local cycle club such as the Stevenage Cycle Hub which offers adult cycle training.
Bus Use Promotion	The applicant has committed to investigate a staff bus pass scheme which would provide all staff with an annual bus pass to be used on local public buses.
Site Shuttle Bus	GSK currently operates a peak hour shuttle bus service between GSK and the railway station. The shuttle bus runs 16 services from Stevenage station in the morning peak (07:15-09:45) and 14 services from the GSK

	site in the evening peak (16:00-18:40). GSK have indicated that they would be happy to share the shuttle bus service with the proposed development. Shuttle buses would make use of the proposed on-site bus stop adjacent to the Arrival Plaza and would benefit from the proposed egress bus lane and bus priority facility.
Bus Infrastructure / Information	Masterplanning of the on-site bus infrastructure would include the location of bus stops, with shelters, real time service information, timetables, seating and lighting both for public bus and shuttle bus access. A Wayfinding scheme would also form part of the masterplanning showing directions within the site to bus stops, buildings, facilities, cycle lanes. These facilities would be provided in phase 1 with expansion across the site as phased development areas are brought in to use.
Digital Demand Responsive Transport	Digital Demand Responsive Transport (DDRT) is unlike traditional bus services in that it operates along more flexible routes in a more on-demand way. These services pick people up near their journey origin and drop them at or near their destination, creating routes based on demand and data from their user base.
Car Sharing	Established local car sharing schemes would be promoted from the outset.

8.6.18 Thorough and regular monitoring would identify targets and assess to what extent they are being reached over the life of the scheme. The reporting of progress would be carried out in consultation with the Local Planning Authority. It is the aim of the scheme to reduce vehicle-based trips to and from the site. In addition, all opportunities would be taken to encourage staff and visitors to make more sustainable trips to and from the site. The Travel Plan would be implemented on the occasion of the detailed phase of the development being brought into use and would be subject to a planning condition should planning permission be granted.

8.6.19 On this basis, it is concluded the proposal would comply with Local Plan Policy IT5 'Parking and Access' in that it would (i) provide safe, direct and convenient routes within the development, (ii) link to existing cycleway and pedestrian networks and (iii) contribute towards improving cycleways and pedestrian routes serving the development site and Policies SP5 and SP6 in terms of the provision of new infrastructure and sustainable transport within the town.

Highway Impact

8.6.20 The submitted Transport Assessment assesses the expected future trip rates by all transport modes and net increase in person trips to the development site. Given that the proposed land use is similar to that already provided by the adjacent GSK Campus, it was considered appropriate to carry out surveys at the GSK Campus site to determine site specific trips rates to apply to the proposed development. In addition to the fact that land uses are similar, trip rates would reflect the scale of development, its location and the travel options available at the development site.

8.6.21 In terms of land use and scale, the current GSK Campus provides a mix of lab, office and manufacturing facilities and has a total floorspace of 156,369m² (excluding car parks, stores, maintenance depots). The proposed Life Science Campus would provide similar land uses and would have a total floorspace of 150,079m². As such, the land use and scale of the current and proposed developments are similar. Both would continue to benefit from sustainable travel options currently available, while the proposed development would deliver a range of new sustainable travel options that are not currently available at the site.

8.6.22 To determine site specific vehicle trip rates, automatic traffic counters were installed at the site's vehicle entry / exit on Gunnels Wood Road and on the direct site access route from Junction 7 of the A1(M) over two periods in 2022. The proposed development has been forecast to generate a total of 4,123 vehicle trips per day. A site wide Travel Plan and package of sustainable transport initiatives would be implemented to reduce car based trips and promote sustainable travel. Mobility experts Vectos have suggested that the package of sustainable travel measures / Travel Plan would achieve a reduction of between 8% and 10% in car-based trips, with increases in sustainable modes.

8.6.23 The Transport Assessment also assesses the impact of the proposed development both in terms of vehicular traffic and junction capacity. Extensive junction modelling work has been carried out to assess the impact of the proposed development on the proposed Gunnels Wood gyratory, Junction 7 of the A1(M) and the Monkswood Way roundabout. Peak hours for assessment have been determined from total vehicle flows through the junctions surveyed as 08:00-09:00 and 16:00-17:00. Pre and post application meetings have also been held with HCC Highway Authority and National Highways.

8.6.24 In summary, with regards Junction 7 of the A1(M) and the proposed Gunnels Wood gyratory, the junction assessments detailed in the Transport Assessment show that the proposed development could be accommodated within design capacity of each junction, with queues being accommodated within capacity. In addition, queues would not tail back onto the live running lanes of the A1(M) or on the A602 between junctions.

8.6.25 With regards to the Monkswood Way roundabout, the assessment suggests that it would require mitigation measures in the future even without the proposed development. However, the proposed development has been shown not to make a significant difference to future scenarios without the GSK Campus development site such that mitigation measures are not solely related to development traffic. The junction assessments show that the proposed development could be accommodated within design capacity of the junction for all arms in both peak periods, with the exception of Broadhall Way (E) during the AM peak hour which is shown to operate within absolute capacity. In addition, queues would not tail back to the new Gunnels Wood gyratory junction.

8.6.26 In addition to having an impact on the local road network, the proposed development would also impact on the local sustainable travel network, although it is noted that a sustainable travel package has been developed which would be implemented alongside a site wide Travel Plan. With regard to bus travel, the GSK travel survey showed that the majority of staff that travel to the site by bus, do so on site shuttle buses that operate from Stevenage railway station which currently have spare capacity. The proposed development is forecast to generate 92 additional shuttle bus trips in the AM peak hour and 75 in the PM peak hour which could be accommodated making use of current spare capacity in the AM (08:00-09:00) and PM (16:00-17:00) peak periods.

8.6.27 In terms of public bus, the proposed development is forecast to generate a small number of additional trips. It is expected that these could be adequately accommodated on the 8 Arriva town services (SB1, SB2, SB40 & SB50) that currently route via the Gunnels Wood roundabout. The applicant has advised they are committed to working with the appropriate team at HCC's Passenger Transport Unit to explore the potential delivery of public bus services to serve the on-site bus stop.

8.6.28 With regards train travel, the proposed development is forecast to generate 122 additional trips in the AM peak hour and 98 additional trips in the PM peak hour. It is considered that these additional trips could be accommodated on the 20 rail services per hour that currently serve Stevenage station. In terms of the 'last/first mile' to the site, the majority of the trips could be accommodated via the spare capacity in the existing shuttle bus service, however it is anticipated that some of the trips would be made by 'active' modes (i.e. walking or cycling).

8.6.29 In terms of walking and cycling, the proposed development is forecast to generate 61 additional walk trips and 62 cycle trips in the AM peak hour, and 49 additional walk trips and 50 additional cycle trips in the PM peak hour. There would be 70 additional walk/cycle trips in the AM peak hour and 56 additional walk/cycle trips in the PM peak hour associated with 'last/first mile' trips whose longest part of the journey is by train. It is difficult to predict with certainty the split between walking and cycling of the 'last/first mile' trips, however since the existing proportion of walking and cycling trips is largely equal, a split of 50:50 is reasonable and robust. These would be accommodated on the current local pedestrian / cycle network that links to the site access. All walk / cycle trips would access the site via the underpass under the A602 arm of the Gunnels Wood junction.

8.6.30 Appendix J of the Transport Assessment includes an assessment of the existing A602 underpass against the Department for Transport 'Cycle Infrastructure Design' Local Transport Note guidance, July 2020 (LTN 1/20) and makes a series of recommendations on how it could be improved to accommodate the proposed level of pedestrian and cycle trips. Should planning permission be granted, it is proposed to secure these improvements through a planning condition. The works would also be carried out as part of the s278 agreement between the applicant and HCC as Highway Authority.

8.6.31 It is noted that a cycle hire scheme is to be implemented which would increase cycle trips to / from the site. Given the capacity of the cycle underpass, this should also be able to accommodate additional demand relating to the cycle hire scheme. Modelling has also demonstrated that the current pedestrian route through the underpass would be able to accommodate forecast pedestrian flows. In summary, the impact on sustainable transport has shown that additional trips could be accommodated by current provision. Monitoring of sustainable trips would be carried out as part of the development's monitoring process and Travel Plan with mitigation measures implemented if necessary.

8.6.32 National Highways has reviewed the supporting documents and agree with the methodology and mode share presented within the Transport Assessment and the sensitivity test undertaken by the applicant in comparing the trips associated with the adjacent GSK site and the Cambridge Science Park, as well as the use of more up to date survey data to further validate the results (November 2022) and adopt the worst-case approach within the methodology.

8.6.33 In relation to the junction capacity assessment, National Highways have reviewed the scenarios presented within the Transport Assessment and note that with the implementation of a Travel Plan and the associated measures, the A1(M) J7 is expected to run within the design and/or working capacity during the AM and PM peak based on the 2031 future baseline scenario. National Highways have reviewed the Framework Travel Plan (April 2023) and agree in principle with the proposed measures. They have requested the applicant continues to have ongoing conversations with the GSK Campus to look for ways to combine more measures promoting sustainable travel across both sites. They would also like the Travel Plan to be reviewed on a regular basis and any issues to be managed appropriately in a timely manner by the developer.

8.6.34 National Highways has no objection to the proposed development subject to a discharge condition relating to the Travel Plan, on the basis the scheme would not result in a significant impact on the nearby Strategic Road Network junction (A1(M) Junction 7) and

the trips could be accommodated within junction arrangements. Hertfordshire County Council as Local Highway Authority does not wish to object to planning permission being granted, subject to planning conditions and obligations set out in section 10 of this report. As such, the proposal is considered to be in compliance with Local Plan policy IT4 'transport assessments and travel plans'.

