

DEVELOPMENT MANAGEMENT COMMITTEE – 5 FEBRUARY 2020

Application Number	3/19/0118/OUT
Proposal	Hybrid planning application: (i) Planning permission for construction of the spine road, site accesses, drainage infrastructure and ancillary works and (ii) Outline planning for the erection of up to 618 homes, primary and pre-school, up to 1 no. 80 bed care home and up to 50 assisted living homes (C2 use), neighbourhood hub comprising shops (up to 658 sq. m of A1-A5 uses), community facilities (up to 400 sq. m of D1 use), Travelling Showpeople site, public open space, landscaping, drainage infrastructure, all associated and ancillary development.
Location	Land at East of Stevenage, Off Gresley Way, Stevenage
Parish	Aston CP (part) Walkern CP (part)
Ward	Datchworth and Aston Ward, Walkern Ward (part)

Date of Registration of Application	23 January 2019
Target Determination Date	24 April 2019
Reason for Committee Report	Major application
Case Officer	Jenny Pierce

RECOMMENDATION

That planning permission be **GRANTED** subject to a legal agreement/ the draft conditions /the reason(s) set out at the end of this report.

That delegated authority be granted to the Head of Planning and Building Control to finalise the detail of the Legal Agreement and conditions.

1.0 Summary of Proposal and Main Issues

- 1.1 The site forms part of the development strategy in the District Plan as detailed in Policies DPS1, DPS2 and DPS3, and East of Stevenage Policy EOS1. The site is allocated for a residential-led mixed use development of around 600 units.
- 1.2 The application is a hybrid application for 618 dwellings, a care home of up to 80 beds, and up to 50 assisted living homes plus a site for Travelling Showpeople (up to five plots). In addition, the outline application proposes community infrastructure including a two form entry primary school and a neighbourhood hub providing for up to 658 sq. m of A1-A5 retail uses and up to 400 sq. m of D1 use. The application also proposes, in detail, a spine road, three access junctions and drainage infrastructure associated with the road.
- 1.3 The application submission follows from the decision of the Council on 17th October 2018 (Executive 11th September 2018) to agree the Masterplanning Vision submission for the site as a material consideration for development management purposes.
- 1.4 The main issues for consideration are:
- The delivery of the District Plan housing strategy;
 - Compatibility with the Masterplanning Vision;
 - Housing mix, density and affordable housing provision;
 - Highway impact, mitigation and parking provision;
 - Design and layout;
 - Healthy and safe communities, community infrastructure;
 - Education facilities;
 - Other proposed uses;
 - Flood risk management and sustainable drainage;
 - Contamination and pollution;
 - Natural environment;
 - Infrastructure delivery;
 - Overall sustainability.

1.5 Members will need to consider whether the proposal complies with the development plan and the overall planning balance having regard to the above considerations.

2.0 Site Description

2.1 The site comprises of open land currently in agricultural use, situated to the east of Gresley Way, Stevenage, which defines the administrative boundary between Stevenage Borough and East Herts District. The site is roughly triangular in shape, lying between Stevenage Road B1037 / Fairlands Way junction on its northern most point and just north of the Lanterns Lane / Gresley Way junction on its southern edge. Residential properties in the Chells Manor estate lie on the western side of Gresley Way.

2.2 Overall the site is approximately 37.68ha in area.

3.0 Planning History

3.1 There is no planning history of relevance to this proposal.

4.0 Main Policy Issues

4.1 These relate to the relevant policies in the East Herts District Plan 2018 (DP) and the Walkern Neighbourhood Plan (NP) and National Planning Policy Framework (NPPF).

Main Issue	DP policy	NP policy	NPPF
Delivery of the District Plan housing strategy	INT1, DPS1, DPS2, DPS3, EOS1	Policy 1	Section 5
Compatibility with the Masterplan Vision	DES1		
Housing mix, density and affordable	HOU1, HOU2, HOU3, HOU6,	Policy 11	Section 5

housing provision	HOU7, HOU8		
Highway impact, mitigation and parking	TRA1, TRA2, TRA3	Policy 17	Section 9
Design and layout	EOS1 DES1, DES2, DES3, DES4, DES5, DES6, CC1, CC2	Policy 2 Policy 12	Section 12
Healthy and safe communities, including community infrastructure	DES5 CFLR1, CFLR3, CFLR7, CFLR9, CFLR10	Policy 19 Policy 20	Section 8
Education facilities	EOS1 CFLR10	Policy 19	
Other proposed uses	ED1 RTC5 DES5, CFLR1, CFLR3 CFLR7, CFLR9 CFLR10	Policy 13	Section 6 Section 7
Flood risk management, including climate change, water efficiency and quality	WAT1, WAT2 WAT3, WAT4 WAT5, WAT6 CC1, CC2	Policy 16	Section 14
Contamination and pollution	EQ1, EQ2 ED3, EQ4		Section 15
Natural environment	DES2 NE1, NE2 NE3, NE4	Policy 2 Policy 5 Policy 6	Section 15
Heritage impact	HA1, HA2	Policy 3	Section 16
Infrastructure delivery and planning obligations	DEL1 DEL2	Policy 15	Section 2 Section 4
Overall sustainability	Chapter 1	Policy 1	Section 2

	INT1		
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Other relevant issues are referred to in the 'Consideration of Relevant Issues' section below.

4.0 Summary of Consultee Responses

- 4.1 HCC Highway Authority recommended permitting the proposed development subject to conditions, the proposed mitigation measures and Section 106 contributions, as specified in their response. The full comments of the Highway Authority are attached **Appendix 'A'**.
- 4.2 The methodology for the preparation of the Transport Assessment was agreed with the applicant via a number of pre-application meetings. This includes details relating to trip generation, distribution and the scope of the assessment. Further discussions were held with the Highway Authority following the submission of the application, which led to a number of amendments to the scheme.
- 4.3 Lead Local Flood Authority initially requested more information be provided with regards to micro-drainage calculations to support the conclusions of the submitted Flood Risk Assessment and Drainage Strategy. This has been provided and subsequently approved by the Lead Local Flood Authority. The drainage strategy caters for all rainfall events up to and including 1 in 100 year events plus a contingency of 40% to take into account future climate change. Greenfield run-off rates are achieved. A number of conditions are requested.
- 4.4 Thames Water initially identified an inability of the existing foul water network infrastructure to accommodate the needs of the development once more than 100 homes are completed. Further hydraulic modelling was undertaken and Thames Water responded confirming that the development can be accommodated without network upgrades provided an inhibitor is installed to control the flows from the pumping stations so that only one pumping station is

operating across the site at a time. No objection is raised regarding waste water. No objection is raised regarding surface water drainage.

- 4.5 Affinity Water commented that the site is located within an Environment Agency defined Groundwater Source Protection Zone corresponding to Whitehall Pumping Station. Construction works and operation of the development should therefore be undertaken in accordance with best practice and British Standards in order to reduce risks from operations such as piling for foundations and mitigation measures if risks are found. These are covered in more detail within the specific British Standards.
- 4.6 Environment Agency provided a standard response advising that best practice be followed in line with various British Standards for preventing and minimising risks to groundwater sources through construction activity.
- 4.7 Natural England consider that the proposed development would not have significant adverse impacts on statutorily protected sites or landscapes.
- 4.8 EHDC Housing Development and Strategy commented that the scheme proposes 618 units of which 56 will be affordable, which complies with the affordable housing requirement of 40%. The affordable housing tenure split to be secured as part of the outline permission should be 84% rent and 16% intermediate. Following changes to the National Planning Policy Framework, subsequent discussions confirm that the proposed tenure split of 75% rent and 25% shared ownership is acceptable. The full details of the housing mix will be determined at the Reserved Matters stages and will be expected to reflect with the mix set out in the Strategic Housing Market Assessment 2015.
- 4.9 EHDC Conservation and Urban Design Advisor commented that the proposals within the indicative site layout fit closely with the allocation aspirations. It is noted that the precise details of the

layout are not being considered at this time, but are to be determined through future Reserved Matters applications.

- 4.10 HCC Historic Environment Unit stated that the site has been subject to a pre-application programme of archaeological investigation, including trial trenches. Overall, the results of the evaluation indicate that there is little surviving evidence of settlement due to intensive agricultural practices. Where archaeological material has been found these have been concentrated in a number of small areas of the site, but do have some potential significance in terms of archaeological interest. This means that there may be more to discover that will help archaeologists understand the history of settlements and human activity in the area. It is therefore recommended that further archaeological work be undertaken prior to the development which will be secured by condition. This will enable the monitoring and recording of findings, and if necessary ensure the protection of important features. It will also make provision for the display of finds for educational purposes.
- 4.11 EHDC Landscape Advisor indicates that the site is acceptable in landscape impact terms and subsequently has no objection on landscape or arboricultural grounds to the full or outline element of the proposal. The indicative layout and landscape strategy is acceptable but a final layout and landscape scheme should be detailed at the Reserved Matters stage.
- 4.12 Herts and Middlesex Badger Trust are expected to make a late representation due to undertaking new surveys as they have concerns about the impact of the development on possible active or outlier badger setts.
- 4.13 HCC Growth and Infrastructure Unit requested financial planning obligations towards education, child care, primary education, secondary education, youth provision, library provision and the provision of fire hydrants.
- 4.14 HCC has modelled the level of primary and secondary pupil yield which is expected to occur as a result of the cumulative

development of allocated sites within and around Stevenage. There is an identified deficit of places at primary and secondary level that will be addressed through the provision of a primary school on site and contributions towards the provision of a new secondary school to be delivered through the Department for Education Free School Programme at the former Barnwell East School campus, off Redwing Close, Stevenage.

- 4.15 NHS England request contributions towards improving patient facilities at nearby GP practices (Chells Surgery, King George Surgery, Shephall Health Centre, Manor House Surgery, Bedwell Medical Centre and The Symonds Green Health Centre). This development falls within the patient catchment areas of each of the six practices. It is therefore requested that flexibility be provided to identify the specific improvement project that best meets patient's needs in due course.
- 4.16 Public Health Hertfordshire considered that the proposal is well thought through and has the potential to promote good health and wellbeing. Conditions are recommended to ensure that the proposal continues to adhere to the Masterplanning Principles and Building for Life design principles through subsequent detailed design stages. Conditions are also recommended regarding the management of public open spaces, the design of streets to encourage physical activity rather than being dominated by vehicles, regarding air quality and regarding measures to encourage mode shift to sustainable transport.
- 4.17 EHDC Environmental Health Advisor recommends that a number of conditions will be required should the Council be minded to grant planning permission. These include a requirement to prepare a Phase II intrusive contamination investigation, including a remediation and mitigation strategy if necessary. In terms of air quality, the assessment is reported to be robust with construction phase impacts managed through the implementation of good practice measures. The implementation of the strategy measures will be secured through a condition.

- 4.18 In terms of noise, it is noted that the submitted Noise Impact Assessment as amended also provides a robust assessment and the recommendations within the assessment will be secured through conditions. These include the requirement to install standard acoustic measures to properties closest to the boundary with Gresley Way and to ensure that any commercial or community uses do not generate adverse noise levels. Conditions are recommended.
- 4.19 EHDC Waste Recycling and Street Cleansing set out detailed requirements in relation to bin storage collection points for properties to be secured through the detailed Reserved Matters stages and secured through conditions.
- 4.20 Herts Police Crime Prevention Advisor neither objects nor supports the application given the largely outline nature of the proposal. Detail will be required at the Reserved Matters stages to ensure that the development meets the Secured by Design standard. These details should be resolved at the detailed Reserved Matters stages and secured through conditions.
- 4.21 Herts and Middlesex Wildlife Trust (HMWT) recommend a number of measures to ensure that trees and features of ecological interest are protected through appropriate mitigation. These include buffers and integrated bat and bird boxes for example. These details should be resolved at the detailed Reserved Matters stages and secured through conditions.
- 4.22 Sport England's response is framed as an objection, but clarifies that this objection will be withdrawn subject to the provision of adequate sports facilities, to be agreed with the Local Planning Authority and secured through the S106 Agreement.

