

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

Date: 8 October 2026

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Application No :	26/00427/FPM
Location :	Lister Hospital, Coreys Mill Lane
Proposal :	Erection of extension with rooftop plant for new paediatric ward, and demolition of small modular buildings on site
Drawing Nos.:	AHP-LSM-000-00-GA-A-000104 P03; AHP-LSM-000-01-GA-A-000105 P01; AHP-LSM-000-02-GA-A-000106 P01; AHP-LSM-000-03-GA-A-000107 P01; AHP-LSM-000-XX-EV-A-000200 P03; AHP-LSM-000-XX-EV-A-000201 P02; AHP-LSM-000-XX-SI-A-000401 P02; AHP-LSM-000-XX-SI-A-000402 P02; AHP-LSM-000-XX-SI-A-000403 P02; AHP-LSM-000-XX-SI-A-000404 P01; AHP-LSM-000-XX-SI-A-000405 P01; LSM-AHP-000-00-FS-A-003105 REV P02; LSM-AHP-000-XX-XX-A-003120 REV P02; LSM-AHP-000-01-FS-A-003106 REV P02; LSM-AHP-000-XX-EV-A-000202 Rev P01; LSM-AHP-000-01-GA-A-000105 REV P02; LSM-AHP-000-01-FE-A-003804 REV P01; LSM-AHP-000-00-FE-A-003801 REV P01; LSM-AHP-000-00-FE-A-003802 REV P01;
Applicant :	Actiform on behalf of East and North Hertfordshire NHS Trust
Agent:	Black Box Planning
Date Valid:	9 July 2026
Recommendation:	GRANT PLANNING PERMISSION



For information purposes only

1. SITE DESCRIPTION

- 1.1 The Lister Hospital is the main NHS facility and A&E facility for North Hertfordshire. Located to the north of the Borough, the extensive site is bounded by Corey's Mill Lane to the south, North Road to the east and residential and commercial properties to the west. To the north, the site is bounded by the Rugby and Sports complex off North Road, and the northwestern projection is bounded by Hitchin Road and open fields.
- 1.2 The application site comprises a 0.18ha area on the southwestern corner of the Hospital campus, currently occupied by the consultants' staff car park with vehicular access from Corey Mills Lane to the south, and to a private road to the west. The car park provides space for 44 no. staff cars, whilst also providing a drop off zone for ambulances. The site is bordered to the north and south by managed grassland and a public footpath runs along the southern and western boundaries. To the east is an access path to the Same Day Emergency Care ward, alongside further managed grassland, and low-lying managed shrubs. A large mature oak borders the site to the south.

2. RELEVANT PLANNING HISTORY

- 2.1 Various applications, however none are relevant to the application site.

3. THE CURRENT APPLICATION

- 3.1 This application seeks planning permission to construct a new, two storey paediatric ward extension with rooftop plant on an area of the southwestern corner of the Lister Hospital Campus near the Hitchin Road / Corey Mills Lane roundabout junction. The proposed extension would be sited in the location of an existing car park which currently provides 44 no. parking spaces for members of staff and would be connected to the existing Strathmore Wing of the hospital.
- 3.2 The proposal would also involve the demolition of a number of small temporary ground floor 'pod' units adjacent to the Strathmore Wing. The new ward would replace existing paediatric facilities at the hospital, which are sub-standard in terms of healthcare accommodation and do not conform to the relevant NHS technical Health Building Notes

(HBNs) and Health Technical Memoranda (HTMs) standards, preventing delivery of a modern paediatric model of care.

- 3.3 The build is being funded by NHS England with project spend tied to operational capacity during this financial year 26/27 i.e. before end of March 2027. Prefabricated construction methods would be utilised to quickly and efficiently erect the extension to meet funding deadlines, subject to planning approval.
- 3.4 The application comes before the Planning and Development Committee as it is a major application.

4. PUBLIC REPRESENTATIONS

- 4.1 Following notification of the application via letters and the erection of a site notice, no representations have been received.

5. CONSULTATIONS

- 5.1 A summary of the consultation responses received since the application was publicised are set out below. A copy of all representations are available on the Council's website.

5.1. Herts County Council as Highways Authority

- 5.1.1. Hertfordshire County Council originally raised objection to the proposed development on the grounds that insufficient analysis had been provided on transport issues related to the proposed development as a transport statement / assessment had not been submitted. An objection was also raised in respect of the two ambulance bays proposed. It was recommended that the application was not approved until the matters raised above were satisfactorily addressed.
- 5.1.2. *7 September 2026:* Following negotiations with the applicant and HCC as Highway Authority, the applicant submitted a Transport Statement and removed the ambulance bays from the proposal. HCC Highways confirmed in writing on the 7 September 2026 that as all their concerns had been resolved, they recommend that planning permission can be granted subject to conditions securing a construction management plan, travel plan and cycle parking.
- 5.1.3. *28 September 2026:* HCC Highways advised the draft CMP submitted is not acceptable and the CMP will need to be conditioned as part of any approval of 26/00427/FPM. A recommended condition was provided in HCC's earlier comments.

5.2. SBC Arboricultural Manager

- 5.2.1. No comments received.

5.3. SBC Ecology Officer

- 5.3.1. No objection. Advised on documents to be submitted to satisfy biodiversity gain condition post decision.

5.4. HCC Ecology Officer

- 5.4.1. Application can be determined with conditions and informatives listed.