8.6.35 With regards to the delivery of the gyratory and the occupation of the development, HCC as Highway Authority have recommended a planning condition is imposed should planning permission be granted requiring the new gyratory is completed prior to first occupation unless an alternative trigger is agreed. The applicant has submitted an addendum to the Transport Assessment demonstrating that the highway impact of occupying either building 2 or 4 prior to completion of the new gyratory would not cause a severe highway impact. The addendum is currently being reviewed by both HCC as Highway Authority and National Highways and comments are awaited.

8.6.36 If comments are received prior to the meeting an update will be provided, otherwise it is anticipated members will agree to delegated powers being granted to the Assistant Director of Planning and Regulation to impose any amended conditions advised on any response regarding the timing of occupation and the delivery of the gyratory provided after the committee meeting.

Parking

8.6.37 With regards parking provision, the Parking Provision and Sustainable Transport SDP (2020) sets out the requirements for car parking, accessible parking, EV charging parking, motorcycle and cycle parking. The SPD proposes a system whereby vehicle parking is provided on the basis of 5 accessibility zones, with lower levels of provision permitted in the most accessible locations and higher levels of provision in less accessible zones. For non-residential development, the main determinant of accessibility is the proximity to passenger transport and whether or not people can use non-vehicle modes of transport and whether parking levels can be reduced. The proposed development site is located in the 'All other areas' category where car parking provision is allowed at 75% to 100% of the published standards.

Vehicle Parking

8.6.38 The starting point for assessment of vehicle parking is the published maximum car parking standard of 1 space per 35m² for research and development and industrial processes, which is the proposed land use. The proposals aim to provide to the lower end of the allowed parking standards which is 75% of the published standards. The SPD goes on to set out that 5% of the total number of car parking spaces (i.e. not in addition to) should be provided for motorcycle use. Of the balance, 20% should have access to active EV charging facilities, 5% should be provided as accessible parking spaces (3.6m x 6.0m), with a further 5% provided as enlarged standard spaces (3.6m x 6.0m) that can be adapted in the future for use by disabled drivers.

8.6.39 Based on the proposed development schedule, details of parking spaces by type and proposed building are shown below:

Parking based on Parking Provision SPD standards (1/35sqm @ 75%)

Phase	Building/GIA	Parking Spaces by Type					Total Parking Based on SBC Standards
		Standard	Active EV	Disabled	Enlarged	M'cycle	
Detailed 1	B2 - 11,105sqm	163	41	11	11	12	507
	B4 - 12,587sqm	184	46	13	13	13	
	Existing SBC Car Park	214					-
Outline 2	Up to 106,011sqm*	1554	387	110	110	115	2276
	Existing CTC Car Park	148					-
Total New Spaces	Detailed & Outline	1901	474	134	134	140	2783
Total New + Existing	Detailed & Outline + SBC & CTC	2162	539	152	152	140	3145

Planned Parking Provision by Phase

Phase	Building/GIA	Parking Spaces by Type					Total Planned Parking Provision
		Standard	Active EV	Disabled	Enlarged	M'cycle	
Detailed	B2 & B4 - 23,692	395	109	22	22	27	575
	Existing SBC Car Park	186					186
Outline	106,011sqm 1	1506	375	107	107	113	2208
	Full SBC and CTC re-provision	261	65	18	18	0	362
Total New + Existing	Detailed & Outline + SBC & CTC	2148	536	152	152	158	3145

8.6.40 Parking provision for the detailed phase (23,692m²) would be made broadly in line with the above SPD parking standards of 1 space per 35m² at 75% by means of multi-storey car park 1 and a surface level car park. Parking provision for the outline phase (106,011m² which excludes the GSK extensions) would be made in line with the above SPD parking standards of 1 space per 35sqm at 75% by means of multi-storey car parks 2 and 3, plus 11 surface level car parking spaces adjacent to Buildings 5 and 6. For the detailed phase, 507 parking spaces would be required for Buildings 2 and 4 based on the Council's standards. A total of 214 existing spaces would be re-provided for the existing buildings.

8.6.41 The detailed application comprises the provision of 575 new parking spaces plus the retention in-situ of 186 of the existing 214 space surface carpark. A total of 535 of the new parking spaces would be provided within MSCP 1 and 40 parking spaces provided at-grade. As such, there would be an over-provision of 68 new parking spaces in the detailed phase which would be balanced out in the outline phase(s). For the outline phase(s), 2,276 parking spaces would be required for the 106,011m² total floor space. All 362 existing building parking spaces would also be re-provided at the outline phase(s).

8.6.42 The Transport Assessment advises the proposal to provide initial car parking in line with Council standards at 1/35sqm is primarily a commercial viability decision, as this level of

provision is a standard requirement for new development and is 'expected' by prospective tenants. For example, Cambridge Science Park gained planning consent in 2019 for a 19,823m² office development with 568 car parking spaces which equates to 1/35m². On the GSK campus site itself, consent for the SBC incubator (3,000m²) and Accelerator (3,220m²) was granted on the requirement of 209 spaces, equating to a parking ratio of 1/30m². Not providing the standard for initial phases would reduce the competitiveness of the development, with potential tenants seeking alternative accommodation where the standard is provided.

8.6.43 Reduced parking ratios would be applied to subsequent phases, subject to monitoring of sustainable transport usage and parking uptake. This would result in future overall parking standards at levels below the Council standards so as not to encourage driving to the site by providing more spaces that are required, and indeed at reduced levels that would actively discourage driving to the site. The provision of parking for future phases would also be controlled by a condition should planning permission be granted. Accessible parking spaces would be provided at ground floor levels or close to lift access on upper floors. EV charging facilities would be provided in open surface level car park locations or on the open roof level of multi-storey car park for fire safety reasons.

Cycle Parking

8.6.44 The Council's SPD for office / light industry and research land uses requires minimum levels of cycle parking provision 1 long term (staff) space per 500m² and 1 short term (visitor) space per 1,000m². The tables below show the level of cycle parking by type and proposed building as per Council standards and the proposed cycle parking for the detailed phase, which provides a significantly higher quantity of spaces over the Council's minimum requirements.

Cycle Parking based on Parking Provision SPD standards

Phase	Building/GIA	Long Stay				Short Stay
		Two Tier Stand Spaces	Sheffield Stand Spaces (1.0m spacing)	Sheffield Stand Spaces (1.8m spacing)	Total Long Stay	Sheffield Stand Spaces (1.0m spacing)
Detail	B2 - 11,105sqm	14	7	1	22	11
Detail	B4 - 12,587sqm	16	8	1	25	13
Outline	Various - 106,011sqm*	138	64	11	212	106
Total	-	169	78	13	259	130

Cycle Parking provision for Detailed Phase

Building	GIA	Long Stay				Short Stay
		Two tier Stand spaces	Sheffield Stand Spaces (1.0m spacing)	Sheffield Stand Spaces (1.8m spacing)	Total Long stay	Sheffield Stand Spaces (1.0m spacing)
B2	11,105	96	8	2	106	12
B4	12,587	132	8	2	142	14

8.6.45 The range of cycle parking types would allow cyclists of all abilities to access cycle parking. All long stay cycle parking provision would be covered, secure and conveniently located for access to the buildings served. Each building would have complementary cycle facilities

such as shower and changing areas with accessible features, drying rooms, hair dryers / straighteners and storage lockers and electric bike charging facilities. Cycle parking areas would also feature equipment for basic maintenance, such as spanners, Allen keys, pumps and spare inner tubes.

8.6.46 Short term cycle parking would be provided by means of Sheffield stands at 1.0m spacing, with spaces on the ends of runs providing additional space for accessible / non-standard cycles and cargo bikes. All cycle parking stand types would provide 3 locking points (front wheel, frame and rear wheel) to satisfy BREEAM requirements. The outline phase of the development proposal would meet and aim to exceed the Council's minimum cycle parking standards. The proposal is therefore in compliance with Local Plan policy IT5 'parking and access' as well as the Council's Sustainable Transport SPD (2020).

Servicing and Refuse Arrangements

8.6.47 All types of waste would be separated according to its requirements in a secured bin store area (refuse, recycling, gas and chemical refuse). The main refuse and recycling store has been designed to allow space for manoeuvring Eurobins and drainage with a water supply for cleaning purposes. The refuse and recycling storage has been designed in accordance with BREEAM Wst 03, General Waste and OCC requirements. The applicant has allowed for 20 1100L Eurobins and assumed 50% general refuse and 50% recycling and 4no. collections a week. With the detailed element of the application there would be an internal large waste store within the lower ground floor of Building 2, within the boundary of the property and an external refuse store at ground floor level behind a screen for Building 4.

8.6.48 In terms of laboratory and building servicing, in order to support the functionality of the laboratory-enabled office space, a number of discreet functions would need to be located externally to the buildings. This is due to requirements of health and safety, loading and access. The following support would be required to be located within the service yards:

- External gas cylinder storage
- External liquid nitrogen tank
- Generator

8.6.49 It is important that these small-scale items are considered within the landscape and architectural strategy as a whole, and the basic nature of their functions would be screened to ensure they appear part of the design language. The development proposal would also produce waste during construction works and the Council will require the preparation of a Site Waste Management Plan (SWMP) to be secured via planning condition should planning permission be granted. It is considered the above refuse and servicing arrangements are acceptable.

8.7 Flood Risk and Drainage

8.7.1 A Flood Risk Assessment, Drainage and SuDS Strategy and Drainage and SuDS Strategy for Phase 1 (detailed element) have been prepared by Curtins Consulting Ltd. The FRA report reviews the drainage and flood risk issues associated with the proposed development and the Drainage and SuDS Strategy sets out how surface water run off would be accommodated. The report states that the application site is located entirely within Flood Zone 1. The site has been identified as being at a low risk of flooding from rivers. There is a low risk of flooding from pluvial sources; with small isolated areas of high risk of flooding located in Gunnels Wood Road and at the underpass on A602. These areas are proposed to remain as existing. It has been identified that there is a low risk of flooding from groundwater sources. The proposed development has been identified as being at a low risk of flooding from all artificial sources.