(Note: EHDC, East Herts District Council; HCC, Hertfordshire County Council)

5.0 Town/Parish Council Representations

5.1 Stevenage Borough Council (SBC) comment that whilst accepting that the principle of development has been established by virtue of Policy EOS1 in the East Herts District Plan, the Council expressed significant concerns, namely with regards to highways matters and noise impacts. Furthermore the Council request that further consideration be given to a number of areas.

- Affordable housing
- Access and highways issues
- Education provision
- Health provision
- Design and neighbourhood issues
- Environmental concerns
- Financial considerations

An additional representation was received subsequent to the submission of an addendum to the noise assessment. This representation confirmed that the Stevenage Environmental Health Officer was satisfied with the Noise Assessment Addendum and as such SBC withdrew its concerns on this matter.

The full comments from the Stevenage Borough Council are attached as **Appendix 'B'**.

5.2 Aston Parish Council comments are summarised as:

The Parish Council objects to the site in principle in terms of the loss of Green Belt between the village and Stevenage; the increase in traffic in terms of rat running through Lanterns Lane towards Aston End and Aston and the need to mitigate this; they request the improvement of the water infrastructure in Aston End (size of pipes) through Section 106 funding; they want assurance that the primary school on site will be delivered; the Parish Council request involvement in the naming of the residential estate and roads with historical connections. An additional response was submitted which

focussed on the need to ensure that waste water infrastructure is improved prior to the construction of properties to reduce impacts in Aston End.

The full comments of Aston Parish Council are attached as **Appendix 'C'**.

5.3 Walkern Parish Council comments are summarised as:

The Parish Council objects to the application on the grounds of the proposal creating additional traffic, causing congestion in Stevenage and in Walkern; additional development having an impact on water resources and infrastructure; recommendations of the Design Review Panel have been ignored; impacts arising within Walkern at school drop off and collection times; the need to safeguard all Public Rights of Way in and around the site; the proximity of the Showman's Guild access to the Stevenage Road/Gresley Way junction due to large vehicle movements; impact on the ecosystem of the Beane Valley; loss of Green Belt land and open countryside; impact on residents and wildlife from light pollution; need to secure compensation for disruption to Walkern village in terms of increased vehicle movements, pollution and loss of views of the countryside.

The full comments of Walkern Parish Council are attached as **Appendix 'D'**.

6.0 **Summary of Other Representations**

6.1 1,286 responses were received in response to the consultation, of these 1,273 object. The responses object to the proposals on the following grounds summarised as:

- An increase in traffic congestion, in the immediate area of Gresley Way and adjacent Stevenage neighbourhoods and in particular as a result of potential rat running through Aston End, Aston and Walkern;

- As a result of the increased traffic there will be increased air pollution and risk to human health;
- Transport Assessment is inaccurate;
- Concern about the Travelling Showpeople element of the proposal. Officers would like to note that many comments have been redacted due to their offensive nature, but unredacted copies are available to Members upon request);
- The number of access points is excessive;
- Access should be from a single point of access off Stevenage Road/Gresley Way junction;
- Access should be from only a northern and southern access point at Stevenage Road/Walkern Road and at Lanterns Lane;
- Access points should be roundabouts rather than traffic lights;
- Vehicle speeds on Gresley Way are too high, and exiting Lanterns Lane is dangerous;
- Additional crossing points will be dangerous for people crossing;
- A lack of infrastructure (including community infrastructure such as schools, GPs and hospital) which will be exacerbated by this site and cumulative development;
- Impact on wildlife and biodiversity, in particular, on protected species and the river Beane;
- A lack of sustainable transport measures such as bus routes and cycle networks as a means of mitigating the increase in traffic;
- Distance from train station precludes walking and cycling;
- Development is on Green Belt land or land that was formerly Green Belt;
- Loss of countryside, agricultural fields, green space, tranquil walking and Public Rights of Way, including equestrian routes;
- Concern about increased flooding (surface and foul water);
- Lack of renewable energy in designs.

6.2 An e-petition of 590 signatures was received requesting that the proposal should be resubmitted with new proposals that avoid the need to create three new junctions and come forward with positive proposals to mitigate the traffic impact on country lanes leading to

the villages of Aston and Walkern. The petition ran from 7 February to 30 June 2019.

6.3 5 responses have been received supporting the proposals on the following grounds:

- Support for new schools;
- Support for new homes.

6.4 Stevenage Chells Ward Members Cllrs. M Hearn, R Hearn, A McGuinness, R Parker, G Snell and T Wren objected to the application. Stevenage MP Mr McPartland also objected to the application.

6.5 A local campaign group, Protect Aston's Countryside Existence (PACE) object to the application reiterating the same comments made by the two parish councils.

7.0 Consideration of Issues

Delivery of the District Plan housing strategy

7.1 The site forms part of the District Plan development strategy for housing growth in the District as detailed in policies DPS1, DPS2, DPS3, and EOS1 of the District Plan. Policy EOS1 allocates the site for residential-led mixed-use development of around 600 new homes. As a result of the allocation, the site is no longer part of the Green Belt and Policies VILL1, VILL2 and VILL3 do not apply. Whilst it is acknowledged that the site falls mostly within Aston parish and a small part within Walkern parish, the site is adjacent to the built up part of Stevenage and the site is therefore planned as an urban extension to the town. As such, while the objections of residents and the Parish Councils are noted, there is no 'in principle' reason to restrict development.

7.2 As a small part of the site; the Travelling Showpeople part of the site, falls within Walkern Parish, the Walkern Neighbourhood Plan is therefore part of the statutory development plan. However, the

Neighbourhood Plan is prepared largely to manage proposals that directly affect the built up part of Walkern village itself, and many of its policies are therefore not relevant to this application. Where there are policies that apply to this application they are addressed to within the consideration.

- 7.3 Policy EOS1 allocates the site for the delivery of around 600 homes between 2018 and 2023. The application has been submitted as a hybrid proposal which seeks the approval of the site as a whole for up to 618 homes in Outline form, whilst seeking detailed approval of the delivery of the central spine road and the accesses in full (three of which are signal controlled junctions and one of which is a private access for the Travelling Showpeople site). This approach facilitates the delivery of the site in three parcels simultaneously, thus expediting the completion of the central spine road and community infrastructure more quickly than one large development site over several phases. This simultaneous delivery of three parcels also assists in delivering homes within the first five years of the development plan as required in Policy DPS3 of the District Plan.

Delivery of specified housing needs

- 7.4 The site is also allocated for the delivery of a site for Travelling Showpeople. The Council's Gypsy and Travellers and Travelling Showpeople Accommodation Needs Assessment, May 2016 identified a need for nine plots for Travelling Showpeople, seven to be delivered within the first five years of the Plan. The District Plan allocates one other location for Travelling Showpeople, at land North and East of Ware (WARE2).
- 7.5 Government Planning Policy on Traveller Sites provides guidance on identifying the needs for Travelling Showpeople accommodation, ensuring fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled communities. The Policy provides clear guidance on the differentiation between Gypsies and Travellers and Travelling Showpeople. The Policy further provides practical information on achieving quality environments for

occupants, enabling peaceful and integrated co-existence between the site and the local community.

- 7.6 The application proposes an area of land of 1.3 hectares at the northern most part of the site which will benefit from a separate access on Gresley Way, which removes the need for movements associated with this use to travel through the new residential roads. The site will provide an enclosed, self-contained private area which is close enough to benefit from a proximity to the community facilities to be provided on site.
- 7.7 The allocation will meet the needs of one family; Officers have met with the family in order to understand both the nature of their commercial activities and on-site needs. It is the intention that the Travelling Showpeople site will be subject to a separate Reserved Matters Application in due course to establish details such as the site boundary treatments and any permanent structures. The provision of land to meet a specific identified housing need is in accordance with Policy HOU9 of the District Plan.
- 7.8 The Outline application will provide 40% affordable housing along with a wide variety of house types and sizes including apartments along with self-build/custom-build plots, which will be secured via the S106 Agreement. The application also proposes a care home of up to 80 beds and 50 assisted living properties to be located in the central development parcel as part of a community hub which will also provide local retail uses, a large public open space, a community building plus a primary school. The provision of a neighbourhood centre contributes to the creation of a sustainable neighbourhood by providing local employment opportunities, convenience retail uses to meet day to day needs, plus community facilities on site. The neighbourhood hub is centrally located to maximise accessibility for all residents on foot, whilst simultaneously benefitting from being located on the central spine road with its bus route and strategically located bus stops. This complies with Policy EOS1 of the District Plan.

Compatibility with the Masterplan Vision

- 7.9 Policy DES1 of the District Plan requires that all significant proposals will be required to prepare a Masterplan setting out the quantum and distribution of land uses, sustainable high quality design and layout principles, necessary infrastructure, the relationship between the site and adjacent land uses, landscape and heritage assets and other relevant matters. The masterplan should be prepared collaboratively with the Council, town and parish councils and other relevant stakeholders.
- 7.10 The Masterplan Vision was endorsed by the Council in October 2018 as a material consideration for Development Management purposes. A Steering Group of stakeholders was established comprising Officers, local ward Members and representatives from Aston and Walkern Parish Councils and the local campaign group Protect Aston's Countryside Existence (PACE). The Steering Group also comprised Officers and Members from Stevenage Borough Council. This was to ensure that the interests of Stevenage were represented.
- 7.11 The masterplanning process for the site commenced in 2016 through the preparation of the District Plan which involved a series of meetings with Officers, followed by the East of Stevenage Steering Group in 2017 to the current day. A total of four meetings were held as well as a walking tour of the site. In addition, two public exhibition events were undertaken, held at the Chells Pavilion, directly opposite the site; one undertaken to support the pre-application process and one held following the submission of the application.
- 7.12 In addition, further meetings were also held with officers of the Highway Authority, officers of the Lead Local Flood Authority and officers of the Education Planning Authority before and following the submission of the application.
- 7.13 The Masterplan Vision sets out a clear vision for the development and the key masterplanning principles that the site as a whole will meet. The Masterplan Vision sets out the proposed areas for

different land uses along with clear parameters over building heights and density and the approach to landscaping and green infrastructure, movement and accessibility across the site as a whole. The Masterplan also comprises an illustrative layout which shows how these principles could be achieved. The detailed proposals for the central spine road and accesses match the illustrative layout within the Masterplan Vision. By establishing the main highway and drainage infrastructure in detail at an early stage this underpins the structure of the overall site. Rather than the scheme being led by the location of the highway infrastructure, the location of the spine road has been designed to work with the landform and on-site landscape features; and by including this as a detailed aspect of this application it provides certainty over where the road and junctions will be located, their visual impacts and how they will be mitigated.

- 7.14 The detailed element of the application is in accordance with the Masterplan Vision while the Reserved Matters for the Outline elements will be guided by the endorsed Masterplan Vision in due course.

Housing mix, density and affordable housing provision

- 7.15 The Outline element of the application proposes 618 residential units. Indicative mixes have been prepared which demonstrate compliance with the requirements of Policy HOU3; these will be confirmed through subsequent Reserved Matters applications. The application proposes 40% of units being Affordable Homes (247) with a tenure split of 75% of affordable units being for rent and 25% being shared ownership or as agreed with the Council in due course.
- 7.16 The affordable units will be distributed across each of the three development parcels and will be secured through the S106 Agreement. The self-build / custom-build homes will be provided within the northern parcel. The proposal therefore accords with Policies HOU3 and HOU8 of the District Plan and Policy 11 of the Walkern Neighbourhood Plan.