5.5. SBC Environmental Health

- 5.5.1. No objection in relation to environmental noise and construction impact, subject to conditions. Requested Phase 1 Desktop Study and Risk Assessment report alongside submitted Ground Investigation Report in relation to contamination.
- 5.5.2. *25 August 2026*: No objection in relation to contamination, however, recommend a condition covering unexpected contamination during construction.
- 5.5.3. *14 September 2026*: I have reviewed the Construction Management Plan Template document prepared by Actiform (version P01, dated 14/9/2026) and believe that it contains adequate controls regarding the main pollutants associated with demolition/construction activity. Accordingly, I suggest that should permission be granted in respect of this application a condition requiring the implementation of these controls is attached to that authorisation.

5.6. HCC Fire Safety Inspector

- 5.6.1. Access appears to be adequate to comply with the building regulations 2010. HTM 05-02 Chapter 7, cross-referencing with Approved Document B, Volume 2, Section 13: Access and Facilities for the Fire and Rescue Service will provide the necessary guidance.

5.7 HCC Lead Local Flood Authority

- 5.7.1 The site is located entirely in Flood Zone 1 and indicated to be at very low risk of surface water flooding.
- 5.7.2 It is proposed to drain the site via an attenuation tank to the existing Anglian Water surface water sewer, at a rate of 5 l/s. We understand it is not proposed to restrict this lower due to perceived blockage risk. We would advise that with adequate SuDS treatment and maintenance, the risk of orifice blockage should be managed, and it is often possible to restrict to lower rates.
- 5.7.3 The drainage strategy commits to reviewing source control SuDS at detailed design. Preferably these details should be available at this stage, however we are satisfied to require them under condition.

5.8 Thames Water

- 5.8.1 No comments received.

6. RELEVANT PLANNING POLICIES

6.1 The Development Plan

- 6.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise. For Stevenage, the statutory development plan comprises the following documents:

- The Stevenage Borough Council Local Plan 2011-2031 (updated 2026)
- The Hertfordshire Waste Core Strategy & Development Management Policies Development Plan Document 2011-2026 (adopted 2012)
- The Hertfordshire Waste Site Allocations Development Plan Document 2011-2026 (adopted 2014)

- The Hertfordshire Minerals Local Plan Review 2002-2016 (adopted 2007)

6.2 National Planning Policy Framework

- 6.2.1 The latest revision of the NPPF was published in August 2026. The policies it contains are material considerations which will be taken into account in dealing with applications. Due weight will be given to development plan policies according to their degree of consistency with the NPPF. The NPPF should be read as a whole (including its footnotes and annexes).
- 6.2.2 Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

6.3 Planning Practice Guidance

- 6.3.1 The Planning Practice Guidance ("PPG"), with which Members are fully familiar, is an online resource containing guidance supplementing the NPPF. The PPG is a material consideration which should be taken into account in determining planning applications.

6.4 National Design Guide

- 6.4.1 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.

6.5 Stevenage Borough Local Plan 2011-2031 (Updated 2026)

- 6.5.1 The Stevenage Borough Local Plan 2011-2031 was adopted in 2019 and partially updated in 2026. Weight must be given to the policies it contains according to their degree of consistency with the NPPF (the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given).
- 6.5.2. The policies most relevant to determining this application are:

Policy SP1: Climate Change
 Policy SP2: Sustainable development in Stevenage
 Policy SP5: Infrastructure
 Policy SP6: Sustainable transport
 Policy SP8: Good design
 Policy SP9: Healthy communities
 Policy SP11: Flooding and pollution
 Policy SP12: Green infrastructure and the natural environment
 Policy CC1: Energy efficiency
 Policy CC2: Heating and cooling
 Policy CC3: Water efficiency
 Policy CC5: Green roofs
 Policy IT4: Transport assessments and travel plans
 Policy IT5: Parking and access
 Policy IT6: Sustainable transport
 Policy IT7: New and improved links for pedestrians and cyclists
 Policy GD1: High quality design
 Policy GD2: Design certification
 Policy FP1: Sustainable drainage

Policy FP2: Flood risk management
Policy FP5: Contaminated land
Policy FP7: Pollution
Policy FP8: Pollution sensitive uses
Policy HC3: Health Campus
Policy NH5: Trees and Woodland

6.6 Supplementary Planning Documents

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

- Parking Provision Supplementary Planning Document (February 2025)
- Stevenage Design Guide Supplementary Planning Document (February 2025)
- Developer Contributions Supplementary Planning Document (February 2025)

6.7 Community Infrastructure Levy

6.7.1 Stevenage Borough Council adopted its revised Community Infrastructure Levy (SCIL2) Charging Schedule 22 July 2026. This allows the Council to collect a levy to fund infrastructure projects based on the type, location and floor space of a development.

7. APPRAISAL

7.1 The main issues in the assessment of the application are the principle of development, design and visual impact, impact on residential amenities, flood risk and drainage, biodiversity, landscaping and ecology, and car parking and highway safety.

7.1.1 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.

7.2 Land Use Considerations

7.2.1 The Lister Hospital is designated in the Local Plan as the Health Campus under Policy HC3 which would see appropriate E(e) class uses for the provision of medical or health services, principally to visiting members of the public, and C2 healthcare uses as acceptable. The proposal comprises an extension to the existing hospital to provide a replacement paediatric ward. The proposals are considered acceptable in land use policy terms.

7.3 Design and visual impact

7.3.1 Policies SP8 and GD1 of the Local Plan require development to respect and make a positive contribution to its surroundings and are reflective of the policies outlined in the NPPF (2026) in relation to good design. The Council's Design Guide SPD (2025) sets out that a high-quality environment is essential for providing a good quality of life. A well-designed and managed space not only provides a visually attractive environment, but can also help to ensure that a place is easy to move around and within, is safe and secure, and is useful for all members of the community.