8.7.2 The development of the site as a life science campus is therefore appropriate as set out by the 'flood risk vulnerability classification' contained within the Planning Practice Guidance. The site would be delivered with new separate foul and surface water networks. The proposed surface water drainage strategy has been designed to withstand flooding up to and including the 1-in-100 year +40% climate change return period and the network would discharge via shallow and deep infiltration with an overflow at QBar to the public sewer. The Drainage and SuDS Strategy sets out further details in respect of surface water and foul water drainage for both the detailed and outline phases.

8.7.3 Drainage strategies should adhere to the Sustainable Drainage Strategy (SuDS) hierarchy provided in the Local Flood Risk Management Strategy 2 (2019). The hierarchy identifies that living roofs and walls are the most-sustainable SuDS features, followed by ponds and basins, infiltration devices and permeable surfaces. Tanked and piped systems are identified as the least sustainable, providing no pollution reduction nor biodiversity benefit. The design intent is to manage water as close to its source as possible as per the drainage hierarchy. Attenuation would be provided across the site via number of cascading SuDS features such as basins/ponds, swales and permeable paving subbase. It is envisioned that whilst SuDS techniques have been maximised across the site, below ground cellular storage tanks would be required around some outfalls to mitigate flooding during larger return periods.

8.7.4 The table below is taken from the Drainage and SuDS Strategy and analyses the SuDS hierarchy and the appropriate techniques with specific focus on this application proposal.

SuDS Technique	Site Specific Analysis
Rainwater Harvesting	As outlined above, the inclusion of rainwater harvesting within the development is to be confirmed once tenants of the buildings are agreed. This is to ensure that any the proposed sensitivity of building usage does not clash with contaminates within stored water.
Living or Roofs/Areas	The feasibility of installing living roofs on site is to be confirmed at a later design stage, this will be subject to plant installations and the extent of roof terrace (current proposals do not allow for any).
Basins and Ponds	Surface water on site is proposed to utilise ponds as the principle means of attenuation.
Filter Strips and Swales	It is proposed to utilise swales as the principle means conveyance.
Infiltration Devices	Historic site investigation result indicate that shallow infiltration and deep bore infiltration is feasible. It is proposed that infiltration is the principle means of discharge of surface water.
Permeable Surfaces	All footways and no trafficked areas are proposed to be permeable paving.
Tanked Systems	Where spatial constraints and contamination issues such as existing public sewers, tree retention and below ground services present themselves it is proposed to use below ground cellular storage to attenuate surface water as a last resort. Within the Phase 1 area, it is proposed to use below ground cellular storage to manage surface water within Catchment E & B only.

8.7.5 The overall site wide drainage strategy for the outline element of the proposal proposes the following drainage measures:

- Surface water would be discharged via deep bore soakaways or shallow infiltration devices where possible. Where required high level overflows from infiltration devices are proposed to discharge to the public surface water sewer.
- Where infiltration is not feasible, it is proposed to discharge the public surface water sewer at a controlled rate via overflows of infiltration devices (i.e. should the primary method of SW disposal be exceeded).
- The total discharge from the site to the public surface sewer would be no more than the available Thames Water Capacity (23.91 l/s).
- Extensive SuDS are proposed to be used through all catchments on site to treat, convey and attenuate surface water run-off. Where site constraints do not allow sufficient storage, source control management upstream, geocellular tanks would be used to overcome shortfalls.
- Further details of the drainage strategy for the outline planning areas would be provided at the reserved matters application stage. The discharge rates and attenuation volumes required have been outlined in the Drainage and SuDS Strategy.
- All surface water run-off from site is required to be treated in line with the SuDS mitigation indices set out in the CIRIA SuDS manual, this is due to the presence of a Zone III Source protection Zone and is a principal aquifer below site.
- Foul water may require pollution prevention measures such as penstock valves or sample chambers, measures to be confirmed post planning and discussed and agreed with Thames Water.

8.7.6 With regards to the detailed element, the Drainage and SuDS Strategy for Phase 1 proposes the following measures:

- It is proposed to discharge surface water via deep bore soakaways and shallow infiltration devices where possible.
- Where infiltration is not feasible, it is proposed to discharge the public surface water sewer at a controlled rate via overflows of infiltration devices (i.e. should the primary method of SW disposal be exceeded).
- Of the 12 catchments within the Phase 1 Site area, only 3 require high level overflows to the public surface water sewer.
- The total discharge from the site to the public surface water sewer would be less than QBar.
- Extensive SuDS are proposed to be used through all catchments on site to treat, convey and attenuate surface water run-off.
- Where site constraints do not allow sufficient storage, source control management upstream, geocellular tanks have been used to overcome shortfalls.
- All surface water run-off from the detailed planning application catchments would be treated in line with the SuDS mitigation indices set out in the CIRIA SuDS manual.
- Foul water may require pollution prevention measures such as penstock valves or sample chambers, measures to be confirmed post planning and discussed and agreed with Thames Water.

8.7.7 Following the submission of an amended Flood Risk Assessment and Drainage and SuDS Strategy to address the identified outstanding issues from the Environment Agency (see section 6.9), the Environment Agency was re-consulted and confirmed that they now have no objections to the proposal subject to conditions. Following the objection from HCC as Lead Local Flood Authority, the applicant is working to address their outstanding concerns and will be submitting additional information which will be subject to re-consultation. It is anticipated members will agree to delegated powers being granted to the Assistant Director of Planning and Regulation to impose any conditions advised on any response provided after the committee meeting.

8.7.8 A decision will not be issued until the S106 Legal Agreement associated with the development has been signed, which will allow time for the outstanding matters to be

addressed and comments to be received. Therefore, comments will be fully considered prior to a decision being issued. However, if HCC as Lead Local Flood Authority continue to raise an objection to this application and their concerns cannot be overcome, then this application will be referred back to the Planning and Development Committee for its decision.

8.8 Trees, Ecology and Biodiversity

Trees

8.8.1 Section 15 of the NPPF (2021) requires developments to preserve and enhance the natural environment. Policy NH5 of the Local Plan (2019) states that development proposals will be expected to protect and retain individual trees within development sites and should include new planting where appropriate. The application has been accompanied by a Tree Survey, Arboricultural Impact Assessment, Preliminary Arboricultural Method Statement and Tree Protection Plan.

8.8.2 Tree retention is prioritised at key internal green infrastructure links, including the eastern and western site boundaries. The table below identifies the number of trees to be removed per category and their replacement:

	Removed trees by category				Total trees removed	Proposed trees
	Cat. A	Cat. B	Cat. C	Cat. U		
Campus	0	328	273	0	601	942
S278 works	1	35	11	0	47	44
Zone A/B Extension	0	3	81	1	85	0
Total	1	366	365	1	733	986

8.8.3 Where trees are proposed for removal, this would be carefully managed and retained trees in close proximity to proposed works managed appropriately. Tree protection measures would be subject to planning condition. The tree survey has identified the quality of many of the existing tree groups to be removed is low. They are extremely densely populated or self-seeded and many have been noted as of 'limited merit' by the arboriculturalist. These would be replaced with more evenly distributed, diverse and appropriate tree cover.

8.8.4 Surface treatments have been carefully selected to ensure no damage to tree root networks, and no-dig construction methods. Existing soft landscape extent beneath retained trees is maximised, and elsewhere permeable surfaces are proposed. Some pruning and crown reduction to trees may be required in future management.

8.8.5 As the above table shows a total of 733 trees would be removed to facilitate the proposed development. The proposed masterplan includes 986 new trees made up of a range of species and typologies across the proposed Campus. The proposed trees are to be planted at appropriate spacings and maintained to ensure their continued longevity and quality. The replacement ratios (tree lost : replacement) are as follows:

- Campus only: 1 : 1.6 (942 proposed trees)
- S278 works only: 1 : 1.1 (44 proposed trees)
- Zone A/B extension only: 1 : 0 (0 proposed trees)

- Combined: 1 : 1.35

8.8.6 The existing tree canopy covers 14.7% of the site area. Based on the assumption that all proposed trees would reach a moderate mature canopy radius, the proposed mature canopy is estimated to be 29.7% of the site area, which is a 202% increase compared to the existing canopy coverage. The proposed tree strategy would utilise a range of tree species and typologies across the proposed Campus. The proposed trees would be planted at appropriate spacings and maintained to ensure their continued longevity and quality. Trees have been selected to define spaces character, shape, texture and colour. The character of the trees has been chosen in accordance with the varied functions of each space and highlights the relationship between each space through the use of landmark trees.

8.8.7 The tree palette would incorporate native trees to support wildlife and to enhance the existing trees along with SuDS friendly trees, street trees as connectors and character feature trees that would suit each character of the designed areas. Adding multi stem trees and variety with resilient tree species would create a naturalistic feeling of the Campus and downsize the canopies in special moments to create something closer to human scale spaces.

8.8.8 The site wide green infrastructure networks would be reinforced through proposed tree canopy corridors. Species that are climate adaptive, robust, drought tolerant and suitable for their setting are proposed, along with a mix of evergreen and deciduous trees, with year round interest in the form of leaf colour, flower and bark. Several species of trees are proposed with a delicate canopy to allow sunlight to penetrate through. A mix of native and non-native tree species which would provide a source of nectar, pollen and other food sources are proposed.