- 7.17 Policy HOU7 requires that all dwellings are to meet the Building Regulations Requirement M4 (2) Category 2: Accessible and Adaptable Dwellings. All units apart from the upper floors of the apartment buildings, which will be limited to three floors only and will therefore only be accessible by stairs rather than by elevators, will be meet this requirement. This is considered reasonable given that it is recognised that the costs of providing and maintaining elevators within small apartment blocks can be prohibitive to Registered Social Landlords. In addition, 15% of all affordable units across the site will meet M4 (2) Category 3: Wheelchair User Dwellings. These provisions will be secured via the S106 Agreement.
- 7.18 The Masterplan Vision sets clear parameters for providing a variety of character areas and densities within the site as a whole. This will facilitate a wide housing mix being delivered, including smaller starter homes, family sized homes and aspirational properties plus the delivery of homes for older and vulnerable people in accordance with Policy HOU6 and EOS1 of the District Plan and Policy 11 of the Walkern Neighbourhood Plan. The Reserved Matters applications for each development parcel will be required to deliver a policy-compliant housing mix.
- 7.19 The provision of housing and affordable housing on this strategic allocated site is necessary to ensure that housing land supply is maintained and is in accordance with the District Plan development strategy Policy DPS2 and DPS3 of the District Plan.

Highway impact, mitigation and parking provision

- 7.20 Policy EOS1 requires the application to provide access arrangements and highways and wider strategic mitigation measures, including improvements to the A602/Gresley Way junction and other roads as necessary, taking account of the Stevenage Mobility Strategy. These requirements were borne from the strategic transport modelling undertaken during the Plan-making stage, where a greater number of homes (750) accessed via two junctions on Gresley Way was tested. This modelling identified a

need for specific mitigation measures at the A602/Gresley Way junction. The modelling also identified that there may be a small proportion of vehicles using The White Way as a diversion and therefore, there would be a need for a range of mitigation measures that reduced impacts on local roads and encouraged the use of active and sustainable modes of travel.

- 7.21 A Transport Assessment has been submitted. The methodology and scope for the preparation of the Transport Assessment was agreed by the Highway Authority via a number of pre-application meetings prior to the submission of the application. The Transport Assessment for the application was undertaken in a greater level of detail than the strategic model, using a finer grain model capable of looking in detail at specific junctions, in order to consider eastbound movements through Walkern, Aston End and Aston. The application assessment tested 618 properties, the specified non-domestic land uses, care home and three junctions off Gresley Way. The assessment is based upon a well-established methodology, with assumptions and test parameters agreed with the Highway Authority prior to the assessment being undertaken.
- 7.22 Following the submission of the application, the Highway Authority requested that further scoping be undertaken to further reflect the Local Transport Plan 4 policies and to address concerns raised through the consultation and Steering Group discussions. This scoping included testing the feasibility of one of the access points being a dedicated bus route. Following these post-submission discussions, amended plans have been submitted which propose the central access point becoming a bus only egress from the site on to Gresley Way. The amendment also seeks to address comments made by local residents that the scheme should only be served by two principal vehicular accesses. Following further assessment of the amended proposals set out in the Transport and Technical Note, August 2019, the Highway Authority recommend permitting the development subject to mitigation conditions.

Access strategy

- 7.23 The spine road alignment and design of the access junctions are detailed in full in this application. Each of the three access points to the main part of the site will be a signal-controlled junction (including Toucan crossing facilities), while the Travelling Showpeople site access will be an informal junction reflecting the infrequent and off-peak nature of movements associated with this use.
- 7.24 The northern access is aligned with the existing Gresley Way junction with Uplands; the residential estate on the west side of Gresley Way. The northern junction will convert this priority T-junction to a four arm signal-controlled junction (Gresley Way north and south, Uplands to the west and the proposed site to the east). The southern junction lies approximately halfway between The White Way junction and Lanterns Lane junction. This will be a three arm signal-controlled junction from Gresley Way into and out of the proposed site.
- 7.25 The central junction aligns with The White Way, and again, converts the existing priority T-junction into a four arm signal-controlled junction. However, the proposed eastern arm has been designed as a bus only egress, which will limit the use of this central junction from the site. The White Way is the main arterial estate road for the Chells Manor neighbourhood. It also serves Arriva bus service SB1 which connects the Chells Manor neighbourhood to the town centre, the station, the employment area at Gunnels Wood Road and the Poplars neighbourhood centre to the south.
- 7.26 Each arm of the three signal-controlled junctions will operate with vehicle detection technology that will enable the traffic signals to optimise themselves. Typically during peak periods this will mean that the junctions will operate with a cycle where all arms have a dedicated green phase, however, the vehicle detection will mean that green time is not given to arms of the junction where no demand is present. The arms that accommodate most traffic will have more green time in order to manage traffic flows. The Gresley Way arms of each junction will therefore have more green time than the other junction arms (because these junctions take more traffic

than the other junction arms). The traffic signals will be phased so that vehicles exiting the site have limited green time, in order to encourage future residents to walk, cycle and travel by bus. The traffic signals will also be optimised so that they work in sequence.

7.27 Some respondents have questioned why the application proposes signalised junctions instead of roundabouts; being concerned about keeping traffic flowing and reducing delays caused by signals which may lead to the diversion of vehicles along The White Way.

Roundabouts were considered at an early stage; both standard and 'continental style', which have tighter radii and create slower vehicle speeds and which are slightly better than standard roundabouts in terms of enabling pedestrian and cycle crossing. However, given the nature and function of Gresley Way as a distributor road for large volumes of vehicle movements it was determined that continental style roundabouts would not be suitable and larger roundabouts would conflict with the policy requirements of ensuring good pedestrian and cycle connectivity across Gresley Way. Furthermore the use of signalised junctions are now preferred for the ability to better manage traffic flows from the development on to the network and to enable formal pedestrian and cycle crossings. The ability to manage traffic flows in favour of vehicles travelling along Gresley Way is in accordance with Policy TRA2 of the District Plan.

7.28 Taking in to consideration public comments regarding the access strategy, the applicant and Officers have explored whether it was possible to have:

- no access from the site onto Gresley Way, instead, access would be achieved only from the existing Stevenage Road/ Gresley Way roundabout junction to the north of the site;
- access off the northern roundabout and at the Lanterns Lane junction which would need to become a roundabout; and
- access off the northern roundabout and a southern junction from the site on to Gresley Way.

These options were also discussed at a number of Steering Group Meetings.

- 7.29 Taking each of these options in turn; it is the view of Officers that significant engineering works would be required to the Stevenage Road/ Fairlands Way/ Gresley Way roundabout in order to facilitate an additional arm to access the site from the northern most point, as there is currently insufficient space to provide a safe turning radius off the roundabout. This may also result in the loss of a significant number of trees and the relocation of utility masts, plus it would remove the ability to provide a separate, enclosed site to meet the needs of Travelling Showpeople with a direct access to Gresley Way. A single access would not be permitted by the Highway Authority for this scale of development.
- 7.30 A southern access point linked to Lanterns Lane would be prohibited by the gradient of the land on either side of Gresley Way in this location containing an existing underpass with bridged section of Gresley Way; would conflict with the entrance to the Chells Park car park and pavilion and to the existing private business at Redwings Farm; would impact the Lanterns Lane Wildlife Site and the Chells Park principal open space.
- 7.31 The scheme proposes a southern access from the site on to Gresley Way approximately halfway between Lanterns Lane and The White Way. As previously set out in paragraph 7.27, the preference would remain for a signal-controlled junction. This junction would, on its own, benefit those wishing to exit by car from The White Way as it will create breaks in traffic flow. However, these breaks in flow are diluted over distance so the delivery of this junction alone would not deliver benefits to pedestrians crossing Gresley Way towards the northern third of the site at uncontrolled, informal crossing points.
- 7.32 The Masterplan principles and those that are required in Policies EOS1, TRA1 and TRA2 of the District Plan, within the Hertfordshire Local Transport Plan 2018 as well as the Stevenage Mobility Strategy 2016 and Walkern Neighbourhood Plan, are to place the needs of pedestrians and cyclists above those of private vehicle users. It is of course possible that pedestrian and footpath connections could be made across Gresley Way without the addition of vehicle junctions

but these would replicate the current uncontrolled crossing points. There would be no community benefit to existing residents of Uplands, Chalkdown and The White Way who experience delays in exiting on to Gresley Way due to the poor visibility created by the brow of a hill and the high vehicle speeds reached on Gresley Way. Residents responding to the application acknowledge that there is a need for some form of traffic management to improve this situation. The safest way to improve pedestrian and cycle connections across Gresley Way is to create signal controlled crossing points. The most effective way in which to enable existing residents to exit in their cars on to Gresley Way is to install signal-controlled junctions. The proposed scheme provides for both of these improvements which will be secured via the S106 Agreement.

- 7.33 Some respondents raised concern that vehicle speeds along Gresley Way are too high and that the creation of new junctions will increase the likelihood of accidents occurring. The creation of new junctions will help reduce speeds along what is otherwise a long straight section of the distributor road. This will assist vehicles leaving adjacent residential estates such as Uplands, Chalkdown and The White Way. A comprehensive assessment has been undertaken confirming the suitability of each junction for access and movement of service and emergency vehicles. These have been approved by the Highway Authority and will be secured by a condition. For the Outline application, the details on internal estate roads will be agreed through subsequent Reserved Matters and a condition will require the submission and approval of circulation routes for refuse collection and service vehicles. The delivery of new features such as signal controlled crossing points, lighting and signage, secured through condition or the S106 Agreement, will passively reduce vehicle speeds.
- 7.34 The Hertfordshire Highways guidance Roads in Herts identifies thresholds in terms of numbers of new homes above which more than one access is required. For 618 homes plus other uses, at least two access points are required. This proposal provides two access points plus a dedicated bus exit and therefore meets the provisions of the guidance, but also meets the requirements set out in the

Hertfordshire Local Transport Plan and Policies EOS1, TRA1 and TRA2 of the District Plan.

- 7.35 These policies, as well as the established best practice for designing new places is to ensure that new developments are integrated with and connected to existing neighbourhoods, and to create a high quality place that looks towards both Stevenage and its rural neighbours as per the vision set out in the endorsed Masterplan Vision, which was established in collaboration with local representatives on the Steering Group. Seeking to hide the development or to cut off such opportunities to connect the new community with the existing would create an isolated neighbourhood and would conflict with District Plan policies and the fundamental principles of good urban design. Not only this, but the primary school and other community facilities, including retail uses will be used by existing residents of Stevenage and its surrounding rural settlements so it is necessary to ensure that there are physical and visual connections and links to these facilities.

Pedestrians and cyclists

- 7.36 In terms of pedestrian and cycle needs, each of the signal-controlled junctions will include Toucan crossings, with central refuge islands at the central and southern junctions. In addition, two additional informal crossing points will be provided on Gresley Way (opposite Boxfield Green and where Public Rights of Way Aston 004 and Stevenage 107 meet and cross Gresley Way), as well as a link to an existing underpass serving Right of Way Aston 032 at the south western corner of the site near Lanterns Lane. The current 'at grade' crossing locations are unmarked on the highway and require pedestrians and cyclists to wait for a break in the traffic in both directions simultaneously in order to cross both lanes of traffic; traffic which sometimes exceeds the speed limit of 40 miles per hour. Sightlines for users of these crossings are constrained due to the brow of a hill, which combined with high vehicle speeds, is an unsatisfactory arrangement. These informal crossings will be improved by dropped kerbs and signage and will also benefit from their proximity to the formal Toucan crossings in terms of timed

breaks in traffic flow and much slower vehicle speeds. The delivery of these improvements to existing Public Rights of Way and the provision of new pedestrian and cycle crossing points across Gresley Way will be secured by condition and the S106 Agreement.