7.3.2 The proposed two-storey paediatric extension would be visible from the south-west A602 Hitchin Road junction and from Coreys Mill Lane to the east as visitors approach the main Hospital campus. Its elevations have been designed to create a contemporary appearance which would harmonise with the adjacent modular structures. The building

would be clad using rainscreen panels, with coloured accents chosen to give the façade a character appropriate to a facility for children and young people. Linear windows, together with larger areas of curtain walling to the stairwells and curved frontage would maximise natural light to the ground and first-floor spaces.

- 7.3.3 Overall, officers are satisfied that the proposed development would have an acceptable appearance and would not harm the visual amenities of the area in accordance with the Local Plan, Design Guide SPD and the NPPF.

7.4 Impact on Neighbouring residential amenity

- 7.4.1 Policy GD1 of the local plan requires that developments do not have an unacceptable adverse impact on the amenities of neighbouring occupiers.
- 7.4.2 The site of the proposed extension is not located close to any residential properties. The closest building not part of the hospital campus is the Premier Inn located across the access road to the west. The hotel is also screened from the hospital by dense boundary vegetation. It is not considered the extension would impact on the amenity of the guests of the hotel by reason of overbearing impact, loss of light or privacy due to the generous separation distance and boundary vegetation.
- 7.4.3 Given the location of the extension and the established institutional context, the proposal would have no adverse impact on the amenities of neighbouring occupiers. The development therefore accords with Policy GD1 of the Local Plan and NPPF.

7.5 Parking and Highway Safety

- 7.5.1 Policy IT5 of the local plan requires developments to provide parking in accordance with the council's Parking Provision SPD (2025). Policy SP6 (Sustainable Transport) requires, amongst other things, for developments to demonstrate they are in a sustainable location and will promote active travel by non-car modes of transport by providing appropriate cycle parking and prioritise public transport.
- 7.5.2 With regards to the loss of parking spaces, Policy IT5 seeks to protect parking spaces which are not considered to be public parking spaces. This policy states that proposals which see the loss of off-street parking spaces (excluding public parking) will only be granted where the parking that is lost is replaced as near as possible to the existing provision, or it can be demonstrated that the provision is not suitable or no longer required.
- 7.5.3 The proposed development would result in the removal of 44 consultant parking spaces. These spaces are allocated solely for consultant use and do not serve patients or visitors. The Transport Statement advises replacement parking provision is available across the wider hospital estate through a combination of measures, including:
- Approximately 9–15 available spaces within Levels 10 and 11 of the existing multi-storey car park.
 - 20 additional parking spaces secured through arrangements with Origin Housing adjacent to the hospital site.
 - Repurposing of the existing Bluebell Ward footprint following demolition to provide approximately 10–12 additional parking spaces.
 - Re-lining of existing parking areas to provide an additional 3–4 spaces.
- 7.5.4 In addition, the NHS Trust is currently progressing a comprehensive Parking Strategy for the wider hospital campus together with discussions with the Council regarding a future

Park and Ride facility. This includes consideration of leasing approximately 300 parking spaces within St Georges Multi Storey Car Park in the town centre, together with working with local bus operators and existing public transport services to provide staff with access to the hospital from these parking facilities.

7.5.5 In addition, as part of Hertfordshire's Bus Service Improvement Plan (BSIP), Hertfordshire County Council highways are delivering a new Mobility Hub at the hospital to support more frequent bus services through the addition of a third bus stop and new real-time information displays. It will also improve access for those walking and cycling, with a new shared path, better cycle parking and a direct link to the North Road cycleway. A relocated taxi rank and new planting will further enhance accessibility and create a more welcoming environment for everyone using the hospital. This will further help to support a modal shift with respect to staff.

7.5.6 The wider parking strategy is intended to support a coordinated approach to parking provision across the hospital estate and reduce reliance on on-site parking where appropriate. The Trust has provided the following parking capacity and occupancy information for the wider hospital estate:

Parking location	Capacity	Typical occupancy	Available spaces
Multi-storey car park – Levels 10/11, including Blue Badge	154	139–145	9–15
Existing hospital parking, including Blue Badge	950	950	0
Origin Housing	20	N/A	20
Bluebell Ward footprint	10–12	N/A	10–12
Re-lined spaces	3–4	N/A	3–4

7.5.7 The existing hospital parking provision of approximately 950 spaces is currently operating at full occupancy and has therefore not been relied upon as replacement capacity for the 44 consultant spaces. The identified replacement and additional parking opportunities provide between approximately 42 and 51 spaces, depending on the level of available capacity within the multi-storey car park. The Trust is also progressing a wider Parking Strategy for the hospital estate, including consideration of alternative parking arrangements and a potential Park and Ride strategy. These measures are intended to assist in managing parking demand and reducing reliance on on-site parking where operationally feasible.

7.5.8 The Trust is also reviewing its parking arrangements and associated parking management measures, including parking standards and enforcement, with the objective of ensuring that parking demand is appropriately managed and that overspill parking within the surrounding highway network does not occur. As consultant parking is being relocated rather than removed, and additional parking and sustainable transport measures are being progressed, no increase in overspill parking within surrounding residential streets is anticipated. It should be noted surrounding residential roads such as Whitney Drive, Tudor Close and Chancellors Road have parking restrictions with double yellow lines, therefore there would be no ability for existing staff to park in these areas in any event.