8.8.9 A pre-application site meeting took place with the Council's Arboriculture and Conservation manager to agree the above tree strategy. Whilst the replacement ratio on the Campus would be 1:1.6 rather than the 1:3 normally requested by Council's Parks and Amenities department; the Tree Strategy sets out that the increase in canopy cover would be 202%. The replacement trees would be of high quality, whereas many of those to be removed are in poor condition so there would be a significant qualitative improvement. The proposed development would also provide the conditions (e.g. soil quality, spacing) to allow the new trees to grow well and reach the appropriate growth / girth levels quickly. There may also be scope for additional tree planting off site as part of the Biodiversity Net Gain offset payment (see below). On the basis of these site-specific circumstances, the above replacement planting ratio was agreed by the Council's Arboriculture and Conservation manager.

8.8.10 The maintenance of the public realm including the trees would be the responsibility of a Management Company to be secured as part of any S106 Agreement and not the Council. On this basis, it is considered the proposed tree planting strategy would comply with Local Plan policy NH5 'Trees and Woodland' and is considered acceptable.

Biodiversity

8.8.11 The NPPF and accompanying Planning Practice Guidance requires the Council to achieve measurable net gains in biodiversity at development sites and across the Borough. To achieve a biodiversity net gain, a development must deliver a minimum of 10% net gain post development, when compared with the pre-development baseline. The Council's Biodiversity SPD (2021) requires all major and minor applications, other than the following exemptions currently suggested by the Government, to demonstrate a net gain in biodiversity:

i) Permitted development;
ii) Householder development, including extensions;

iii) Nationally significant infrastructure, which falls within scope of the Planning Act 2008;
iv) Some brownfield sites with marginal viability and substantial constraints. It is expected that full details to be set out in secondary legislation, but considerations are likely to include where sites contain a high proportion of derelict land and buildings and only a small percentage of the site is undeveloped, land values are significantly lower than average, and the site does not contain any protected habitats; and
v) Developments that would not result in measurable loss or degradation of habitat, for instance change of use of or alterations to building

8.8.12 The application proposal does not meet any of the above exception criteria, as such there would be a requirement to achieve a minimum of 10% biodiversity net gain on the site. The application has been supported by a Biodiversity Net Gain (BNG) Assessment by SLR and a Biodiversity Metric. The BNG Assessment advises the scheme would meet and exceed the 10% target and has the potential to deliver an increase in the habitat biodiversity value of the site of up to 156% and in the linear habitat (hedgerow) an increase in biodiversity value of the site of up to 17%. However, the development and associated landscaping results in losses of poor condition neutral grassland area. As such the site would not satisfy the 'Trading down' rule for medium distinctiveness that the "Same broad habitat or a higher distinctiveness habitat required (≥)".

8.8.13 The applicant's ecologist has suggested the proposed landscaping would provide a more complex range of habitats with improved ecological condition and therefore the proposal would satisfy the requirement for biodiversity enhancement under Stevenage Borough Council's Biodiversity SPD and the National Planning Policy Framework despite not complying with the trading rules. However, Herts and Middlesex Wildlife Trust objected on the basis the submitted biodiversity net gain assessment does not satisfy the trading rules of the biodiversity metric and therefore a net gain would not be achieved.

8.8.14 The applicant was given two options to either redesign the landscaping scheme to satisfy the trading rules or provide an offsite biodiversity offset to compensate for the shortfall in habitat, which could be via a financial contribution to the Council. The applicant has chosen to make a financial contribution to compensate for the shortfall in habitat units. Herts and Middlesex Wildlife Trust have suggested a series of planning conditions to secure 10% net gain and 40 integrated swift boxes, subject to planning permission. The biodiversity financial contribution would also be secured via a s106 legal agreement should planning permission be granted and the money would be spent on improving biodiversity on another site in Stevenage to be agreed with the Council's Green Spaces Development officer. The biodiversity net gain on the application site would be subject to the development of landscape planting plans and site management plans to secure the predicted level of biodiversity delivery.

Ecology

8.8.15 The application is also accompanied by an Ecological Impact Assessment and a Great Crested Newt Scoping and eDNA Survey Technical Note by SLR Consulting Ltd. The Ecological Impact Assessment reviews the potential ecological impacts on the site of the construction of a new life science campus. The application site extends to approximately 17.37 hectares (ha), and comprises a range of habitats, predominantly neutral grassland, mixed scrub, and modified grassland, surrounding a number of existing research buildings. The survey, alongside details received from a desk top study confirmed that the site has potential to support the following protected and priority species including:

- moderate potential to support notable plant species
- high potential to support notable invertebrates
- moderate potential to support reptile species

- low potential to support great crested newts
- moderate potential to support notable bird species
- moderate potential to support commuting/foraging bats
- moderate potential to support roosting bats; and
- high potential/confirmed presence of commuting badgers.

8.8.16 Further surveys to assess the presence/likely absence of commuting/foraging bat species, reptiles, and great crested newts were recommended, with precautionary actions recommended for priority habitats, nesting birds, badger and hedgehog. Opportunities for biodiversity enhancement were also identified and included invertebrate habitat features, wildlife-friendly landscaping, and bird and bat boxes. The report recommends all the above key actions should be detailed within an Ecological Management Plan (EMP) for the site which could be secured through planning condition. Should these recommendations be adhered to, the proposals stand to be compliant with legislation and current planning policy.

8.8.17 A UK Habitat Classification (UKHab) Survey was also undertaken as part of the site survey, during which the potential for habitats on site to support Great Crested Newts (GCN) was assessed. In conjunction with this, site-specific information was sourced through a biological records search from the Herts Environmental Records Centre (HERC). The HERC data search returned 15 records of GCN within 2 km of the site, three of which were taken in the last decade. All of these are found on the other side of the A1, greater than 500m away, north of, and likely within Knebworth Woods SSSI.

8.8.18 There is one pond on-site, and two others off-site within the current GSK campus. The on-site pond is small and was dry during the UKHab and eDNA surveys. The largest off-site pond is outside the main reception of the current GSK campus, another is a recently created pond in the southwest of the campus. The terrestrial habitat onsite is largely neutral grassland and mixed scrub, which may support this species during the terrestrial phase, however much of this has poor connectivity due to the site being isolated by major roads. An additional GCN scoping survey (including Habitat Suitability Index (HSI) and eDNA survey (if ponds suitable) was recommended by the ecologist and has been provided to support the application.

8.8.19 The results of the survey confirmed GCN were absent within Ponds 1 and 2, so there was negligible potential for them to be present within the terrestrial habitat on the site itself. The ecologist recommends GCN do not therefore need to be considered any further with regards to the proposed development.

8.8.20 With the implementation of appropriate ecological mitigation, compensation and the proposed biodiversity enhancement into the development design and landscaping, it is considered that the development proposals would result in an overall enhancement to the biodiversity and ecological value of the application site, improve access to nature and ensure compliance with Section 15 of the NPPF and policies SP12 and NH5 of the Local Plan (2019).

8.9 External Lighting

8.9.1 A Lighting Strategy has been submitted by FPOV which seeks to develop a lighting approach to not only address the technical requirements of the proposed development, but to also ensure a multi-faceted experience for users of the Campus. The lighting strategy has been developed in conjunction with the proposed Landscape Masterplan and building facades. The primary function of the landscape and façade lighting scheme would be to enhance the environment and architectural design of the Life Science Campus. This would enhance the architectural features of the buildings on the site, as well as enrich the elements and diversity of the landscape.

8.9.2 The secondary function of the lighting strategy would be to create an engaging atmosphere for the Campus and encourage social interaction. As part of this function, the lighting would provide a sense of safety for visitors using the surrounding pathways and roadways. The concept would locate discreet lighting only where needed to highlight the planting, landscape, architecture and furniture elements of the site. The facade would be treated by highlighting the detailed facade panels, making them a feature during the evening hours.

8.9.3 The lighting brightness levels would also be used to create a hierarchy and guide the users through the site. All luminaires would utilise LED sources for their energy efficiency and lifespan qualities. The light fixtures would also be concealed within the building elements or RAL finished to blend in with their landscape surroundings. The light fixtures would be 3000K warm white colour temperature and be fit for outdoor installation purposes.

8.9.4 The design would be considerate to the local environment to respect residents and wildlife. To achieve this, all luminaries directed upwards would be capped using the existing facade or tree canopies to reduce light pollution to the area and night sky. With regards to foraging bats, the Lighting design would follow guidance from the Institute of Lighting Professionals (ILP, Guidance Note 08/18) and the Bat Conservation Trust. This lighting approach would be adopted across the whole Campus with special consideration given to the forest trail areas and darker areas of the site.

8.9.5 The lighting strategy would apply different lighting approaches to different 'zones' across the Campus, to create a sense of hierarchy and usage to the various areas and guide the users around the site to points of interest. Lighting approaches for the buildings would be consistent across the site, but with variation in the levels or zones of each building. This would provide a structure to the facades and help to guide the users to entrances and points of interest. The recommendations and approach within the submitted Lighting Strategy would be secured via a planning condition should planning permission be granted. It is considered the proposal would comply with Local Plan policy FP7 'Pollution' with regards to limiting light pollution and protecting wildlife.

8.10 Climate Change Mitigation

8.10.1 Policy FP1 of the Local Plan (2019) states 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 future 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 using SuDS or other appropriate measures.

8.10.2 The Council's Design Guide SPD (2023) sets outs additional requirements with respect to climate change. The guide states that all developments are required to make efforts to minimise energy usage and to incorporate methods of using renewable energy, including:

- reducing energy demand
- using passive environmental systems, e.g. natural ventilation
- daylighting and passive solar gains
- using high levels of insulation and air tightness in the fabric of the building
- specifying energy efficient services, controls and appliances
- implementing water recycling and the provision of water butts
- using renewable energy

- using low/zero carbon technologies to provide as much of the energy load as is technically and economically feasible, minimising use of fossil fuels; and
- using efficient fossil fuel technologies, such as Combined Heat and Power and condensing boilers.