- 7.37 A key ambition of the District Plan, the Neighbourhood Plan and the Masterplan Vision is to ensure that opportunities for walking and cycling to and through the site are maximised. This is of particular importance for the primary school and care home which will both be required to establish and monitor the effectiveness of Travel Plans. Extensive discussions were held throughout the pre-application stage regarding maximising walking and cycling opportunities, and as a result the scheme proposes a three metre shared pedestrian/cycle path on one side of the spine road and a two metre footpath on the other throughout its length. This then connects to an off-site pedestrian/cycle path which runs the length of the development and beyond on the west side of Gresley Way. A path already exists, but is of varying width and surface quality. The improvement of this route is a long-standing ambition of the Stevenage Mobility Strategy as it completes a loop of the cycle network previously not provided between Fairlands Way in the north and Six Hills Way to the south. In order to ensure priority is given to cyclists and pedestrians using the improved route, the vehicle stop line for the northern and central junction will lie behind the crossing. These off-site improvements will be secured through the Section 106 Agreement.

Buses

- 7.38 The submitted Framework Travel Plan for the Outline application describes how the SB1 bus route, operated by Arriva will be diverted in to the site. Confirmation as to the acceptability of this has been provided by Arriva. Three additional bus stops will be provided within the site and these, along with existing bus stops that are in close proximity to the site, will ensure that all new homes are within a short walking distance of the bus route. The route will connect residents to the neighbourhood centre at Poplars which contains a large Sainsbury's with a petrol filling station, a church, a scout hut, a

public house and doctors surgery, it will also take residents to the town centre, the station and the Gunnels Wood Road employment area.

- 7.39 The applicant confirms that each household will be able to apply for two three-month bus passes upon occupation as part of travel packs provided at the time of purchase, to help encourage patronage of the bus network. Travel Plans will be required through the S106 Agreement for each element of the development, which will prioritise active and sustainable modes of travel. This is in accordance with Policy TRA1 of the District Plan.
- 7.40 Initially, the application proposed three all-vehicle access points. At the post-submission discussions with the Highway Authority, the opportunity to turn one of these access points into a sustainable transport only access, following the completion of the Central Spine Road, was explored. Having agreed to this principle, discussion focussed on whether the central or southern access point would be most suitable. After feasibility testing was undertaken which showed that there was no discernible difference to overall traffic flows as a result of either option, it was agreed that given that the central access point is aligned with the proposed neighbourhood hub and its retail and community facilities, having the bus route serve this area directly was considered to outweigh the southern access option.
- 7.41 Making provision for a dedicated bus access from the site on to Gresley Way has the added benefit of reducing delays to the bus service. In order to maintain the frequency of buses despite the additional distance created with the diversion of the route, the application proposes to supplement the route with additional peak time buses which will be a benefit that extends to bus users beyond the site. These measures will be secured by S106 Agreement.

Wider highway impacts

- 7.42 Respondents have raised concern that the development will result in 'rat-running' as drivers seek to avoid the new junctions on Gresley

Way. The transport modelling undertaken and summarised in the transport assessment indicates that any time-saving gained from the diversion will be minimal and therefore would not be advantageous to drivers. It should be noted however, that the model was carried out on a 'worst-case; scenario assuming a pedestrian stop phase would be called on each traffic signal cycle, when in reality, this would not be the case. Notwithstanding this, one of the changes arising through the reassignment of traffic flow as a result of the conversion of the central junction to a bus only egress, enabled amendments to the central refuge islands to enable what is known as 'walk with traffic' pedestrian phases, reducing the stop time for vehicles.

- 7.43 In terms of the impact of the development on the nearby villages of Walkern, Aston End and Aston, there has been much concern raised by respondents about the rat-running of vehicles using lower capacity rural roads. Lanterns Lane for example is narrow and has few passing places, and Walkern High Street suffers from congestion often due to parked vehicles which reduce lane width down to a single lane. The modelling undertaken for the transport assessment shows that there will be no additional traffic using these routes, based upon Census data for local journey to work destinations for the Chells Manor residential area, as a result of the proposed development. The modelling does show a minimal increase in traffic using these routes; however this is due to predicted increases in existing vehicle movements (background growth) which are taken account of in the transport modelling along with planned developments. The transport modelling also assumes a 'worst case' scenario, i.e. it does not include any reduction in trips arising from the use of sustainable and active modes of travel.
- 7.44 Notwithstanding the above, the applicant undertook some sensitivity testing to assess the proportional increase in vehicles using Lanterns Lane arising from the development during the am and pm peaks. This testing indicated an increase of two vehicles in the am peak and one vehicle in the pm peak representing an increase of 2.3% and 0.8% respectively. The junction will operate at

well under its capacity and this increase is not considered significant.

- 7.45 Aston Parish Council requested that the Highway Authority look further into the situation in Lanterns Lane, suggesting a number of improvements that could be made to the Lanterns Lane junction in response to resident's concerns. These included options such as a no right turn into and out of Lanterns Lane, peak time closure and complete closure from Gresley Way. Given that the volume of vehicles using Lanterns Lane is an existing issue and it can be demonstrated that the impact arising from the development's is minimal, it is not appropriate or regulation compliant to seek contributions to mitigate an existing situation.
- 7.46 The Local Planning Authority and Highway Authority must consider the proposal that is submitted. The Highway Authority does not have an objection to the submitted proposal.

Parking

- 7.47 The illustrative layout has been designed to demonstrate how the proposed quantum of properties and other land uses can be accommodated on the site whilst providing the number of parking spaces per property as set out in the Council's Vehicle Parking Standards. Taking into account the Stevenage Borough Council Parking Standards SPD 2012, the proposal provides for a local shop and primary school on-site along with a high frequency bus route, and as such, would be considered to fall within Accessibility Zone 3, where it may be acceptable to provide a lower car parking standard (a reduction of up to 25%). However, the detailed approach to parking will be established through the Reserved Matters applications in due course and will be secured via a series of conditions.
- 7.48 The Masterplan Vision and Transport Assessment describe how electric vehicle charging will be available for properties, the details of which will be determined at the Reserved Matters Stage. The

provision of electric vehicle charging facilities will be secured via a condition.

7.49 In summary, the following sustainable transport measures are proposed:

- Pedestrian/cycle routes through the development and connections to the existing urban area of Stevenage across Gresley Way;
- Pedestrian routes connecting the development to the Public Rights of Way network to the east and south of the site within the Beane Valley Corridor;
- Dedicated sustainable transport exit from the site;
- Creation of a shared pedestrian/cycle path on Gresley Way;
- Green Travel Plan for commercial and residential uses, including a period of monitoring;
- Free bus tickets for new households (two per dwelling for three months from occupation).

Design and Layout

7.50 An indicative layout of the development has been submitted with the application, for illustrative purposes to demonstrate how the proposed quantum of development and other uses as required in Policy EOS1 could be provided. The layout is however, not for determination at this stage.

7.51 The scheme has been designed to be split in to three development parcels in order to expedite the delivery of the site as a whole, including the community facilities, as schools and commercial uses require a critical mass of development to support them. By having three housebuilders plus Registered Social Landlords delivering at the same time it minimises the construction period and associated disruption to a far shorter time while delivering much needed new homes in line with the trajectory as set out in the District Plan.

7.52 Of the site's 37 hectares, nearly 12 hectares are set aside for public open space and natural and semi-natural green spaces. Deducting the land set aside for the provision of a primary school, care home,

assisted living homes and the commercial elements of the site, the net density of the development equates to 36 dwellings per hectare (dph) compared to 16dph gross for the site as a whole. This density is considered reasonable and is in line with the NPPF requirement to make efficient use of land and the District Plan requirement of a density suitable for an urban edge site.

- 7.53 The Masterplan Vision sets parameters for different densities across the site, with higher densities around the neighbourhood hub and the western edge of the site adjacent to Gresley Way, and lower densities towards the south-eastern and eastern edges of the site. This is reflective of the requirements of Policies EOS1 and DES4 of the District Plan.
- 7.54 Public Right of Way Bridleway Aston 004 traverses the centre of the site, connecting to Stevenage 107 on the west side of Gresley Way and the outer edge of the site where it connects with Walkern 021 in a south easterly direction. This route also provides an access track for service vehicles maintaining a telecommunications station just beyond the eastern boundary of the site. It is the intention that this Right of Way is maintained as a green corridor through the site with service access provided from the central spine road eastwards in order to ensure that the majority of the bridleway is vehicle free.
- 7.55 Public Right of Way Aston 032 runs from just beyond the south western corner of the site north westwards in to Stevenage. Regular informal walking along field boundaries have created additional paths along the southern edge of the site connecting to the designated Public Rights of Way of Aston 021 and Walkern 021. The Masterplan Vision describes how it is the intention of the development to supplement the informal paths and designated routes with a trim trail running around the perimeter of the site, which will also provide opportunities for naturalised play spaces. This route will provide further links into and through the development via residential roads, tree lined avenues and a series of green links delivered through a landscape-led layout. This is in line with Policy CFLR3 and EOS1 of the District Plan.

- 7.56 While the application is in Outline form and the layout submitted is illustrative at this stage, the application demonstrates its commitment to the creation of a landscape-led scheme through the submission of a Landscape Strategy as part of the application at outline stage, the delivery of which will be secured through a condition. The Strategy is informed by a Landscape and Visual Impact Assessment which considers the impact on the wider environs of the site, including whether the proposed development is visible from within or across the Beane Valley. The site is well contained by structural planting belts, but there are some locations where glimpsed views of roof tops and chimneys may be possible. Given the edge of urban location, this is not considered detrimental to the wider setting of the site.
- 7.57 The Outline application intends to deliver approximately 12ha of public open space, comprising: the central neighbourhood hub open space, and natural and semi-natural green spaces. These spaces will contain a mix of formal and informal play spaces, orchards and new grassland and wetland habitats created by utilising the natural landform and topography to create sustainable drainage features that are an integral part of the network of green spaces across the site. Within these spaces there are opportunities for circular walks and trim trails, social events and interaction with wildlife as well as for informal sport in accordance with Sport England's advice. These features will contribute positively to the health and wellbeing of residents.
- 7.58 The strategy also includes maintaining interior and perimeter tree belts. There will of course be the need to remove some trees along the western boundary of the site in order to create the access points, but these will be compensated through additional planting within the site, as set out in the Landscape Strategy. This is in line with the requirements of Policies EOS1, DES4 and NE2 of the District Plan. The delivery of the Landscape Strategy will be secured via condition.
- 7.59 The Masterplan Vision and illustrative layout demonstrate the intention of the neighbourhood hub as being a multi-generational

focal point of the community, where community facilities, the primary school and local retail uses surround a central green space providing formal play space and an amenity space for community activities. Bus stops will be located around the hub, with different road surface treatment used to define the hub and encourage lower vehicle speeds. The detailed Reserved Matters stages will set out the detail in due course, guided by the principles set out in the Masterplan Vision. This commitment to creating a thriving centre to the neighbourhood is in accordance with Policies EOS1 and DES4 of the District Plan. The Landscape Strategy, the delivery of which will be secured via condition, sets the principles for the creation of the central neighbourhood hub.

- 7.60 The Masterplan Vision is a material consideration against which the Reserved Matters application will be considered. The Masterplan Vision sets parameters for each of the three character areas, including density as described above, as well as building heights, scale, form and appearance. Buildings are to be no greater than three storeys in height, and the majority will be two storeys. These details will be provided in subsequent Reserved Matters applications, guided by the parameters set out in the endorsed Masterplan Vision, in accordance with Policy EOS1 and DES4 of the District Plan.
- 7.61 The Outline application is supported by a number of parameters set out in the Landscape Strategy and the Masterplan Vision. It is therefore considered that the parameters provide a good basis upon which to guide and determine future Reserved Matters applications for the remainder of the site, secured by appropriate conditions.