7.5.9 The above parking strategy is considered acceptable and would not lead to an increase in on street parking resulting in an unacceptable impact on highway safety. The Highway Authority has raised no objection to these arrangements. In line with Policy TR4 of the NPPF (2026), the site retains its pedestrian access which links directly to the main pedestrian/cycle network along Hitchin Road and continues to provide access to the

hospital bus stops to ensure that the site maintains its excellent access to non-car modes of transport.

Cycle Parking

- 7.5.10 Five Sheffield cycle stands providing 10 cycle parking spaces, located adjacent to the proposed Paediatric Ward would provide secure and accessible cycle parking for users of the new facility and would be conveniently located in relation to the existing pedestrian and cycle routes within the hospital campus. The Parking Provision SPD requires a total of 1 space per 5 staff (long term) and 1 space per 30 staff (short term) for hospitals. Given the extension would be a replacement paediatric facility with no additional staff, an additional 10 cycle spaces would be an added benefit for the hospital. Therefore, the quantum and type of cycle parking provided is considered acceptable, subject to a compliance condition.

Highway Safety

- 7.5.11 The proposed extension would replace the existing children's inpatient accommodation and would not introduce a new healthcare use to the campus. The development would maintain the existing provision of 20 inpatient beds and therefore would not increase inpatient capacity.
- 7.5.12 Whilst elements of the outpatient accommodation would increase slightly in size, this has been undertaken solely to achieve compliance with current NHS guidance and improve clinical functionality. The enlarged accommodation would provide compliant room sizes, improved circulation, modern engineering services and enhanced patient care environments. It is not intended to increase patient throughput, staffing levels or visitor numbers.
- 7.5.13 Accordingly, the development is not anticipated to generate a material increase in vehicular or pedestrian movements. Existing staff, patient and visitor travel patterns are expected to remain substantially unchanged. The only transport impacts anticipated relate to the construction period, which would continue to be managed through the Construction Management Plan (CMP).
- 7.5.14 Notwithstanding this, part 4 of policy TR6 of the NPPF states development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.
- 7.5.15 Information has been submitted upfront as part of the CMP detailing construction traffic routing, control of site traffic, access and egress arrangements for construction vehicles, highway works necessary to enable construction, scaffolding, hoarding, and associated pedestrian and vehicle diversions. This has been reviewed by the Highway Authority who have requested further details. A planning condition has been added requiring the submission of a final CMP, subject to planning permission. It is not anticipated construction traffic, if properly managed in accordance with the approved CMP, would have a severe adverse impact on the transport network.
- 7.5.16 Taking the aforementioned into account, the proposal is considered to comply with policy IT4 of the Local Plan and the NPPF. The Highway Authority has raised no objection to the proposal in terms of highway or pedestrian safety.

7.6 Impact on the Environment

- 7.6.1 The application site comprises hardstand car parks which would be very low risk of contamination and would have been open fields prior to their current use.

Contamination

- 7.6.2 The application site is not located within a Source Protection Zone, and no concerns have been raised by the Council's environmental health officer with respect to potential impact from or on the development. A condition is recommended to deal with unexpected contamination during construction.

Air Quality

- 7.6.3 Policy FP7 of the adopted Local Plan states that all development proposals should minimise, and where possible, reduce air, water, light and noise pollution. Looking at air quality and air pollution specifically, The Air Quality Annual Status Report (ASR) 2019 by Stevenage Borough Council identifies that the development site is not located within, or near, an Air Quality Management Area (AQMA).
- 7.6.4 In order to mitigate the construction phase, it is recommended a condition is imposed on any permission issued. This condition would require the applicant to submit a Construction Management Plan which details measures on controlling levels of dust and air pollutions which are generated during the construction phase of development.
- 7.6.5 With regards to the operational aspect of the development, due to its limited scale, the proposed development would give rise to a very small increase in NO₂ emissions which, in accordance with IAQM/EPUK guidance, is identified as having a negligible impact at all receptors in the area. As such, the need for additional mitigation has not been identified as being required. As such, the Council's environmental health officer has not raised any concerns with respect to the operational impact the development would have on air quality.

Light Pollution

- 7.6.6 In terms of light pollution, Policy FP7 requires all development proposals should minimise, where possible, light pollution. Applications for development where pollution is suspected must contain sufficient information for the application to make a full assessment on impacts. Planning permission will be granted where it can be demonstrated that the development will not have unacceptable impacts on:
- a) the natural environment, general amenity and the tranquillity of the wider area which includes light pollution;
 - b) health and safety of the public; and
 - c) the compliance with statutory environmental quality standards.
- 7.6.7 Turning to the operational side of the development, new lighting would be similar to the existing hospital lighting, and given there are no residential dwellings close by, there would be no harm to residential amenities, and the Highway Authority have raised no concerns about lighting impacts on the adjacent highway network.

Environmental Noise

- 7.6.9 The Noise Impact Assessment of proposed External Mechanical Equipment report by Spectrum Acoustic Consultants (reference PJB9995/26102/V1.0, dated 20/5/2026) states

that the selection of roof plant has yet to be finalised and so opts for a sound power level limit approach. If the installed plant and equipment reflect this then the Council's environmental health officer advises noise levels experienced, off site, would be below existing background levels during both day and night and would meet the requirements of Local Plan Policy FP7. It is suggested a condition is added so that the final selection and installation of plant is in accordance with the above approach, subject to planning permission.