8.10.3 The vision and aspiration of the applicant is to create a truly sustainable masterplan with low carbon and energy efficient buildings, that responds to the changing trends and needs of tenants and provides climate resilience. The key themes on multiple scales have been explored and embedded in the design strategy where possible. There is commitment to further explore the Net Zero Carbon pathway and focus on delivering Net Zero Carbon ready buildings, focus on benefits of following circular economy principles, setting operational energy, embodied carbon, biodiversity net gain and water targets to further enhance the building performance and future-proof the development.

8.10.4 From the overall masterplan to the detailed building designs, the following measures would be incorporated to mitigate the impact of climate change:

- Proposed development to achieve BREEAM 'Excellent' rating with an aspiration to achieve 'Outstanding'
- Adopt a fabric first building approach
- Focus on health and wellbeing for users of the Campus (WELL principles, good daylighting, low CO2/ VOC levels, good air quality, views of sky, biophilia, social value)
- Biodiversity Net Gain and use of SuDS
- Landscape design (embedding environmental benefits)
- Animating outdoor spaces with environmental strategies
- On-site energy generation
- Energy efficiency (target net zero ready in operation and EPC A rating)
- Upfront Carbon (low carbon materials, whole lifecycle carbon approach, minimise construction and excavation waste)
- Whole life carbon analysis and design approach
- Low carbon mobility (encourage use of EVs and other low carbon transport)
- Circular economy principles (sharing, reusing, repairing, recycling materials)
- Water efficiency (test and benchmark scheme against Local Plan policy FP1 and RIBA 2030. Gain BREEAM WAT-01 credit. Review feasibility of rainwater harvesting.

8.10.5 Should the above measures be adopted; it is considered the proposed development would be exemplary in terms of its sustainability and promotion of health and wellbeing. Further information relating to sustainability and energy is provided within the Design and Access Statement, Sustainability Strategy and Energy Statement accompanying the application. The measures and recommendations set out within these documents to mitigate the impact of climate change would be subject to a planning condition should planning permission be granted. It is considered the information provided within the application demonstrates that the proposed development would accord with the requirements of policies SP2 and FP1 of the Local Plan (2019) in relation to sustainable construction and climate change mitigation and is acceptable.

8.11 Pollution and Hazardous Substances

8.11.1 Liquid Nitrogen if used within laboratories is considered a potentially hazardous substance and therefore the application proposal would need to be considered under Local Plan (2019) Policy FP6 'Hazardous Installations'. The policy states planning permission will be granted for development proposals involving the use, storage or movement of hazardous substances where:

a) There are no additional health and safety risks to users of the site or surrounding area;
b) There are no additional threats to the local environment; and
c) The proposal does not cause long term land contamination.

8.11.2 In terms of Liquid Nitrogen storage tanks, these would be located within a secure storage compound within a secure delivery zone on site for authorised personal only. The storage zone would be located outdoors within secure service areas. A full health and safety assessment of the proposals would be carried out in compliance with British Compressed Gas Association (BCGA) and the UK Health and Safety Executive (HSE) guidance.

8.11.3 In terms of oil/chemical storage tanks, all above ground oil and chemical storage tanks would be sited on an impervious base and surrounded by a liquid tight bund wall. The bunded area would be capable of containing 110% of the volume of the tank(s) and all fill pipes and sight gauges would be enclosed within the curtilage. No drainage outlet would be provided, and the vent pipe would be directed downwards into the bund. It is considered the above arrangements are acceptable and would meet the requirements of Local Plan Policy FP6 'Hazardous Installations'.

8.12 Air Quality

8.12.1 An Air Quality Assessment prepared by DustscanAQ has been submitted with the application. The report provides an assessment of air quality impacts associated with the construction and operation of the proposed development. A qualitative assessment of the construction phase activities has been carried out. The largest risk of these activities with respect to dust soiling was considered to be 'High', while that towards human health was considered to be 'Low'. Following proper implementation of the mitigation measures recommended, the impact of emissions during construction of the proposed development are likely to be 'Negligible' and therefore 'Not Significant'.

8.12.2 The modelling work undertaken as part of this assessment has assumed a conservative scenario with regards to ambient concentrations, in that there is no reduction in ambient concentrations from 2030 to 2031. Ambient concentrations are expected to improve. This assessment considers the impact of point source emissions associated with the proposed development for the earliest year of operation (2026). The one hour mean NO2 and 24 hour mean PM10 objectives are forecast to be met at all modelled receptors. There would be no significant short-term impacts resulting from the operation of point sources.

8.12.3 The impact of transport emissions is assessed for the year of full opening, 2031. The PM10 and PM2.5 concentrations are forecast to meet their respective long and short term AQO by a considerable margin. The proposed development would not result in a significant worsening of local air quality. No further mitigation measures are required as EHO has not raised concerns with respect to air quality. Moreover, air quality control measures relating to the construction phase of the development can be mitigated against via appropriately worded conditions. It can therefore be concluded that the proposed development is not considered to conflict with national and local air quality planning policy (Local Plan policies FP7 and FP8) and would not result in significant impacts on air quality.

8.13 Noise Impact

8.13.1 The planning application is accompanied by a Noise Report by Sandy Brown Consultants, which has been undertaken in respect of the proposed development. An environmental noise survey was carried out to determine the existing sound levels in the area. The noise survey was carried out between 12:30 on 25 January 2023 and 14:45 on 2 February 2023. The site is subject to significant rail noise along the eastern boundary of the site and road traffic noise to the north and west from the A602 and A1(M) respectively. The representative background sound levels from the unattended noise monitoring position were determined to be LA90,15min 55 dB during the daytime and LA90,15min 47 dB at night. The representative background sound levels at the noise sensitive receptors to the east of the site have been calculated based on comparison of both the short-term monitoring data in this location and the unattended monitoring position. Representative

levels have been calculated to be LA90,15min 51 dB during the daytime and LA90,15min 43 dB at night.

8.13.2 The report recommends all plant must be designed such that the cumulative noise level at 1m from the worst affected windows of the nearby noise sensitive premises does not exceed the levels outlined in Table 5 of the report. These levels have been corrected relative to the measured free-field background sound levels by the addition of 3 dB (as per the guidance provided in BS 8233:2014 Section G.2.1). Measured ambient noise levels at the unattended monitoring position were in the range LAeq,15min 58 to 64 dB during the day, and LAeq,15min 51 to 56 dB during the night. Potential increases in activity noise in the area as a result of the proposed development have been assessed and determined to be negligible at the nearest noise sensitive receptor, due to the distance and topographical screening between the site and the receptors.

8.13.3 Subject to planning conditions requiring the recommended noise mitigation measures are incorporated into the development, it is considered the proposed development would not have an unacceptable impact on the general amenity of the wider area in terms of noise pollution. The proposed development would therefore be in accordance with Local Plan Policy FP7 'Pollution' in relation to noise.

8.14 Ground Conditions

8.14.1 The application includes a Phase I Preliminary Risk Assessment which provides an assessment of the status of the site and the potential risk of contamination. The Assessment sets out that there is a 'Low to Moderate' level of risk to future site users from Made Ground Soils, and a 'Moderate' risk associated with ground gases. All other potential contaminant sources have been determined as having a 'Low' risk to future site users and controlled waters as part of the proposed development.

8.14.2 The Assessment recommends that a generic quantitative risk assessment (GQRA) is conducted as part of a ground investigation to inform the future engineering design. Policy FP5 of the Local Plan relates to contaminated land and states that planning permission will be granted on brownfield sites if an appropriate assessment is submitted which demonstrates that any necessary remediation and subsequent development poses no risk to the population, environment and groundwater bodies. The proposed development accords with Policy FP5 of the Local Plan as the study demonstrates any risks are either 'Low', 'Low to Moderate' or 'Moderate' and those risks can be mitigated through further intrusive survey work and detailed design.

8.15 Residential Amenity

8.15.1 The area surrounding the site comprises a range of employment and other commercial uses, specifically the GSK Campus which is located to the south. The A1(M) is to the west, including Junction 7 with the A602. Beyond the A1(M) is a Novotel Hotel with the remaining area to the west comprising Knebworth House and agricultural land. To the east of the site is the East Coast Mainline railway, beyond which lies Roebuck Retail Park and Broadwater Retail Park. The wider Gunnels Wood Employment Area is located to the north of the site, beyond the A602.

8.15.2 Due to the location of the site away from the residential areas of the town, it is not considered the proposed buildings would raise any residential amenity issues in terms of noise, outlook, light, and privacy due to the siting of the development on the edge of town within an existing employment area. The proposal is considered acceptable in this regard and in accordance with Local Plan Policy GD1 'High Quality Design'.

8.16 Planning Obligations

8.16.1 The following planning obligations would be attached to any planning permission:

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

8.16.2 The above obligations have been agreed with the applicant and would be secured via a S106 Legal Agreement, subject to planning permission. As well as the delivery of the gyratory which is being funded by the applicant, Hertfordshire County Council as Local Highway Authority are seeking a £250k contribution towards improvements to cycle route 7, West Stevenage Orbital, linking Six Hills Way to the site. The applicant has also agreed to pay Stevenage Borough Council £275k towards a cycle hire scheme serving the development. On reviewing this request against the relevant tests, namely Regulation 122 of CIL and paragraph 56 of the NPPF in terms of being:

- Necessary to make the development acceptable in planning terms
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

It has been concluded that seeking the contribution towards improvements to cycle route 7, in addition to the delivery of the gyratory and the cycle hire scheme would not meet the above tests and will therefore not be sought as part of the package of planning obligations.

8.17 Other Matters

Community Infrastructure Levy

8.17.1 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 meter)	
	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	

8.17.2 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.