Sustainable design

- 7.62 Having regard to climate change adaptation and mitigation Policies CC1 and CC2 and the building design requirements of Policy DES4 of the District Plan, the application is supported by a Sustainability Statement that considers energy and climate change as part of the Planning, Design and Access Statement. The applicant's preferred

approach, and one that is in line with the Council's policy approach and energy hierarchy, is to employ what is known as a 'fabric-first' approach. This essentially means that the design of new homes achieves consistently high energy efficiency in order to achieve low CO² emission rates, through the choice of construction materials, levels of insulation and internal design to reduce the need for mechanical heating and cooling, rather than relying on the use of bolt-on renewable energy technologies. The District Plan policies encourage but cannot require developments to exceed the relevant Building Regulations. However, the use of additional dwelling-centric renewable energy technologies, to achieve further energy efficiency will be reviewed during the detailed design stage as part of subsequent Reserved Matters applications. Both approaches are in accordance with Policies DES4, CC1 and CC2 of the District Plan and Policy 12 of the Walkern Neighbourhood Plan.

7.63 In summary, the following measures are incorporated to reduce energy consumption within the buildings and to increase the sustainability of the development:

- All new homes will be constructed in accordance with the most up to date Building Regulations and, by comparison, will be more energy efficient than the vast majority of the county's existing housing stock. This will be achieved through a dwelling-centric, fabric first approach which locks in carbon savings for the life of the building. Opportunities to exceed the energy efficiency requirements set out in Approved Document L, 2013 will be considered at the detailed design stage with specific measures confirmed as part of subsequent reserved matters applications.
- A significant quantity of the new homes will be orientated to efficiently capture solar energy without compromising the urban form and layout of the scheme. During the detailed design stage, specific design features will be considered to maximise solar gain in winter whilst preventing overheating in the summer.

- Dwelling-centric, renewable energy technologies will be reviewed during the detailed design process for inclusion in the buildings to achieve additional carbon savings. This will include consideration of the installation of carbon-saving technology such as photovoltaic (solar) panels and air source heat pumps.
- A strong focus on sustainable travel to minimise carbon emissions through reduced private car use and a layout that prioritises active travel (cycling and walking) and access to public transport.
- Provision for electric vehicle charging points in safe and accessible locations as part of the detailed design, in accordance with Policy DES4 of the District Plan.
- Buildings that minimise the use of mains water through the inclusion of water saving measures and equipment (i.e. water efficient appliances) and rain water harvesting. New homes will be designed so that mains water consumption will meet a target of 110 litres or less per head per day. Opportunities to include grey water recycling within the Community Building will be considered as part of the detailed design for the building.

Healthy and Safe Communities, including community infrastructure

- 7.64 As described above, the Outline application provides a commitment to creating a new community centred around a thriving neighbourhood hub, a landscape led strategy which incorporates formal and informal opportunities for activity, including through a trim trail. The application commits to delivering homes in accordance with the principles of Building for Life 12, which puts health and wellbeing at the centre of place making for new communities in accordance with Policies DES4 and CFLR9 of the District Plan and Policy 20 of the Walkern Neighbourhood Plan. This will be secured through a condition.
- 7.65 While the detailed designs of the commercial and community buildings will come forward at the Reserved Matters stage, the

application proposes a range of land uses of direct benefit to the community. The development will facilitate and financially contribute to the delivery of a two form entry school and a community building will be provided on site, providing for a variety of community uses. Consultation with the NHS confirmed they request financial contributions towards enhancing provision at nearby GP practices; however the community building could be used by the NHS in the future if required. The neighbourhood hub will also contain a small number of retail units of a size that caters for day to day convenience needs. A large Sainsbury's supermarket is a short distance south of the site.

- 7.66 In terms of designing out opportunities for crime, the application commits to complying with Secured by Design standards in accordance with District Plan Policy DES5. This will be secured by condition, which will also require early collaboration with the Police Crime Prevention Officer.
- 7.67 The Outline element of the application provides for a substantial level of public open space across the site including a Neighbourhood Equipped Area for Play, natural play spaces and informal and formal open spaces. Within these spaces there are opportunities for circular walks and trim trails, social events and interaction with wildlife as well as for informal sport and recreation. The application also proposes tree-lined avenues and green links through the site. This network of green infrastructure features will all contribute positively to the health and wellbeing of residents. These principles are set out within the Masterplan Vision parameter plans and the Landscape Strategy, however, the detail of each space will be provided in Reserved Matters applications in due course.
- 7.68 In addition to on-site provision, the application will contribute towards the enhancement of sports and recreation facilities within the vicinity of the site, such as towards the provision of a new 3G pitch within an existing local park and towards the proposed redevelopment of the Stevenage leisure centre, for example. These enhancements will serve not only the new development, but also the existing residents of the town and surrounding settlements in

accordance with Policies EOS1, CFLR1 and CFLR7 of the District Plan and will be secured through the S106 Agreement.

- 7.69 The site as a whole will be maintained and managed by a charitable trust, The Land Trust, ensuring a high quality stewardship of the scheme in accordance with Policy DES4 of the District Plan. It is important that there is a single stewardship body for the whole of the site, the details of which will be secured via a condition.

Education Facilities

- 7.70 Hertfordshire County Council has modelled the yield which will arise not only from the application site as a whole, but also arising as a result of the development of other allocated sites in the and around Stevenage. Although there will be a small amount of capacity in the short term within existing schools to accommodate early occupiers, overall, there is insufficient capacity in the education planning area to accommodate the anticipated growth of all sites without the investment in the expansion of existing and provision of new schools. Therefore it is necessary to seek contributions from new developments to mitigate these needs.
- 7.71 In terms of primary education, the application itself is modelled to yield a peak of 288.22 primary and nursery aged children, which represents 1.24 forms of entry, or 62% of the overall capacity of a two-form entry primary school. Therefore contributions will be sought from the development on a proportionate basis. In addition, the site makes provision for 2.1ha of land to facilitate the delivery of a primary school including nursery provision on site. This is in accordance with Policies EOS1 and CFLR10 of the District Plan.
- 7.72 At secondary education level, the development is modelled to yield a peak of 233.99 pupils aged 11 to 16 and post-16 pupils, this is equivalent to 1.26 forms of entry. Contributions are therefore sought towards the provision of a new secondary school which is being delivered through the Department for Education Free School Programme on the former Barnwell East School campus in

Stevenage. The school is set to open by September 2023, well in advance of when it is anticipated that significant secondary yield will arise from the development. Initially, the new school will accommodate six forms of entry, but the County Council is working with the Department for Education to provide a site sufficient in size for eight forms of entry in line with the County's strategy to meet future need.

- 7.73 The provision of new education facilities at both primary and secondary level is in accordance with District Plan Policy CFLR10 and will be secured via condition and the S106 Agreement.

Other Proposed Uses

Retail and Community

- 7.74 The Outline element of the application makes provision for local retail facilities (up to 658m²) in A1 to A5 uses, which will meet day to day convenience needs. Whilst this is intended to primarily serve the new community, these uses will be located off the central spine road on the central access road to be convenient for existing residents to walk or cycle to, compared to the Poplars Neighbourhood Centre.
- 7.75 In addition to the retail element of the neighbourhood hub, it is also proposed to provide a community building of up to 400m² in D1 use. The County Council has indicated that the building could be used as a childcare facility, thereby providing an anchor occupation of the space, but it will be designed in a way that will facilitate multiple uses throughout the day in line with Policy CFLR7 of the District Plan.

Properties for older and vulnerable residents

- 7.76 The application proposes the creation of a care home accommodating up to 80 bed spaces. Alongside the care home will be up to 50 assisted living dwellings, making provision for more independent living whilst benefitting from the care provided through the care home. This provision meets the needs of older and

vulnerable residents in line with Policy HOU6 of the District Plan, whilst also providing a greater range of house type and tenure, which can be delivered independently, though simultaneously with the rest of the site's delivery, expediting the overall completion of the site more quickly compared to a traditional consecutively phased delivery model. The detail of the proposed care uses will be determined in due course through the Reserved Matters applications.

- 7.77 The retail uses, care home, community building and primary school will provide valuable on-site opportunities for employment, contributing to not only a high quality variety of uses and activity, but also the creation of a sustainable community, reducing inward and outward trips. The delivery of these uses will be secured via the S106 Agreement.

Flood risk management, including climate change, water efficiency and quality

- 7.78 The site as a whole lies within Flood Zone 1 and there is therefore no risk from fluvial flooding. The proposal is supported by a comprehensive drainage strategy, and subject to conditions, the Lead Local Flood Authority (LLFA), the Environment Agency and Thames Water have no objection to the grant of permission.
- 7.79 Within the southern part of the site, there is a shallow depression, a legacy from an historical watercourse. This landform lends itself to the creation of a green corridor with an integrated drainage feature and infiltration basin for seasonal water storage. Parts of the site are suitable for ground infiltration, while the underlying geology of other parts of the site prevent infiltration, requiring a variety of surface water drainage solutions that will be integrated into a series of surface treatments and green links through the site. All solutions will be designed to treat and cleanse surface water on-site before it is released through managed discharge towards the river Beane, which lies beyond the site to the east. The river Beane runs through a chalk stream valley and is vulnerable to changes in water quality and volume. Additional surface water treatment trains will therefore

be installed as part of the central spine road infrastructure as a further prevention measure. The integration of sustainable drainage features within the wider Landscape Strategy is in accordance with Policies EOS1, WAT1 and WAT2 of the District Plan.

- 7.80 The Flood Risk Assessment takes account of 1 in 100 year storm events and makes 40% uplift provision for climate change resilience. Comprehensive calculations have been provided for the site as a whole, which have been agreed by the Lead Local Flood Authority. The range of sustainable drainage measures proposed across the site is sufficient to accommodate all potential sources of flooding (fluvial, pluvial, groundwater and artificial flooding) and will be secured through conditions. Detailed designs have been provided for the central spine road which will be approved through this application, while detailed designs will be required for subsequent Reserved Matters applications for the Outline elements in due course. The submitted assessments and drainage strategy are considered to meet the requirements of Policies WAT1 and WAT3 of the District Plan and Policy 16 of the Walkern Neighbourhood Plan. Furthermore, the Flood Risk Assessment and Surface Water Drainage Strategy is approved by both the Environment Agency and the Lead Local Flood Authority.
- 7.81 In terms of water efficiency, Policy WAT4 of the District Plan requires that developments achieve a target consumption rate of 110 litres per person per day. The Sustainability Statement included within the Planning, Design and Access Statement confirms that the scheme will include water efficiency measures in accordance with Policy WAT4. The applicant has confirmed that that this target will be met through the use of a range of water efficiency measures such as dual flush WCs; water meters, Low-flow fittings and, provision of external water butts and where appropriate, water efficient appliances. These provisions will be secured through conditions. It should be noted that emerging changes to Building Regulations may increase requirements which differ from those set out in the District Plan which will then be implemented in due course.

7.82 In terms of foul water, the application proposes three foul water pumping stations on the site. Foul water will drain via gravity to these pumping stations where they will be conveyed via rising mains to the adopted Thames Water network on Gresley Way. Thames Water has agreed a foul water strategy with the applicant following the completion of detailed hydrology modelling to ensure that discharges from the site are controlled at a manageable rate. These restrictions will be secured through the formal application process for consent to connect to the public sewer.

Contamination and pollution

7.83 EHDC Environmental Health advised that the reports submitted in respect of contamination, noise impact and air quality are satisfactory. A series of conditions are recommended to ensure that potential issues relating to an area of 'made ground' deposited as a result of the engineering works associated with the construction of Gresley Way are managed appropriately in accordance with Policy EQ1 of the District Plan.

7.84 The Air Quality Assessment is considered to be robust. There will be minimal increases in dust, nitrogen dioxide and particulate concentrations during the construction phase, which are temporary in nature and do not exceed the relevant Air Quality Objectives and therefore no mitigation is required. However, dust mitigation measures will be secured through the Construction and Environment Management Plan condition.