7.7 Trees and Landscaping

- 7.7.1 Policy NH5 of the adopted Local Plan states that development proposals will be expected to protect and retain individual trees within the development site and should include new planting where appropriate. Policy SP12 requires development proposals to have an acceptable impact on green infrastructure and the natural environment. Policy N2 of the NPPF (2026) requires developments to contribute positively to the natural environment, whilst Policy N3 seeks to secure new trees in developments.
- 7.7.2 Two trees have been identified on site, a mature Black Walnut and mature Oak which would be retained. The Walnut is no longer required to be removed due to the fact additional ambulance bays are no longer proposed. Tree protection conditions are recommended in accordance with the measures set out within the submitted Tree Survey report. The proposed development is considered to comply with Policies NH5 and SP12 of the Local Plan and the NPPF.

7.8 Biodiversity, Ecology and Protected Species

- 7.8.1 Paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990 sets out that every planning permission granted for the development of land in England shall be deemed to have been granted subject to the 'biodiversity gain condition' requiring development to achieve a net gain of 10% of biodiversity value. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not apply in some circumstances. Policy N6 of the NPPF seeks to protect the most important and irreplaceable habitats.
- 7.8.2 Applicants for planning permission are required to make a statement as to whether the biodiversity gain condition will apply if permission is granted, and, if it does not apply, under which exemption they are applying.
- 7.8.3 The development is subject to the BNG condition and therefore the applicant should provide a 10% net gain on site. Where this is not possible, the hierarchy states that the next best option is to purchase habitat units from a suitable Land Bank or Broker, and the least favourable option is to purchase credits from the Government for them to provide BNG at a suitable site.
- 7.8.4 The submitted BNG assessment and metric confirms that the site does not include international, national, or locally important sites and does not include irreplaceable habitats. The assessment shows the baseline units prior to development are 0.06 habitat units whilst the proposed development would reduce this to -0.05 habitat units, which is a decrease of -89.06%.
- 7.8.5 As it is not feasible to meet the 10% gain on site, the applicant would be required to compensate for this through a third-party habitat bank provider, where the developer financially supports local biodiversity improvement schemes or conservation projects that deliver equivalent ecological benefits. Where neither on-site nor off-site solutions can

address the deficit, the purchase of statutory biodiversity credits may be required as a last resort. This ensures the development could still deliver a net positive contribution to biodiversity in line with legislative requirements. The full details are to be secured through the imposition of mandatory conditions.

- 7.8.6 Taking the aforementioned into account, whilst the proposed development would result in a loss of biodiversity value, the applicant would satisfy the requirements of the mandatory BNG condition by providing the net gain offsite through the imposition of conditions. In this regard, the proposed development is considered to comply with the policies of the Local Plan and the NPPF.

7.9 Climate Change Mitigation

- 7.9.1 Policy SP1 of the Local Plan deals with climate change and sets out the objectives for new development to adapt to climate change. This policy requires, amongst other things off setting of emissions targets if not met on site, water usage targets, rainwater harvesting, grey water recycling, use of sustainable materials and practices on site, ultra-low and zero carbon combined heat and power systems and urban greening (green roofs and walls). This policy is further supported by a suite of climate change policies, CC1 through to CC6 which cover a broad range of topics, which should be applied flexibly.
- 7.9.2 The Council's Design Guide SPD (2025) sets out 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. The application is accompanied by BRUKL Output Document which sets out the ways in which the development would be constructed to meet or exceed the relevant Building Regulations. The proposed extension would:
- Exceed the target for CO₂ emissions and primary energy rates.
 - Exceed the targets for energy efficiency in terms of building fabric and fixed services
 - Have appropriate passive control measures in place to limit solar gains in summer
 - Include high efficiency alternative energy systems
 - Include a 27 kWp rooftop photovoltaic panel array to offset operational carbon emissions to zero
- 7.9.3 It is considered the above measures would sufficiently mitigate the impact of climate change and improve the sustainability and energy performance of the building to comply with the objectives of Local Plan policies SP1 and CC1 to CC6 where relevant.

7.10 Flood Risk and Drainage

- 7.10.1 Local Plan Policy FP1 covers sustainable drainage, which places an emphasis on the use of the most sustainable SuDS features and methods of surface water discharge and requires all major and minor applications to incorporate SuDS unless there are clear and convincing reasons for not doing so. Local Plan Policy FP2 covers flood risk management, which largely reflects national flood risk policies but also seeks to protect watercourses and flood defences. Local Plan Policy SP11: flooding and pollution encourages development to low-risk areas, where possible to utilise SuDS features, and to overall protect watercourses and ensure developments do not result in acceptable harm to human health or the natural environment as a result of pollution.
- 7.10.2 The application site is located within Flood Zone 1 within the Environment Agency's flood risk map. Flood Zone 1 is defined as land having less than 1 in 1000 annual probability of flooding and is the lowest risk. Therefore, all developments are generally directed to Flood Zone 1. The application is accompanied by a flood risk assessment and drainage strategy which have been assessed by Hertfordshire County Council as the Lead Local Flood Authority (LLFA). The LLFA have advised that the development is acceptable subject to the imposition of conditions, which are set out in section 9 below.

7.11 Planning Obligations

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

- Local Employment and Apprenticeships
- Monitoring fee

7.11.2 The above obligations have been agreed with the applicant and would be secured via a Unilateral Undertaking, subject to planning permission.

7.12 Community Infrastructure Levy

7.12.1 Stevenage Borough Council adopted its revised Community Infrastructure Levy (SCIL2) Charging Schedule 22 July 2026. This allows the Council to collect a levy to fund infrastructure projects based on the type, location and floor space of a development, in line with the following rates (plus indexation):

Table 1: SCIL2 charging rates for all development in Stevenage		
Development Type	CIL Rate (£ per Square metre)	
	Zone 1: Stevenage Central	Zone 2: Everywhere else
Residential		
Market Housing	£50/m ²	£120/m ²
Sheltered Housing	£120/m ²	
Extracare Housing	£50/m ²	
Retail Development	£75/m ²	
Industrial Development	£40/m ²	
All Other Development	£0/m ²	

7.12.2 SCIL2 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 SCIL2 Charging Schedule and the Community Infrastructure Levy Regulations 2010 (as amended). Opportunities for relief or exemption from the charge exist and will be taken into account in the calculation of the final charge.