8.17.3 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. Although falling within planning Use Class E 'commercial, service and business' use, the buildings would not be in retail use and therefore would be liable for CIL at £0m² as 'other development' under the CIL charging schedule.

Equality, Diversity and Human Rights

8.17.4 Consideration has been given to Articles 1 and 8 of the First Protocol of the European Convention on Human Rights. It is not considered that the decision would result in a violation of any person's rights under the Convention.

8.17.5 When considering proposals placed before the Council as Local Planning Authority, it is important that it is fully aware of and has themselves rigorously considered the equalities implications of the decision that they are taking. Therefore, rigorous consideration has been undertaken by the Council as the Local Planning Authority to ensure that proper appreciation of any potential impact of the proposed development on the Council's obligations under the Public Sector Equalities Duty.

8.17.6 The Equalities Act 2010 requires the Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share protected characteristics under the Equality Act and persons who do not share it. The protected characteristics under the Equality Act are: age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief; sex and sexual orientation.

8.17.7 In terms of inclusive access, the proposed buildings have been designed to be fully accessible and inclusive. All spaces in the new buildings would be accessible; the floors and thresholds would be level and lifts would serve all floors. The routes into the building would be clear and signed and demarcated appropriately using landscape treatments. There would be no abrupt changes in levels on the approach to the proposed buildings. Disabled parking spaces would be provided within the MSCPs at ground floor level. The design proposals have been developed with reference to Approved Document Part M (AD-M) and BS8300:2018 'Design of an Accessible and Inclusive Built Environment.'

8.17.8 Level access would be provided to the development at all pedestrian access points. Dropped kerbs and tactile paving would be provided at junctions / crossings in the area. The design of the scheme provides a safe, secure and attractive environment. The immediate connectivity of a development site includes factors that relate to pedestrian and cycle access as well as access by wheelchair users. In terms of pedestrian facilities in the area, footways are generally of a high standard, are level / trip free and well lit.

8.17.9 It is considered that the decision has had regard to this duty. The development would not conflict with either Stevenage Borough Council's Equality Policy or the commitments set out in our Equality Objectives and would support the Council in meeting its statutory equality responsibilities.

9. CONCLUSIONS

9.1 The policies considered to be most relevant for determining this application are all considered to be consistent with the most recent revision of the NPPF and are therefore considered to be up to date. Accordingly, Paragraph 11(d) of the NPPF is not engaged and the application falls to be determined against a straightforward planning balance.

9.2 This hybrid application seeks detailed and outline planning permission for the phased development of a new Life Science Campus at the site. The detailed element of the application comprises an initial phase for demolition, construction of two buildings and a multi-storey car park, the creation of a new gyratory on Gunnels Wood Road and associated landscaping and other infrastructure works. The outline element of the application is for the remainder of the Campus and consists of further employment floorspace and ancillary uses and associated parking (MSCPs), landscaping and associated infrastructure. All matters are reserved for future submission and assessment.

9.3 The proposed development accords with the allocation of the site in the Local Plan which is for employment and ancillary uses of transformational scale (Policy EC1). The Local Plan sets a target of 50,000m² of floorspace, but acknowledges that the site is likely to have capacity to accommodate a greater quantum. The documentation and evidence submitted as part of this application demonstrates that the proposed quantum of floorspace can be accommodated within the site when having regard to all relevant considerations (such as transportation and highways, townscape and heritage, flooding and ecology).

9.4 The proposed development accords with the strategic framework for development as established by the Local Plan. It also accords with the detailed design policies within the Local Plan and the associated guidance contained within the various Supplementary Planning Documents.

9.5 The proposed development would generate a number of significant economic benefits which weigh heavily in favour of the grant of planning permission. It would elevate Stevenage to a leading hub for life sciences within the UK, building on its established sector and range of occupiers (including the existing GSK Campus). It would help to meet the employment floorspace targets established within the Local Plan and generate a range of associated benefits including new jobs, enhanced training and investment.

9.6 The applicant has also demonstrated through appropriate, technical evidence that the proposed development would:

- Reinforce and enhance Stevenage's reputation as a leading hub for 'life sciences' in line with the strategic Vision and detailed allocations set out within the development plan and the established priorities of the Hertfordshire LEP.
- Achieve sustainable, economic development on previously developed, 'brownfield' land.
- Deliver substantial economic benefits, including significant private investment and the creation, upon completion of all phases, of up to 4,365 jobs.
- Create a meaningful quantum of new public space including multi-functional landscaping with recreation and sports facilities.
- Deliver a new gyratory at the junction of the A602 and Gunnels Wood Road which would meet the needs of the proposed development as well as providing additional network capacity to accommodate growth in the town.
- Include a comprehensive range of sustainable transport initiatives to promote travel by non-car modes to the site and the adjacent GSK Campus.
- Achieve high levels of sustainability, including a target BREEAM rating of 'Excellent', and to deliver biodiversity net gain of a minimum 10% and with the potential for up to 49% habitat area / 17% linear habitat to be delivered.

9.7 Given the above, the proposed development accords with the Local Plan (2019), the Council's Supplementary Planning Documents, the NPPF (2021) and PPG. As the proposed development accords with the development plan, planning permission should be granted in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004.

10. RECOMMENDATIONS

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

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

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

10.3 Authority would be given to the Assistant Director of Planning and Regulation in consultation with the Chair of Planning Committee, to amend or add to the suggested draft conditions set out in this report, prior to the decision notice being issued, where such amendments or additions would be legally sound and most effectively deliver the development that the Planning Committee has resolved to approve. These suggested conditions are as follows:

1 **Approved Parameter Plans**

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

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

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

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

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

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

2287-EXA-ZZ-GF-DR-L-00101 P02; 2287-EXA-ZZ-GF-DR-L-00110 P02;
2287-EXA-ZZ-GF-DR-L-00111 P02; 2287-EXA-ZZ-GF-DR-L-00112 P02;
2287-EXA-ZZ-GF-DR-L-00113 P02; 2287-EXA-ZZ-GF-DR-L-00114 P02;
2287-EXA-ZZ-GF-DR-L-00115 P02; 2287-EXA-ZZ-GF-DR-L-00116 P02;
2287-EXA-ZZ-GF-DR-L-00117 P02; 2287-EXA-ZZ-GF-DR-L-00118 P02;
2287-EXA-ZZ-GF-DR-L-00119 P02; SLC-HBA-B2-00-DR-A-080102 P2;
SLC-HBA-SW-ZZ-DR-A-080012; SLC-HBA-B2-04-DR-A-080106;
SLC-HBA-B2-ZZ-DR-A-080300; SLC-HBA-B4-01-DR-A-080112;
SLC-HBA-B4-02-DR-A-080113; SLC-HBA-B4-03-DR-A-080114;
SLC-HBA-B4-04-DR-A-080115; SLC-HBA-B4-05-DR-A-080116;
SLC-HBA-B4-ZZ-DR-A-080212; SLC-HBA-B2-01-DR-A-080103 P2;
SLC-HBA-B2-02-DR-A-080104 P2; SLC-HBA-B2-03-DR-A-080105 P2;
SLC-HBA-B2-B1-DR-A-080101 P2; SLC-HBA-B2-ZZ-DR-A-080201 P2;
SLC-HBA-B2-ZZ-DR-A-080202 P2; SLC-HBA-B2-ZZ-DR-A-080203 P2;
SLC-HBA-B2-ZZ-DR-A-080204 P2; SLC-HBA-B4-00-DR-A-080110 P2;
SLC-HBA-B4-M0-DR-A-080111 P2; SLC-HBA-B4-ZZ-DR-A-080210 P2;
SLC-HBA-B4-ZZ-DR-A-080211 P2; SLC-HBA-B4-ZZ-DR-A-080213 P2;
SLC-HBA-B4-ZZ-DR-A-080214 P2; SLC-HBA-B4-ZZ-DR-A-080310 P2;
SLC-HBA-CP-00-DR-A-080120 P2; SLC-HBA-CP-06-DR-A-080123 P2;
SLC-HBA-CP-ZZ-DR-A-080121 P2; SLC-HBA-CP-ZZ-DR-A-080122 P2;
SLC-HBA-CP-ZZ-DR-A-080220 P2; SLC-HBA-CP-ZZ-DR-A-080221 P2;
SLC-HBA-CP-ZZ-DR-A-080222 P2; SLC-HBA-CP-ZZ-DR-A-080223 P2; .
SLC-HBA-CP-ZZ-DR-A-080320 P2; SLC-HBA-SS-ZZ-DR-A-080130 P2;
SLC-HBA-SW-ZZ-DR-A-080100 P2; SLC-HBA-SS-ZZ-DR-A-080230;
SLC-HBA-SS-ZZ-DR-A-080330; SLC-HBA-B2-ZZ-DR-A-080200 P2

Any request for an amendment to an approved plan(s) shall be accompanied by a report confirming that there are no new or different significant environmental impacts to those already assessed or by an appropriate report (or reports) which assesses any new or different significant environmental impacts.
REASON:- For the avoidance of doubt and in the interests of proper planning.

3 **Three Year Time Limit**

The part of the development for which full planning permission has been granted (as per approved detailed site layout plan ref. SLC-HBA-SW-ZZ-DR-A-080100 P2) shall be begun within a period of three years of the date of this planning permission.
REASON:- To comply with the requirements of Section 92 of the Town and Country Planning Act 1990.