7.85 A Noise Impact Assessment was submitted. However, Stevenage Borough Council requested that further consideration be given to a wider surrounding area. As such, the applicant undertook further noise impact assessments provided in two addendums (July and December 2019). This identifies road traffic noise as the dominant source affecting the development site and existing residential areas adjacent to Gresley Way. However, the noise generated as a result of increased traffic flow arising from the development is modelled to increase by less than one decibel during the day time and one decibel during the night time hours. These increases represent a

negligible impact as assessed under relevant guidelines (Design Manual for Roads and Bridges). The increased levels are experienced at the roadside and will therefore diminish with distance. As such, these noise levels represent a worst case scenario, not taking account of reductions in car use resulting from an increase in active and sustainable travel, new vehicle technology which will reduce engine noise outputs or a reduction in vehicle speeds along Gresley Way.

- 7.86 Stevenage Borough Council no longer raise any objection to the application in terms of noise impact on existing residents who reside in close proximity to the site. Notwithstanding the results of the assessment, the conditions recommended by Environmental Health Advisers will ensure that appropriate mitigation measures will be in place, particularly for more sensitive receptors such as the primary school and Travelling Showpeople site. Such mitigation measures can include landscaping, acoustic fencing and walls, building orientation and internal layout amendments, triple glazing, insulation and trickle ventilation if required. Full details will be provided alongside the Reserved Matters applications for the different elements of the development in due course, secured via a noise attenuation condition.

Natural environment

- 7.87 The site as a whole lies within Area 39: Middle Beane Valley of the East Herts Landscape Character Assessment and comprises arable farmland broken up by a number of tree belts. The site is bordered on each side by tree belts of varying width and quality. There are no designated Wildlife Sites within the site; however, the Box Wood Local Wildlife Site lies just beyond the site to the north. There are no internationally designated sites within 10km of the site, though the Bennington Wood SSSI lies approximately 1.4km to the south east of the site.
- 7.88 Herts Ecology has not responded to the application, but has provided detailed pre-application advice to the applicant and Officers regarding the scope of assessments to be undertaken.

Herts and Middlesex Wildlife Trust confirm that the application demonstrates a net gain to biodiversity using a correctly populated biodiversity impact assessment calculator. The Trust note that further detail will be required at Reserved Matters stage to meet policy requirements relating to the creation of buffers of complementary habitats to reinforce current tree belts and hedgerows. The Trust further requests that all buildings bordering open spaces should contain an integrated bat or bird box and the applicant should submit a statement confirming a commitment to this and to specify the make, model and location. This will be managed via the Landscape and Environment Management Plan condition.

- 7.89 Given the current use of the site as intensive arable farmland, there are few features of ecological significance on the site, with the exception of those species that benefit from agricultural environments. Submitted ecological surveys do however confirm the presence of protected species within and in the vicinity of the site. The detail of these is sensitive information, however, the Ecological Impact Assessment sets out how impacts will be prevented in the first instance, minimised where impacts are absolutely unavoidable and necessary, and compensated for where impacts do occur through additional habitat creation within and on the edges of the site. The creation of compensatory and complementary habitats will create a more diverse structure and flora across the site, achieving an overall net gain to biodiversity. This is in line with Policies NE2, NE3 and NE4 of the District Plan and Policy 5 of the Walkern Neighbourhood Plan.
- 7.90 Species specific surveys will be updated as part of the Reserved Matters applications and conditions that require pre-commencement surveys will also be utilised to capture any changes to species activity. The proposed on-site mitigation measures detailed in the submitted Ecological Impact Assessment are reasonable and proportionate. They include the use of buffer planting, new habitat creation, sensitive lighting, timing construction activity to avoid impacts on nesting birds and the use of integrated bat and bird boxes within new homes and buildings among other

measures. These proposals will satisfy local and national policy to deliver biodiversity gain. However, a condition is recommended to secure the production of a Landscape and Ecology Management Plan to ensure these mitigation measures are implemented.

7.91 In summary, proposed mitigation for the site as a whole includes:

- The creation of a series of green links through the site which integrates SuDS to create a diverse, species-rich wetland environment;
- The creation of informal open space with a variety of ground flora, grassland, trees and hedgerows;
- The retention and enhancement of trees and hedgerows during construction and occupation (unless agreed in the Landscape Strategy);
- The removal of dead, diseased and dying trees with replacements where suitable;
- The integration of bat and bird boxes;
- A sensitive lighting scheme;
- Updated species surveys and species-specific mitigation.

Heritage impact

7.92 There are no Listed Buildings within or in proximity to the site, the nearest being individual properties within Aston End and Walkern. The site does not however form part of the setting of these heritage assets. As such it is considered that the site will not give rise to any heritage impact in accordance with Policy HA7 of the District Plan and Policy 3 of the Walkern Neighbourhood Plan.

7.93 In terms of archaeological assets, the site has been subject to a programme of archaeological investigation and trial trenches. These evaluations indicate that there is little surviving evidence of historic settlement. However, in the south-eastern part of the south-western field, some evidence was found suggestive of specialist agricultural or horticultural activity, potentially of Middle Iron Age date. Therefore, given that there is the potential to learn more about these activities, the HCC Historic Environment Adviser recommends

a pre-commencement condition to undertake further investigation to assist in the understanding of human activity and to ensure that any finds are appropriately recorded and displayed where necessary. This has been agreed with the applicant. This is in accordance with Policy HA3 of the District Plan.

8.0 Infrastructure Delivery and Planning Obligations

8.1 HCC request financial contributions towards nursery education, childcare, primary education, secondary education, youth provision, library provision and the provision of fire hydrants:

• Primary education	£5,578,252
• Secondary education	£5,606,857
• Childcare	£73,720
• Youth facilities	£21,287
• Library facilities	£104,456
• Waste Services	£37,849 (expansion) / £67,047 (new facility)

8.2 The primary education, secondary education and waste services contributions are subject to indexation from 1Q2019 BCIS All in TPI. Depending upon the County Council's preferred approach to waste management and the identification of a Regulation-compliant project, different contributions required to mitigate waste service needs will be agreed. The childcare, youth and library figures are indicative figures based on the submitted dwelling mix. Therefore, deviation from this at the Reserved Matters stages will result in different contributions being sought. The S106 Agreement will therefore set out how these will be calculated. These contributions will be subject to indexation from PUBSEC175.

8.3 The Highway Authority has provided indicative costs for the delivery of on-site bus stops for information. The Highway Authority request that a Travel Plan Fund be secured which will only be called upon should Travel Plan targets be missed. Contributions towards sustainable transport measures and off-site mitigation contributions are also requested. These include the following:

• Resident bus passes: two per dwelling for three months from occupation (618 x 2 x £165)	£203,940
• Bus re-routing (£170,000 x 5yrs)	£850,000
• Travel Plan remedial fund (£10,000 x 5yrs)	£50,000
• Travel Plan Evaluation (£6,000 x 3)	£18,000
• A602/Gresley Way upgrade	£425,000
• TOTAL	£1,564,940

- 8.4 In addition, the Highway Authority request that the applicant enter into a Section 278/38 Agreement to make provision for improvement to the crossing on Fairlands Way as part of the pedestrian/cycleway.
- 8.5 The NHS has requested contributions of £437,363.39 which will be directed towards improving patient facilities at nearby GP practices (Chells Surgery, King George Surgery, Shephall Health Centre, Manor House Surgery, Bedwell Medical Centre and The Symonds Green Health Centre). The NHS has also requested £120,176 towards mental health costs, £112,494 towards community healthcare costs and £1,368,536 towards acute care costs. A total of £1,601,206.
- 8.6 The response from the NHS and subsequent discussions confirms that they are unable to identify specific planned projects in respect of hospital improvements. Officers are therefore unable to conclude that the contributions satisfy the tests of reasonableness in Planning Policy Guidance or that they would be compliant with the current Community Infrastructure Levy Regulations (CIL). Legal Services have confirmed that this is the position. Subject to confirmation of how the funds are to be used the obligation towards GP provision may meet the above tests.
- 8.7 The Local Plan Planning Obligations SPD dates from 2008. A replacement Open Space, Sport and Recreation SPD is currently being prepared. In respect of this application, in recommending financial planning obligations, officers have had regard to the categories of provision that are likely to form the basis of the new SPD. Obligations are to be sought in respect of health and fitness,

and indoor sport, outdoor playing pitches and allotments, subject to the identification of projects and compliance with the CIL Regulations, estimated as follows;

- Health and fitness and indoor sport £668,160
- Outdoor sport and playing pitches £343,218
- Allotments £59,805

8.8 Members are advised that the planning obligations relating to the site are substantive due to the costs of providing education facilities and highway mitigation contributions. Therefore, the financial obligations above are subject to ongoing discussions with the Applicant and statutory consultees to satisfy themselves that contributions comply with Regulation 122 of the CIL Regulations. Planning conditions may also require amendment if it is deemed more appropriate to be secured through the S106 Agreement or vice versa. Officers therefore request delegated authority in consultation with the Head of Planning and Building Control, to agree and finalise the precise planning obligation package to ensure that all contributions meet the legal and policy tests.

9.0 Planning Balance and Conclusion

9.1 The Outline application proposes 618 new homes, 247 (40%) of which will be affordable dwellings, a care home of up to 80 beds and up to 50 assisted living homes, plus a site for Travelling Showpeople (up to five plots). In addition, the outline application proposes community infrastructure including a two form entry primary school and a neighbourhood hub providing for up to 658 sq. m of A1-A5 retail uses and up to 400 sq. m in D1 use. The delivery of community and commercial facilities on-site creates not only a sense of place, but creates an inherently more sustainable neighbourhood, where all new homes are within a short walk of facilities that provide for day to day needs, reducing the need to travel and enabling a thriving neighbourhood hub which provides local opportunities for employment.

- 9.2 The application also proposes, in detail, a spine road access junctions and drainage infrastructure associated with the road. The delivery of new homes, including homes that meet specifically identified needs along with community infrastructure, in accordance with Policies DPS2, DPS3, EOS1, HOU1, HOU3, HOU6, HOU7, HOU8, HOU9 and CFLR7. The delivery of strategic housing and key infrastructure on this allocated site carries significant positive weight.
- 9.3 The proposal provides land for the delivery of a two form entry primary school on the site in order to accommodate the child product of the site while also accommodating the longer term needs arising from existing residents. The proposal also makes financial contributions towards the provision of a secondary school in order to accommodate the child product of the site in accordance with East Herts District Plan Policy CFLR10. This carries positive weight.
- 9.4 The Outline application is supported by a Masterplan Vision with clear parameters and principles. The application demonstrates a commitment to achieving a landscape led scheme that meets Secured by Design and Building for Life 12 standards in accordance with East Herts District Plan Policies EOS1 and DES4. Acknowledging that the specific measures will be set out in future Reserved Matters applications, these principles are secured via conditions.
- 9.5 The proposal provides for satisfactory access to the development and the required highway mitigation measures in accordance with Policy TRA2 of the District Plan. The appropriate level of parking provision will be secured through the Reserved Matters applications in due course. The application achieves a focus on active and sustainable modes of travel, including making significant off-site improvements to walking and cycling networks. Acknowledging that there will be an increase in vehicle movements arising from this development, the proposed mitigation measures, combined with the community benefits arising from off-site improvements outweigh the increase in traffic. The highway impacts of the development are therefore considered to be neutral.