7.12.3 SCIL2 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.

7.13 Equality, Diversity and Human Rights

7.13.2 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.

- 7.13.3 When considering proposals placed before Members it is important that they are fully aware of and have themselves rigorously considered the equalities implications of the decision that they are taking.
- 7.13.4 Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the Council's obligations under the Public Sector Equalities Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.
- 7.13.5 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.
- 7.13.6 In terms of inclusive access, the proposals would comply with Building Regulations Part M, NHS Health Building Notes (HBNs) and Health Technical Memorandum (HTM's) for accessible design both internally and externally. Level thresholds would be used at all external entrance doors. Accessible WCs would be available in all public areas, door widths will allow for ambulant users, semi-ambulant users (including those using crutches, sticks and walking frames) and wheelchair users.
- 7.13.7 Visual and colour contrasts would be provided for those with sensory loss and limitations which would be developed and fully integrated as part of the interior design strategy. Corridor widths and door openings in accordance with HBN 00-04: Circulation and communication spaces. Wayfinding to the new Paediatrics Department would be in line with the current adopted 'Wayfinding' strategy across the hospital campus.

8. CONCLUSIONS

- 8.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the application be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.2 The assessment carried out within this report demonstrates the proposed development is acceptable and in accordance with the Council's adopted Local Plan (updated 2026), Design Guide SPD (2025), Parking Provision SPD (2025), Developer Contributions SPD (2025), the NPPF (2026) and Planning Practice Guidance. In addition, the benefits associated with improved paediatric facilities at the hospital are clear.
- 8.3 Patients would receive care in a modern, purpose-designed ward matched to their clinical needs. The layout would improve clinical workflow, support safer care, quicker clinical decision-making and improved recovery in a more appropriate environment for children, young people and families. The scheme would stabilise the inpatient element of paediatric services and provide the infrastructure required for future completion of the wider Paediatric Centre. The investment therefore supports both immediate estate risk reduction and the NHS Trust's longer-term paediatric clinical strategy.
- 8.4 In conclusion and in the absence of any material considerations to indicate otherwise, it is recommended that planning permission be granted.

9. RECOMMENDATIONS

- 9.1 That planning permission be GRANTED subject to the applicant having first entered into a Unilateral Undertaking to secure/provide contributions towards:
- Local Employment and Apprenticeships
 - Monitoring fee
- 9.2 The detail of which would be delegated to the Director of Planning and Regulation in liaison with the Council's appointed solicitor, as well as the imposition of suitable safeguarding conditions.
- 9.3 Authority would be given to the 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 to deliver the development that the Planning Committee has resolved to approve. These suggested conditions are as follows:
- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:
LSM-AHP-000-XX-SI-A-00403 Rev P02; LSM-AHP-000-XX-SI-A-00401 Rev P02; LSM-AHP-000-XX-SI-A-00402 Rev P02; LSM-AHP-000-00-GA-A-000104 rev P03; LSM-AHP-000-01-GA-A-000105 rev P01; LSM-AHP-000-XX-XX-A-003120 Rev P02; AHP-LSM-000-03-GA-A-000107 P01; LSM-AHP-000-00-FS-A-003105 Rev P02; LSM-AHP-000-01-FS-A-003106 Rev P02; LSM-AHP-000-02-GA-A-000106 Rev P01; LSM-AHP-000-01-GA-A-000105 Rev P02; LSM-AHP-000-XX-SI-A-00404 Rev P01; LSM-AHP-000-XX-SI-A-00405 Rev P01;
REASON:- For the avoidance of doubt and in the interests of proper planning
- 2 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
REASON:- To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).
- 3 No development shall commence until a Construction Management Plan 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 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;
 - k. dust and smoke mitigation measures;
 - l. all plant necessary for construction and demolition;
 - m. noise and vibration mitigation measures with particular attention paid to piling, power floating, and vacuum excavation activities where these activities are to be undertaken;

- n. site lighting and off-site mitigation measures;
- o. vermin control.

REASON:- In order to protect highway safety and the amenity of other users of the public highway and rights of way and the general amenity of the area.

- 4 Before any item of plant or machinery is used in connection with the operational phase of the development hereby permitted it shall be installed and operated in accordance with a written scheme first agreed in writing with the Local Planning Authority. The scheme shall set out measures that will limit the acoustic impact of the plant and/or machinery, in normal peak operation, so that it does not exceed the levels stated in Paragraph 5.4 of the Noise Impact Assessment of proposed External Mechanical Equipment report by Spectrum Acoustic Consultants (reference PJB9995/26102/V1.0, dated 20/5/2026). The plant and machinery shall thereafter be retained, managed and used in accordance with the measures set out and approved in the written scheme.

REASON:- To safeguard the amenity of the surrounding area.

- 5 Unexpected contamination

In the event that any previously unidentified ground contamination is discovered on the site, no further construction work may be carried out in the affected area until a specific remediation strategy has been submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with the approved remediation strategy.

Verification Report

Where any development to which this permission relates is required to be carried out in accordance with a remediation strategy, a verification report (setting out the remedial measures actually undertaken on the site) shall be submitted to and approved in writing by the local planning authority prior to the beneficial occupation of the development.

REASON:- In the interests of human health.