Phasing Plan

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

5 **Details of Reserved Matters - Outline**

For the individual Development Zones for which outline permission is granted as agreed pursuant to Condition 4 of this permission, no development on each Development Zone (excluding site clearance, demolition, enabling works, earthworks, archaeological investigations, investigations for assessing ground conditions, remedial works in respect of any contamination or other adverse ground conditions, diversion and laying of services within the boundary of the relevant phase and which are not connected to the wider services network, erection of any temporary means of enclosure and the temporary display of site notices or advertisements) shall commence until detailed plans for the relevant Zone have been submitted to and approved in writing by the Local Planning Authority. These plans shall, as applicable, show the layout (including car parking provision, access and servicing arrangements, and waste management), scale (including existing and proposed levels), design, layout and external appearance of the buildings to be constructed and the landscaping to be implemented (hereinafter referred to as "the Reserved Matters") on that Zone. The development of the relevant Development Zone shall only be carried out as approved.
REASON:- To comply with the requirements of section 92(4) of the Town and Country Planning Act 1990 and the provisions of the Town and Country Planning (Development Management Procedure) Order 2015 and to ensure that high standards of urban design and a comprehensively planned development are achieved. To ensure construction of a satisfactory development and in the interests of highway safety.

6 **Time Limit for Reserved Mattes - Outline**

All applications for the approval of the Reserved Matters for a Development Zone agreed pursuant to Condition 4 of this permission shall be made to the Local Planning Authority not later than six years from the date of this outline permission. The commencement of a Zone shall be begun not later than the expiration of three years from the date of the last reserved matter of that Zone to be approved.
REASON:- To comply with the requirements of section 92(4) of the Town and Country Planning Act 1990.

Construction hours of working

7 No demolition, construction or maintenance activities audible at the boundary of the relevant phase and no deliveries of construction and demolition materials shall be undertaken outside the hours 07:30 hours to 18:30 hours Mondays to Fridays, 08:30 hours to 13.00 hours on Saturdays and not on a Sunday or Bank Holiday, unless otherwise agreed in writing with the Local Planning Authority.
REASON:- To ensure the demolition of the existing buildings and the construction and maintenance of the development does not prejudice the amenities of occupiers of nearby premises due to noise pollution.

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

8 No development shall commence on Buildings 2 and 4, MSCP1 and Substation until a Construction Management Plan (or Construction Method Statement) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Management Plan / Statement shall include details of:
a. Construction vehicle numbers, type, routing;
b. Access arrangements to the site;
c. Traffic management requirements
d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
e. Siting and details of wheel washing facilities;

f. Cleaning of site entrances, site tracks and the adjacent public highway;
g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
h. Provision of sufficient on-site parking prior to commencement of construction activities;
i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.
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).

Construction Management Plan - Outline

9 No development shall commence on any individual Development Zone as agreed pursuant to Condition 4 of this permission until a Construction Management Plan (or Construction Method Statement) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the Development Zone shall only be carried out in accordance with the approved Plan. The Construction Management Plan / Statement shall include details of:
a. Construction vehicle numbers, type, routing;
b. Access arrangements to the site;
c. Traffic management requirements
d. Construction and storage compounds (including areas designated for car parking, loading / unloading and turning areas);
e. Siting and details of wheel washing facilities;
f. Cleaning of site entrances, site tracks and the adjacent public highway;
g. Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
h. Provision of sufficient on-site parking prior to commencement of construction activities;
i. Post construction restoration/reinstatement of the working areas and temporary access to the public highway;
j. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.
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).

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

10 No development shall commence on Buildings 2 and 4, MSCP1 and Substation until a Site Waste Management Plan (SWMP) has been submitted to the Local Planning Authority and approved in consultation with the Waste Planning Authority. The SWMP should aim to reduce the amount of waste produced on site and should contain information including estimated types and quantities of waste to arise from construction and waste management actions for each waste type. The development shall be carried out in accordance with the approved SWMP.
REASON:- To promote the sustainable management of waste arisings and contribution towards resource efficiency, in accordance with Policy 12 of the Hertfordshire Waste Core Strategy and Development Management Policies Development Plan Document (2012).

Site Waste Management Plan - Outline

11 No development shall commence on any individual Development Zone as agreed pursuant to Condition 4 of this permission until a Site Waste Management Plan (SWMP) has been submitted to the Local Planning Authority and approved in consultation with the Waste Planning Authority. The SWMP should aim to reduce the amount of waste produced on site and should contain information including estimated types and quantities of waste to arise from construction and waste management actions for each waste type. The development shall be carried out in accordance with the approved SWMP.
REASON:- To promote the sustainable management of waste arisings and contribution towards resource efficiency, in accordance with Policy 12 of the Hertfordshire Waste Core Strategy and Development Management Policies Development Plan Document (2012).

Highway Improvements – Offsite (Implementation / Construction)

12 Prior to the first occupation of the development hereby permitted, or an alternative trigger as submitted to and agreed in writing with the Local Planning Authority, the offsite highway improvement works as shown in S278 General Arrangement Drawings 3295-WSP-XX-XX-DR-C-00100 REV C and 3295-WSP-XX-XX-DR-C-00101 shall be completed in accordance with the approved details.
REASON:- To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

Arrival Plaza

13 Prior to the first occupation of the development hereby permitted the arrival plaza area shall be completed in accordance with the approved drawings ref. SLC-HBA-SW-ZZ-DR-A-080100 Rev P2, 2287-EXA-ZZ-GF-DR-L-00116 Rev P2 and 2287-EXA-ZZ-GF-DR-L-00101 Rev P2.
REASON:- To ensure that sustainable transport measures are in place at the earliest opportunity for all employees and visitors.

Shuttle Bus Service

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

On Site Bus Priority

15 Prior to first occupation of the development hereby permitted bus priority measures as described in the Transport Assessment (Paragraph 5.52) will be complete.
REASON:- To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Polices 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan 2018.

Travel Plan

16 No building shall be occupied prior to approval of the relevant Detailed Travel Plan for that building. Those parts of the Detailed Travel Plans implemented in accordance with the timetable contained therein shall continue to be implemented as long as any part of the development is occupied.
REASON:- To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018).

Traffic, Travel Mode Split and Parking Monitoring

17 Prior to first occupation of the development hereby permitted, a monitoring programme to assess the level of traffic generation, travel mode split of all employees and parking accumulation at defined intervals of occupancy shall be submitted to and approved in writing by the Local Planning Authority. The monitoring programme shall be implemented as agreed unless the Local Planning Authority gives written approval to any variation.
REASON:- To ensure that agreed traffic levels are not breached and thus the highway network is adequate to cater for the development proposed.

Gunnels Wood Road/A602 Underpass

18 The measures to improve the Gunnels Wood Road/A602 underpass as set out within the WSP Underpass Technical Note ref. 3295-WSP-XX-XX-TN-C-01100 P02 to make it, as far as reasonably practical, Department for Transport 'Cycle Infrastructure Design' Local Transport Note guidance, July 2020 (LTN 1/20) compliant shall be implemented and permanently maintained in accordance with the approved details.
REASON:- To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018).

External materials – Buildings 2 and 4, MSCP1 and Substation

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

Masterplan Design Code

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

Landscape Design Code

21 For each individual Development Zone for which outline permission is granted as agreed pursuant to Condition 4 of this permission, the submission of reserved matters in relation to the landscaping strategy shall be in accordance with the approved Landscape Design Code

by Hawkins Brown and Exterior Architecture or an alternative Design Code submitted to and approved by the Local Planning Authority.
REASON:- To ensure a satisfactory appearance for the development.

Tree Strategy

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

Landscaping - Buildings 2 and 4, MSCP1 and Substation

23 All hard and soft landscaping shall be carried out in accordance with the approved details as set out in detailed landscape general arrangement plans ref: 2287-EXA-ZZ-GF-DR-L-00101 P02; 2287-EXA-ZZ-GF-DR-L-00110 P02; 2287-EXA-ZZ-GF-DR-L-00111 P02; 2287-EXA-ZZ-GF-DR-L-00112 P02; 2287-EXA-ZZ-GF-DR-L-00113 P02; 2287-EXA-ZZ-GF-DR-L-00114 P02; 2287-EXA-ZZ-GF-DR-L-00115 P02; 2287-EXA-ZZ-GF-DR-L-00116 P02; 2287-EXA-ZZ-GF-DR-L-00117 P02; 2287-EXA-ZZ-GF-DR-L-00118 P02 and 2287-EXA-ZZ-GF-DR-L-00119 P02 to a reasonable standard in accordance with the relevant British Standards or other recognised Codes of Good Practice.
REASON:- To ensure a satisfactory appearance for the development.

24 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the completion of Buildings 2 and 4, MSCP1 and Substation.
REASON:- To ensure a satisfactory appearance for the development.

25 All hard surfacing comprised in the approved details of landscaping shall be carried out within 6 months of the completion of Buildings 2 and 4, MSCP1 and Substation, or, prior to first occupation of in relation to each building (except substation) hereby permitted, whichever is the earliest.
REASON:- To ensure a satisfactory appearance for the development.

26 Any trees or plants comprised within the scheme of landscaping, which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed in writing by the Local Planning Authority.
REASON:- To ensure a satisfactory appearance for the development.

27 No tree shown on the approved landscaping scheme, shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped within five years of the completion of development without the written approval of the Local Planning Authority.
REASON:- To ensure the protection of those trees which should be retained in the interests of visual amenity.

28 Before any development commences, including any site clearance or demolition works, any trees on the site to be retained shall be protected by fencing or other means of enclosure. Such protection shall be maintained until the conclusion of all site and building operations.
REASON:- To ensure that the retained tree(s) are not damaged or otherwise adversely affected during site operations.

29 Within the areas to be fenced off in accordance with condition 28; there shall be no alteration to the ground level and they shall be kept clear of vehicles, materials, surplus soil, temporary buildings, plant and machinery.

REASON:- To ensure that the retained tree(s) is not damaged or otherwise adversely affected during site operations.