- 9.6 Subject to the implementation of further assessments and strategies secured by conditions, the heritage, contamination and pollution impacts of the development are regarded as neutral.
- 9.7 Subject to the implementation of mitigation measures and strategies secured by conditions, the development achieves a net gain to biodiversity and therefore the ecological impacts of the development are policy compliant.
- 9.8 The proposal delivers appropriate levels of financial contribution towards infrastructure.
- 9.9 The comments of Aston and Walkern Parish Councils in respect of compliance with specific District Plan policies and National Planning Policy Framework are noted. However, the scheme's compliance with the Walkern Neighbourhood Plan and District Plan policy requirements is addressed above. Officers are satisfied that the scheme complies with East Herts District Plan and Neighbourhood Plan policy requirements.
- 9.10 Overall, the Outline application is supported by a comprehensive Masterplan Vision with clear design parameters set within the context of a well-considered Landscape Strategy, in order to ensure that future Reserved Matters applications are of a high quality design and layout. Furthermore, the main structuring element – the access junctions and central spine road and associated drainage infrastructure are provided in detail. Subject to the implementation of the conditions the overall scheme is considered to be of good quality and a sustainable form of development. The hybrid proposal, both the planning application for the spine road, access junctions and associated drainage infrastructure, and the outline application are considered to comply with the requirements of the development plan as a whole and with national policy.

RECOMMENDATION

- Travel Plan remedial fund (£10,000 x 5yrs) £50,000
- Travel Plan Evaluation (£6,000 x 3) £18,000
- A602/Gresley Way upgrade £425,000
- NHS – financial contribution to off-site expansion £437,363.39
- Arrangements for the future maintenance and stewardship of the public realm/public open space and play equipment.
- EHDC:
- Health and fitness and indoor sport £668,160
- Outdoor sport and playing pitches £343,218
- Allotments £59,805
- EHDC S106 Monitoring Fees £300 per clause/trigger

Note: All figures quoted above are subject to indexation and the identification of CIL Regulation-compliant projects. As such, Officers request delegated authority in consultation with the Head of Planning and Building Control, to agree and finalise the precise planning obligation package to ensure that all contributions meet the legal and policy tests.

Summary of Reasons for Decision

East Herts Council has considered the applicant's proposal in a positive and proactive manner with regard to the policies of the Development Plan and any relevant material considerations. The proposal complies with the development plan and national policy and it is considered that permission should be granted.

Draft Schedule of Conditions

Definition of Terms

“Enabling works” means (i) surveying, (ii) environmental and hazardous substance testing and sampling (including the making of trial boreholes,

window sampling and test pits in connection with such testing and sampling), (iii) soil tests, (iv) pegging out, (v) tree protection, (vi) ecological survey and mitigation works, (vii) archaeological investigation, (viii) contaminated land remediation, (ix) ground improvement works, and (x) demolition and removal of buildings and other structures on the site or similar related works.

“Full planning permission” means the detailed element of the planning application as shown on Drawing Number SK029: DETAILED APPLICATION PLAN comprising the Central Spine Road, access junctions and associated drainage infrastructure.

“Earthworks” means the strategic land re-profiling, remediation works and principal foul and surface water and flood risk drainage infrastructure works, attenuation ponds and swales.

“Parcel/Parcels” means a parcel or parcels of the development as shown on the Drawing Number: SK012 DEVELOPMENT PARCELS PLAN.

“Spine Road Works Area” means the area of land required for the delivery of the development for which full planning permission is granted.

1. Three Year Time Limit

The part of this development for which full planning permission (Central Spine Road and associated drainage infrastructure) has been granted shall be begun within a period of three years commencing on the date of this notice.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 and to ensure the timely implementation of the development in accordance with Policies DPS1 and EOS1 of the East Herts District Plan 2018.

2. Details of Reserved Matters - Outline

For each Parcel of development for which Outline permission is granted (as outlined in Drawing Number: SK012 DEVELOPMENT PARCELS PLAN), no development, in relation to that Parcel, apart from enabling works, earthworks and access works, shall commence until detailed plans for that Parcel have been submitted

to and approved in writing by the Local Planning Authority. These plans will show the layout, scale, design, internal layout, and external appearance of the buildings to be constructed and landscaping to be implemented (hereinafter referred to as "the Reserved Matters") on that Parcel. The development 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, in accordance with Policy DES4 of the East Herts District Plan 2018.

3. Time Limit for Reserved Matters - Outline

All applications for the approval of the Reserved Matters for each Parcel shall be made to the Local Planning Authority not later than two years from the date of this Outline permission. The development of each Parcel shall be begun not later than the expiration of one year from the date of the approval of the reserved matters application.

Reason: To prevent the accumulation of unimplemented permissions, to comply with the requirements of Section 92(4) of the Town and Country Planning Act 1990 (as amended) and to ensure the timely implementation of the development in accordance with Policies DPS3, DPS4 and EOS1 of the East Herts District Plan 2018.

4. Submission of a Construction and Environment Management Plan

Prior to the commencement of the development for which full planning permission is granted, a detailed Construction and Environmental Management Plan (CEMP) relating to that development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the construction of the development for which full planning permission has been granted

shall only be carried out in accordance with the approved CEMP unless otherwise agreed in writing by the local planning authority.

Pursuant to the above, prior to the commencement of any Parcel, a detailed Construction and Environmental Management Plan (CEMP) for that Parcel, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the construction of any Parcel shall only be carried out in accordance with the approved CEMP for that Parcel unless otherwise agreed in writing by the local planning authority.

The plan shall include the following:

- a. The construction programme and phasing;
- b. Hours of operation;
- c. Details of any highway works necessary to enable construction to take place;
- d. Details of any works to or affecting Public Rights of Way within and in the vicinity of the site (Aston 004, Stevenage 107, Walkern 021, Aston 021 and Aston 032). These details shall demonstrate how safe and unobstructed access will be maintained at all times in accordance with Highway Informative 17 below;
- e. Details of servicing and delivery, including details of site access, compound, hoarding, construction related parking, loading, unloading, turning areas and materials storage areas;
- f. Where works cannot be wholly contained 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 and proposed traffic management;
- g. Management of construction traffic and deliveries to reduce congestion and avoid school pick up/drop off times, including numbers, type and routing;
- h. Control of dust and dirt on the public highway, including details of wheel washing facilities and cleaning of site entrance adjacent to the public highway;
- i. Details of public contact arrangements and complaint management;

- j. Construction waste management proposals;
- k. Mechanisms to deal with environmental impacts such as noise and vibration, air quality and dust, light and odour;
- l. Mechanisms to prevent the impact of construction on landscape features and wildlife species, as required in the Landscape and Ecology Management Plan.
- m. Details of any proposed piling operations, including justification for the proposed piling strategy, a vibration impact assessment and proposed control and mitigation measures;
- n. Post construction restoration/reinstatement of the working areas and temporary access to the public highway; and
- o. Measures to be implemented to ensure wayfinding for both occupiers of the site and for those travelling through it.

Reason: In the interests of highway safety and the control of environmental impacts, and in order to protect the amenity of existing and future residents during the course of the development in accordance with policies TRA2, CFLR3, EQ2, EQ3 and EQ4 of the East Herts District Plan 2018 and Policies 5, 12, 17, 21 and 22 of Hertfordshire's Local Transport Plan 2018.

5. Construction hours of working – plant and machinery

In connection with all site demolition, site preparation and construction works, no plant or machinery shall be operated on the premises before 07.30hrs Monday to Saturday, nor after 18.30hrs on weekdays and 13.00hrs on Saturdays, not at any time on Sundays or Bank Holidays.

Reason: To safeguard the amenity of existing and future residents, in accordance with Policy EQ2 of the East Herts District Plan 2018.

6. Submission of Delivery Plans

Pursuant to Condition 4, prior to the commencement of the development for which full planning permission is granted, a Delivery Plan relating to that part of the development, including any pre-commencement investigations and surveys, shall be submitted to and approved in writing by the Local Planning Authority. Once approved, the development shall be implemented in accordance

with the approved Delivery Plan (or any subsequent revision thereof approved in writing by the Local Planning Authority).

Pursuant to the above, prior to the commencement of any Parcel, a Delivery Plan for that Parcel shall be submitted to, and approved in writing by the Local Planning Authority. The Delivery Plan shall set out the details of the proposed sequence of development for that Parcel, including any pre-commencement investigations and surveys. Once approved, the development shall be implemented in accordance with the approved Delivery Plan (or any subsequent revision thereof approved in writing by the Local Planning Authority).

The Delivery Plan shall include details and relative sequencing of the provision of the following matters in relation to each outline Parcel:

- Major infrastructure including roads, footpaths and cycleways;
- Green and landscaped spaces, including, where appropriate, areas for play; and
- The location and timing of provision of land for the education facilities.

Reason: To ensure proper management of the phasing of the development and the provision of relevant infrastructure at appropriate times throughout the development in the interests of the amenity of occupiers and users of the site and in accordance with the requirements of Policies DPS3, DPS4 and EOS1 of the East Herts District Plan 2018.

7. Contaminated land survey and remediation

Prior to the commencement of the development for which full planning permission is granted, or within a Parcel, a scheme to deal with contamination of land, ground gas and controlled waters for that Parcel or the Spine Road Works Area, must be submitted to and approved in writing by the Local Planning Authority.

Prior to the commencement of any Parcel, a scheme to deal with contamination of land, ground gas and controlled waters for that

Parcel or the Spine Road Works Area, must be submitted to and approved in writing by the Local Planning Authority.

The scheme shall include all of the following measures, unless the local planning authority dispenses with any such requirement specifically in writing:

- a. A Phase II intrusive investigation report, as recommended by the submitted "East of Stevenage Phase 1 Ground Condition Assessment (land contamination and stability) "Report Ref 41988/3504 dated November 2018 by Peter Brett Associates Ltd detailing all investigative works and sampling on site, together with the results of the analysis, undertaken in accordance with BS 10175:2011 Investigation of Potentially Contaminated Sites – Code of Practice. The report shall include a detailed quantitative human health and environmental risk assessment.
- b. A remediation scheme detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. A clear end point of the remediation shall be stated, and how this will be validated. Any ongoing monitoring shall also be determined.
- c. If during the works contamination is encountered which has not previously been identified, then the additional contamination shall be fully assessed in an appropriate remediation scheme which shall be submitted to and approved in writing by the local planning authority.
- d. A validation report detailing the proposed remediation works and quality assurance certificates to show that the works have been carried out in full accordance with the approved methodology shall be submitted prior to the development being brought into use. Details of any post-remedial sampling and analysis to demonstrate that the site has achieved the required clean-up criteria shall be included, together with the necessary documentation detailing what waste materials have been removed from the site.

Reason: To minimise and prevent pollution of the land and the water environment and in accordance with national planning policy guidance set out in section 11 of National Planning Policy Framework and in order to protect human health and the environment in accordance with policy EQ1 of the East Herts District Plan 2018.

8. Programme of Archaeological Work

Prior to commencement of any part of the Southern Parcel as shown on drawing number SK012 DEVELOPMENT PARCELS PLAN, which for the purpose of this condition includes any part of the Spine Road Works Area within the Southern Parcel, an Archaeological Written Scheme of Investigation in relation to the Southern Parcel or the relevant Spine Road Works Area shall be submitted to and approved in writing by the Local Planning Authority. The development of the Southern Parcel shall thereafter be carried out in accordance with the approved scheme.

No dwellings within Southern Parcel shall be occupied until the site investigation and post investigation assessment for the Southern Parcel has been completed in accordance with the programme set out in the approved Written Scheme of Investigation for the Southern Parcel and the provision made for analysis and publication where appropriate.

The Scheme of Investigation shall include the following:

- a. The programme and methodology of site investigation and recording;
- b. The programme for post investigation assessment;
- c. Provision to be made for analysis of the site investigation and recording;
- d. Provision to be made for publication and dissemination of the analysis and records of the site investigation;
- e. Provision to be made for archive deposition of the analysis and records of the site investigation; and

- f. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

Reason: The programme is required to be undertaken prior to the commencement of the development to secure the protection of and proper provision for any archaeological remains in accordance with Policy HA3 of the East Herts District Plan 2018 and the National Planning Policy Framework.