- 6 Prior to the first use of the approved development a detailed Travel Plan for Lister Hospital shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highways Authority. The approved Travel Plan shall be implemented in accordance with the timetable and target contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority in consultation with the Highway Authority as part of the annual review.

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).

- 7 Prior to the first use of the development hereby permitted, the cycle parking shown in drawing no. LSM-AHP-000-XX-SI-A-00403 revision P02 shall be brought into use and thereafter retained for this purpose.

REASON:- To ensure the provision of cycle parking that meets the needs of occupiers of the proposed development and in the interests of encouraging the use of sustainable modes of transport in accordance with Policies 1, 5 and 8 of Hertfordshire's Local Transport Plan(adopted 2018).

- 8 The external materials used in the development to which this permission relates shall be those detailed on the approved plans and in the accompanying planning submission documents unless otherwise agreed in writing by the local planning authority.

REASON:- To ensure the development has an acceptable appearance.

- 9 All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the first occupation of the building(s) or the completion of the development whichever is the sooner.

REASON:- To ensure a satisfactory appearance for the development.

- 10 No tree shown retained on the approved plans, or subsequently approved landscaping scheme, shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped within five years of the completion of development without the written approval of the Local Planning Authority.
REASON:- To ensure the protection of those trees which should be retained in the interests of visual amenity.
- 11 Before any development commences including site clearance, the recommended tree protection measures set out within the Tree Survey by Mark Hinsley Arboricultural Consultants Ltd dated 11 May 2026 shall be implemented and maintained until the conclusion of all site and building operations.
REASON:- To ensure that the retained tree(s) are not damaged or otherwise adversely affected during site operations.
- 12 Within the areas to be fenced off in accordance with condition(s) 11 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.
- 13 No demolition, construction or maintenance activities audible at the boundary, and no deliveries of construction and demolition materials shall be undertaken outside the hours 07:30 hours to 18:00 hours Monday to Friday and 08:00 hours to 13:00 hours on Saturdays. For the avoidance of doubt, no such activity shall take place on Sundays or Bank Holidays, unless otherwise agreed in writing with the Local Planning Authority.
REASON:- In the interests of the living conditions of neighbouring occupiers.
- 14 No development shall take place above slab level until detailed designs of a surface water drainage scheme based on the ARP Associates drainage strategy reference 2232/29/09 Rev A dated 13.08.2026 and incorporating the following measures shall be submitted to and agreed with the Local Planning Authority. The approved scheme shall be constructed and will be implemented prior to the first occupation of the development. The scheme shall address the following matters:
1. Surface water runoff rates will be attenuated to QBAR or 2l/s/ha based on the proposed impermeable area (or up to 5x the 50% and 1% AEP greenfield runoff rates, as per paragraph 3.21 of National Standards for SuDS 2025, where greenfield rates are not achievable),
 2. Provision of interception for the first 5mm of rainfall for the majority of rainfall events.
 3. Provision of multiple surface water attenuation storage features, sized and designed to accommodate the volume of water generated in all rainfall events up to and including the critical storm duration for the 3.33% AEP and 1% AEP rainfall events (both including allowances for climate change).
 4. Detailed designs, modelling calculations and drawings of the of the drainage storage and conveyance network in the:
 - a. 3.33% AEP critical rainfall event plus climate change to show no flooding outside the drainage features on any part of the site.
 - b. 1% AEP critical rainfall plus climate change event to show, if any, the depth, volume and storage location of any flooding outside the drainage features, ensuring that flooding does not occur in any part of a building or any utility plant susceptible to water (e.g. pumping station or electricity substation) within the development. It will also show that no runoff during this event will leave the site uncontrolled.
 - c. Attenuation features will half drain their runoff volume rainfall events up to the 3.3% AEP critical rainfall event within 24 hours for infiltration and 48 hours for lined systems.
 - d. The calculations shall be based on FEH2022 rainfall data and a CV value of 1.
- REASON:-** To prevent flooding in accordance with National Planning Policy Framework paragraphs F7, F8 and N2(1) (e) and ensure compliance with the National SuDS Standards for SuDS (as per NPPF F8) by ensuring the satisfactory management of local sources of flooding 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.