Hedge/shrub clearance outside bird nesting period

30 All areas of hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development of a phase, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed within the relevant phase immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded within the relevant phase, no vegetation clearance or other works that may disturb active nests shall proceed within that phase until all young have fledged the nest.
REASON:- Nesting birds are protected from disturbance under the Wildlife and Countryside Act 1981 (As amended).

Biodiversity Net Gain

31 No building within the detailed element (i.e. in relation to Buildings 2 and 4, MSCP 1 and Substation) shall be occupied until a biodiversity net gain management plan (BNGMP) has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter a BNGMP shall be submitted alongside each application for reserved matters within individual Development Zones.

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

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

The BNGMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the BNGMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.
REASON:- To deliver biodiversity net gain in accordance with NPPF.

Biodiversity Metrics - Outline

32 Individual biodiversity metrics must be submitted for each Development Zone for which outline permission is granted as agreed pursuant to Condition 4 of this permission and

should demonstrate how that development zone will contribute to ensuring that the development achieves a minimum increase in habitat units of 10% across the entire site.
REASON:- To achieve a measurable biodiversity net gain in accordance with NPPF and the Stevenage Biodiversity SPD.

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

33 No building shall be occupied until details of swift boxes and/or bricks and/or a swift tower (model and location) have been submitted and approved by the Local Planning Authority. These devices shall be fully installed prior to occupation and retained as such thereafter.
REASON:- To contribute to biodiversity net gain in accordance with NPPF.

Swift Boxes/Bricks - Outline

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

Class E(a) Retail Floorspace

35 No more than 500m² of Class E(a) retail floorspace shall be provided across the whole of the application site.
REASON:- To ensure the proposal complies with Local Plan employment policies SP3 and EC1.

Ground Conditions

36 Prior to commencement of development a generic quantitative risk assessment (GQRA) shall be conducted as part of a ground investigation to inform the future engineering design.
REASON:- To prevent harm to human health and pollution of the water environment.

Contamination

37 If during a particular phase of development contamination that has not been previously identified is found, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be submitted to and approved in writing by the Local Planning Authority. Following completion of measures identified in the approved remediation scheme, a verification report must be submitted to and approved in writing by the Local Planning Authority.
REASON:- To safeguard human health and ground water.

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

38 The measures to address adaptation to climate change as set out within the Design and Access Statement by Hawkins Brown, Sustainability Strategy and Energy Statement by KJ Tait Engineers shall achieve minimum BREEAM Excellent and be implemented in relation to Buildings 2 and 4, and permanently maintained in accordance with the approved details.
REASON:- To ensure the development is adaptable to climate change through provision of energy and water efficiency measures.

Climate Change Mitigation - Outline

39 Each application for the Reserved Matters submitted pursuant to condition 5 of this Permission shall include an Energy and Sustainability Statement detailing requirements of how the building(s) in each Development Zone are adaptable to climate change (detailing renewable energy technologies as well detailing measures to control overheating and cooling demand in the building(s)). The details shall also include a management plan and maintenance strategy/schedule for the operation of the technologies, a servicing plan (if applicable) and a noise assessment (if applicable). The measures for adaptation to climate change as well as managing overheating and cooling shall be implemented in accordance with the details approved pursuant to condition 5 of this Permission.
REASON:- To ensure the development is adaptable to climate change and to avoid overheating and minimising cooling demand.

Noise

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

Ecology

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

External Lighting

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

Fire Hydrants

43 No building within the Detailed Area, and each respective Development Zone as agreed pursuant to condition 4, shall be occupied until a scheme for the provision of adequate water supplies and fire hydrants, necessary for firefighting purposes within each area / zone, has been submitted to and approved in writing by the Local Planning Authority. The buildings within the Detailed Area / Development Zones shall not be occupied until the scheme has been implemented in accordance with the approved details for each.
REASON:- To ensure adequate water infrastructure provision is made on site for the local fire service to discharge its statutory firefighting duties

EV Charging

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

Prior to first use of each respective MSCP within a Development Zone as agreed pursuant to condition 4, provision shall be made for 20% of the car parking spaces to have active provision for EV charging and 80% of the remaining car parking spaces to have passive provision for EV charging.
REASON:- To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

Programme of Archaeological Works

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

Meanwhile Uses

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

Substation Design

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

Infiltration of Surface Water onto the Ground

48 No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the Local Planning Authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.
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. This is in line with paragraph 174 of the National Planning Policy Framework.

INFORMATIVES

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

This application may be liable for CIL payments and you are advised to contact the CIL Team for clarification with regard to this. If your development is CIL liable, even if you are granted an exemption from the levy, please be advised that it is a requirement under Regulation 67 of The Community Infrastructure Levy Regulations 2010 (as amended) that

CIL Form 6 (Commencement Notice) must be completed, returned and acknowledged by Stevenage Borough Council before building works start. Failure to do so will mean you risk losing the right to payment by instalments and a surcharge will be imposed. NB, please note that a Commencement Notice is not required for residential extensions if relief has been granted.

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

The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the County Council website at:

https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx

or by telephoning 0300 1234047.

2. The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/businessanddeveloper-information/development-management/highways-developmentmanagement.aspx or by telephoning 0300 1234047.

3. Extent of Highway: Information on obtaining the extent of public highway around the site can be obtained from the HCC website: www.hertfordshire.gov.uk/services/highways-roads-and-pavements/changes-to-your-road/extent-of-highways.aspx

4. Parking and Storage of materials: The applicant is advised that all areas for parking, storage, and delivery of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website: https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx or by telephoning 0300 1234047.

5. Obstruction of public highway land: It is an offence under section 137 of the Highways Act 1980 for any person, without lawful authority or excuse, in any way to wilfully obstruct the free passage along a highway or public right of way. If this development is likely to result in the public highway or public right of way network becoming routinely blocked (fully or partly) the applicant must contact the Highway Authority to obtain their permission and requirements before construction works commence. Further information is available via the website: http://www.hertfordshire.gov.uk/services/transtreets/highways/ or by telephoning 0300 1234047.

6. Debris and deposits on the highway: It is an offence under section 148 of the Highways Act 1980 to deposit compost, dung or other material for dressing land, or any rubbish on a made up carriageway, or any or other debris on a highway to the interruption of any highway user. Section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development and use thereafter are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available by telephoning 0300 1234047.

7. Avoidance of surface water discharge onto the highway: The applicant is advised that the Highway Authority has powers under section 163 of the Highways Act 1980, to take appropriate steps where deemed necessary (serving notice to the occupier of premises adjoining a highway) to prevent water from the roof or other part of the premises falling upon persons using the highway, or to prevent so far as is reasonably practicable, surface water from the premises flowing on to, or over the footway of the highway.

8. Roads to remain private: The applicant is advised that all new roads associated with this development will remain unadopted (and shall not be maintained at public expense by the Highway Authority). At the entrance of the new estate the road name plate should indicate that it is a private road and the developer should put in place permanent arrangements for long-term maintenance.

9. Adoption (section 38): The applicant is advised that Hertfordshire County Council as Highway Authority will likely adopt the pedestrian and cycle routes through the development to ensure their long-term continuity, however the developer should put in place permanent arrangements for long-term maintenance. Details of the specification, layout and alignment, width and levels of the said highways, together with all the necessary highway and drainage arrangements, including run off calculations must be submitted to the Highway Authority. No development shall commence until the details have been approved in writing and an Agreement made under Section 38 of the Highways Act 1980 is in place. Furthermore, the extent of adoption as public highway, once finalised, must be clearly illustrated on a plan. Further information is available via the County Council's website at: https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx or by telephoning 0300 1234047.

10. Construction Management Plan (CMP): The purpose of the CMP is to help developers minimise construction impacts and relates to all construction activity both on and off site that impacts on the wider environment. It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses. A completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. The CMP would need to include elements of the Construction Logistics and Community Safety (CLOCS) standards as set out in our Construction Management template, a copy of which is available on the County Council's website at:
https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx

11. Abnormal loads and importation of construction equipment (i.e. large loads with: a width greater than 2.9m; rigid length of more than 18.65m or weight of 44,000kg - commonly applicable to cranes, piling machines etc.): The applicant is directed to ensure that operators conform to the provisions of The Road Vehicles (Authorisation of Special Types) (General) Order 2003 in ensuring that the Highway Authority is provided with notice of such

movements, and that appropriate indemnity is offered to the Highway Authority. Further information is available via the Government website www.gov.uk/government/publications/abnormal-load-movements-application-and-notification-forms or by telephoning 0300 1234047.

12. Travel Plan (TP): A TP, in accordance with the provisions as laid out in Hertfordshire County Council's Travel Plan Guidance, would be required to be in place from the first occupation/use until 5 years post occupation/use. A £1,200 per annum (overall sum of £6000 and index-linked RPI March 2014) Evaluation and Support Fee would need to be secured via a Section 106 agreement towards supporting the implementation, processing and monitoring of the full travel plan including any engagement that may be needed. Further information is available via the County Council's website at: https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx OR by emailing travelplans@hertfordshire.gov.uk.

13. During the demolition and construction phase of the development, the guidance in BS5228-1:2009 (Code of Practice for Noise Control on Construction and Open Sites) should be adhered to.

14. The applicant is advised to contact the Hertfordshire Constabulary CPDS with a view to seeking to achieve accreditation to the Police preferred minimum security standard that is Secured by Design to ensure that the development is compliant with both National and Local Planning Policies. In addition, this will also demonstrate the discharge of obligations under Approved Document 'Q' – Security of Building Regulations".

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

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.

11. 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 – Developer Contributions SPD 2021; Parking Provision and Sustainable Transport SPD 2020; The impact of Development on Biodiversity SPD 2020; Design Guide SPD 2023.

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 July 2021 and Planning Policy Guidance.