- 15 Prior to the commencement of any demolition or construction of the development, a construction phase surface water management plan for the site will be submitted to and approved in writing by the Local Planning Authority. This plan shall provide full details of who will be responsible for maintaining such temporary systems and demonstrate how the site will be drained to ensure there is no increase in the off-site flows, nor any pollution, debris and sediment to any receiving watercourse or sewer system. The temporary drainage scheme shall subsequently be implemented in accordance with the approved details prior to and during the construction phase and be appropriately decommissioned following the final drainage scheme being validated as operational. Survey and photographic evidence of remediation shall be supplied for any permanent SuDS used in the temporary scheme, prior to being made operational.
REASON:- To ensure that the construction of the site is appropriately managed in accordance with National SuDS Standard 7, does not result in any flooding both on and off site in accordance with NPPF.
- 16 The development hereby approved shall not be occupied until details of the maintenance and management of the Sustainable Drainage Scheme (SuDS) in accordance with National SuDS Standard 7 have been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be implemented prior to the first occupation of the development hereby approved and thereafter managed and maintained in accordance with the approved details in perpetuity. The Local Planning Authority shall be granted access to inspect the sustainable drainage scheme for the lifetime of the development. The details of the network in addition to those listed in SuDS Standard 7 to be submitted for approval shall include:
1. A timetable for its implementation.
 2. Details of SuDS feature and connecting drainage structures and maintenance requirement for each aspect including a non-technical labelled drawing showing where they are located and how to access them.
 3. Maintenance details including access arrangements for the surface water sewer being retained under the proposed building.
 4. A management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime. This will include the name and contact details of any appointed management company.
- REASON:-** To ensure that the development achieves a high standard of sustainability and ensure the flood risk is adequately addressed and not increased in accordance with NPPF and Local Plan Policies of Stevenage Borough Council.
- 17 Upon completion of the surface water drainage scheme and prior to the first occupation of the development, a detailed verification report, (appended with substantiating evidence demonstrating the approved construction details and specifications have been implemented in accordance with the surface water drainage scheme), has been submitted to and approved (in writing) by the Local Planning Authority. The survey and report shall demonstrate that the surface water drainage system has been constructed in accordance with the details approved and shall include as a minimum.
- 1.CCTV survey of underground structures,
 - 2.A full set of "as built" drawings highlighting any minor changes to the approved drawings.
 - 3.Demonstration that vegetation has become established (where applicable)
 - 4.Photographs of excavations (including soil profiles/horizons) and any installation of any surface water drainage structures and control mechanisms.
 - 5.Where necessary, details of corrective works to be carried out along with a timetable for their completion, shall be included for approval in writing by the Local Planning Authority. Any corrective works required shall be carried out in accordance with the approved timetable and subsequently re-surveyed with the findings submitted to and approved in writing by the Local Planning Authority.
- REASON:-** To ensure that the development achieves a high standard of sustainability and ensure the flood risk is adequately addressed and not increased in accordance with NPPF and Local Plan Policies of Stevenage Borough Council.

The Council has acted Pro-Actively for the following reason:-

- 1 Permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted pro-actively in line with the requirements of the National Planning Policy Framework and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

INFORMATIVES

1 Community Infrastructure Levy

Stevenage Borough Council adopted its revised Community Infrastructure Levy (SCIL2) Charging Schedule at Full Council on 10 June 2026 and started implementing SCIL2 on 22 July 2026.

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 may be imposed. NB, please note that a Commencement Notice is not required for residential extensions if relief has been granted.

Stevenage's adopted SCIL2 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.

2 Hertfordshire County Council as Highways Authority

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.

3 Hertfordshire County Council as Highways Authority

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.

4 **Hertfordshire County Council as Highways Authority**

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.

5 **Hertfordshire County Council as Highways Authority**

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.

6 **Hertfordshire County Council as Highways Authority**

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>

7 **Building Regulations**

To obtain advice regarding current Building Regulations please contact Hertfordshire Building Control Ltd. by emailing us at building.control@hertfordshirebc.co.uk or phoning us on 01438 879990.

To make a building regulations application please apply through our website portal at <https://www.hertfordshirebc.co.uk/contact-us/> payment can be made online or by phoning the above number after the application has been uploaded. Please phone Hertfordshire Building Control for fees guidance on 01438 879990.

Hertfordshire Building Control can also be contacted by post at Hertfordshire Building Control Ltd, Campus East, Welwyn Garden City, Hertfordshire, AL8 6AE.

Once a building regulations application has been deposited with relevant drawings and fee building work may commence. You will be advised in their acknowledgement letter of the work stages we need to inspect but in most instances these are usually:

- Excavation for foundations
- Damp proof course
- Concrete oversite
- Insulation
- Drains (when laid or tested)
- Floor and Roof construction
- Work relating to fire safety
- Work affecting access and facilities for disabled people
- Completion

Please phone Hertfordshire Building Control on 01438 879990 before 10.00am to ensure a same day inspection (Mon - Fri).

8 **Biodiversity Net Gain**

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:

- a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Stevenage Borough Council.

Based on the information available, this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements are considered to apply.

Where the local planning authority considers that the permission falls within paragraph 19 of Schedule 7A to the Town and Country Planning Act 1990, the permission which has been granted has the effect of requiring or permitting the development to proceed in phases. The modifications in respect of the biodiversity gain condition which are set out in Part 2 of the Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024 apply.

Biodiversity gain plans are required to be submitted to, and approved by, the planning authority before development may be begun, and, if subject to phased development, before each phase of development may be begun (Phase Plans).

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans. The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

More information can be found in the Planning Practice Guidance online at <https://www.gov.uk/guidance/biodiversity-net-gain>

10. **BACKGROUND DOCUMENTS**

- 1 The application file, forms, plans and supporting documents having the reference number relating to this item. Online copies may be obtained at <https://publicaccess.stevenage.gov.uk/online-applications/>
- 2 The Stevenage Borough Local Plan Partial Update 2026 <https://www.stevenage.gov.uk/planning-and-building-control/planning-policy/local-plan/local-plan-2026/local-plan-partial-update-2026>
- 3 Stevenage Borough Council Supplementary Planning Documents: Parking Provision SPD 2025; Design Guide SPD and Developer Contributions SPD 2025

<https://www.stevenage.gov.uk/planning-and-building-control/planning-policy/planning-library>

- 5 Hertfordshire County Council Local Transport Plan LTP4 2018-2031
<https://www.hertfordshire.gov.uk/media-library/documents/about-the-council/consultations/lt4-local-transport-plan-4-complete.pdf>
- 4 Government advice contained in the National Planning Policy Framework 2026 and the Planning Practice Guidance.
https://assets.publishing.service.gov.uk/media/6a8334c03bd75b81e2329ac4/National_Planning_Policy_Framework.pdf
<https://www.gov.uk/government/collections/planning-practice-guidance>
- 7 Representations made by statutory consultees and other interested parties referred to in this report. Online copies can be found on Public Access.