9. Monitoring and Management of Highway Impacts

Prior to the occupation of the first dwelling on any part of the development, a Highway Impact Monitoring and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This will set out a framework for undertaking surveys to monitor the vehicle trip rates arising from the development to include (but not be restricted to) the installation of traffic counters upon each access, Travel Plan monitoring and regular dialogue between the Developer, the Local Planning Authority and the Highway Authority.

Reason: To ensure that the development is appropriately mitigated to ensure impacts are no worse at any time during the construction phase and on completion of the development.

10. Travel Plans

Prior to the occupation of the first dwelling, a site wide Framework Travel Plan shall be submitted to and approved in writing by the Local Planning Authority pursuant to Condition 9. In conjunction with the Framework Travel Plan, detailed draft Travel Plans for each element of the development (residential, care home and assisted living, and commercial uses) shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plans shall make provision for relevant surveys, review and monitoring mechanisms, targets, further mitigation if required, timescales, phasing programme and on-site management responsibilities. Prior to first occupation, a site wide Full Travel Plan and Travel Plans for each use shall be submitted to and approved in writing by the Local Planning

Authority and thereafter shall be implemented and be subject to regular review in accordance with the above details.

Reason: To ensure that the development traffic is within the predicted levels in the Traffic Assessment, to promote sustainable transport measures and maintain the free and safe flow of traffic in accordance with Policies TRA1 and TRA2 of the East Herts District Plan and Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan 2018.

11. Landscape and Ecology Management Plan

Prior to the commencement of any part the development for which full planning permission has been granted, a Landscape and Ecology Management Plan shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development for which full planning permission has been granted shall secure and implement the measures identified in the approved Landscape and Ecology Management Plan relevant to the Central Spine Road Works Area in accordance with the requirements of the approved Plan.

Pursuant to the above, prior to the commencement of any Parcel, a Landscape and Ecology Management Plan for that Parcel shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the developer of any Parcel shall secure and implement the measures identified in the approved Landscape and Ecology Management Plan relevant to that Parcel in accordance with the requirements of the approved Plan.

The Plan shall include full details of both hard and soft landscaping and ecology management for that Parcel, including the relationship of that Parcel to any adjacent Parcel and the Central Spine Road Works Area. The Plan shall include at least the following:

- a. Proposed finished levels and contours;
- b. Means of enclosure;
- c. Minor artefacts and structures (e.g. street furniture, play equipment, refuse or other storage units, signs, external public lighting);

- d. Proposed functional services above and below ground (e.g. drainage, power, communications cables, pipelines, etc. indicating lines, manholes, supports etc.);
- e. Description and evaluation of existing soft landscaping features to be retained;
- f. Schedules of plants, noting species, planting sizes and proposed numbers/ densities where appropriate;
- g. Schedules of the make, model and location of integrated bat and bird boxes in all properties bordering an open space;
- h. Implementation timetables, including clearance to avoid nesting periods;
- i. Preparation of an annual work plan, including monitoring (which shall include the provision and maintenance of habitats for a period of not less than ten years from completion of the development of the relevant phase;
- j. The implementation of Species-specific mitigation measures for that Phase as set out in the submitted Ecological Impact Assessment November 2018, including Appendices; the Tree Survey, Arboricultural Impact Assessment, Preliminary Arboricultural Method Statement and Tree Protection Plan December 2018; the Landscape Design Statement January 2019; the Drawing Number: CSA/3756/113 Rev B LANDSCAPE STRATEGY, and the Sustainability Statement forming part of the Planning, Design and Access Statement January 2019.

Reason: This Management Plan is required to be undertaken prior to the commencement of the development to secure the protection of and proper provision for protected species and habitats of ecological interest in accordance with Policies NE1, NE2 and NE3 of the District Plan and to ensure the provision, establishment and maintenance of a reasonable standard of landscaping in accordance with the approved design, in accordance with Policies EOS1, DES3 and DES4 of the District Plan.

12. Tree/hedge retention and protection

Prior to commencement of the development for which full planning permission has been granted, a detailed Arboricultural Impact Assessment and Method Statement, Tree Removal Plan and Tree

Protection Plan for that Parcel shall be submitted to and approved in writing by the Local Planning Authority.

Pursuant to the above, prior to commencement of the development within a Parcel, a detailed Arboricultural Impact Assessment and Method Statement, Tree Removal Plan and Tree Protection Plan for that Parcel shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development for which full planning permission has been granted, or for that Parcel shall be carried out in accordance with the approved Plans.

All existing trees and hedges identified on the approved drawings as being retained within the Spine Road Works Area or that Parcel shall be retained, unless shown on the approved drawings for that Spine Road Works Area or Parcel as being removed.

All trees and hedges on and immediately adjoining the Spine Road Works Area or that Parcel shall be protected from damage as a result of works on the Spine Road Works Area or that Parcel, to the satisfaction of the Local Planning Authority in accordance with BS5837: 2012 Trees in relation to design, demolition and construction, for the duration of the works on that Parcel.

Reason: To ensure the continuity of amenity afforded by existing trees and hedges, in accordance with Policy DES3 of the District Plan.

13. Tree Replacement

If, within a period of five years from the date of the planting of any tree approved as part of the landscaping details approved pursuant to Condition 11, or any tree planted in replacement for it, that tree is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted in the same place, unless the Local Planning Authority gives its written approval to any variation, as soon as is reasonably practicable and, in any case, by not later than the end of the first available planting season.

Reason: To ensure the continuity of amenity afforded by the proper maintenance of existing and/or new landscape features, in accordance with Policy DES4 of the District Plan.

14. Flood Risk Assessment: Strategy Approval

No part of the development for which full planning permission is granted shall take place until the final design of the drainage scheme for the development is completed and sent to the Local Planning Authority for approval.

Pursuant to the above, no development shall take place within any Parcel until the final design of the drainage scheme for that Parcel is completed and sent to the Local Planning Authority for approval.

The surface water drainage system will be based on the submitted Flood Risk Assessment and Drainage Strategy, prepared by Woods Hardwick Infrastructure LLP, report reference 18007/FRA, dated 01/12/18. The scheme shall also include:

- a. Detailed infiltration tests to BRE Digest 365 standard carried out at the location and depth of the proposed infiltrating features.
- b. Updated calculations for storage based on detailed infiltration testing.
- c. Should infiltration be unfeasible for the permeable paving and parking areas, propose an alternate surface water discharge mechanism for that parcel based on providing a connection to the strategic surface water network discharging to the deep borehole soakaways.
- d. Detailed engineered drawings of the proposed SuDS features including their location, size, volume, depth and any inlet and outlet features including any connecting pipe runs and all corresponding calculations/modelling to ensure the scheme caters for all rainfall events up to and including the 1 in 100 year + 40% allowance for climate change event for the Northern Parcel Full Works area.
- e. Demonstrate an appropriate SuDS management and treatment train and inclusion of above ground features such as permeable

paving, swales etc. for the paved areas and or impermeable areas and reducing the requirement for any underground storage.

The development for which full planning permission is granted and within each Parcel shall be implemented in accordance with those approved plans.

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site in accordance with Policy WAT1 of the District Plan.

15. Flood Risk Assessment: Implementation

The development shall be carried out in accordance with the Flood Risk Assessment and Drainage Strategy, prepared by Woods Hardwick Infrastructure LLP, report reference 18007/FRA, dated 01/12/18 and the following mitigation measures:

- a. Provide attenuation to ensure no increase in surface water run-off volumes for all rainfall events up to and including the 1 in 100 year + 40% for climate change event. Attenuation volumes provided per catchment network based on the catchment areas included in Catchment Plan 18007-STEVE-5-136 in the Flood Risk Assessment and Drainage Strategy (unless alternative volumes are agreed by the Local Planning Authority pursuant to Condition 14) should include:
 - i. Network 1: 1,980m³
 - ii. Network 2: 2,118m³
 - iii. Network 3: 3,430m³
 - iv. Network 4: 772.5m³
 - v. Network 5: 3,235.5m³
- b. Implement drainage strategy for the Central Spine Road based on swales, detention ponds and deep bore soakaways (or such other features as may be approved by the LPA under Condition 14 above).

- c. Implement drainage strategy for the drainage infrastructure based on swales, permeable paving with sub-base, detention ponds and deep bore soakaways.

The development shall be implemented in accordance with those approved plans.

Reason: To prevent flooding by ensuring the satisfactory storage of and disposal of surface water from the site in accordance with Policy WAT1 of the District Plan.

16. Surface Water and Sustainable Drainage Maintenance Strategy

Upon completion of the drainage works for the development for which full planning permission has been granted, and in accordance with the timing / phasing arrangement, a management and maintenance plan for the SuDS features and drainage network must be submitted to and approved in writing by the Local Planning Authority.

Upon completion of the drainage works within a Parcel and in accordance with the timing / phasing arrangement, a Management and Maintenance Plan for the SuDS features and drainage network within that Parcel must be submitted to and approved in writing by the Local Planning Authority.

The Management and Maintenance Plan shall include:

- a. Provision of a complete set of as built drawings for the SuDS features and drainage network.
- b. Maintenance and operational activities for the SuDS features and drainage network.
- c. Arrangements for the adoption and or long-term maintenance of the SuDS features and drainage network and any other measures to secure the operation of the drainage network as a whole throughout its lifetime.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site in accordance with Policy WAT1 of the District Plan.

17. Foul Water

Prior to the occupation of any Parcel, confirmation that a Foul Water Drainage Strategy and Building Plan for that Parcel have been agreed with Thames Water and any mitigation required in the form of pumping inhibitor has been installed shall have been provided to the Local Planning Authority in the form of a written statement. No occupation of any buildings shall take place other than in accordance with that Foul Water Drainage Strategy and Building Plan.

Reason: In order to ensure works are carried out in accordance with the approved strategy in the interests of the management of foul water in accordance with Policies WAT 1 and WAT5 of the East Herts District Plan 2018.

18. Approved plans – Central Spine Road

The development for which full planning permission has been granted shall be carried out in accordance with the approved plans listed below:

- a. SPINE ROAD GENERAL ARRANGEMENT SHEET 1 OF 6, drawing no. SK05 Rev B (TPA, 07.08.19)
- b. SPINE ROAD GENERAL ARRANGEMENT SHEET 2 OF 6, drawing no. SK05 Rev B (TPA, 07.08.19)
- c. SPINE ROAD GENERAL ARRANGEMENT SHEET 3 OF 6, drawing no. SK05 Rev B (TPA, 07.08.19)
- d. SPINE ROAD GENERAL ARRANGEMENT SHEET 4 OF 6, drawing no. SK05 Rev B (TPA, 07.08.19)
- e. SPINE ROAD GENERAL ARRANGEMENT SHEET 5 OF 6, drawing no. SK05 Rev B (TPA, 07.08.19)
- f. SPINE ROAD GENERAL ARRANGEMENT SHEET 6 OF 6, drawing no. SK05 Rev B (TPA, 07.08.19)

Reason: To ensure the development is carried out in accordance with the approved plans, drawings and specifications.

19. Highway Access Works – Central Spine Road

Prior to the first public or bus route use of the development for which full planning permission has been granted, the vehicular accesses shall be provided and thereafter retained at the position shown on the approved plans, Drawing Numbers: SK05 Rev B, SPINE ROAD GENERAL ARRANGEMENT, SHEETS 1 through 6 and 18007-STEVE-5-135 (pursuant to Condition 18). Arrangement shall be made for surface water drainage to be managed in accordance with Conditions 14, 15 and 16.

Reason: To ensure satisfactory access into the site and avoid carriage of extraneous material or surface water from or onto the highway in accordance with Policy 5 of Hertfordshire's Local Transport Plan 2018 and Policy TRA2 of the District Plan.

20. Detailed Highways Plans – Central Spine Road

Prior to the commencement of the development for which full planning permission has been granted apart from enabling works, full details in relation to the development (in the form of scaled plans and / or written specifications) shall be submitted to and approved in writing by the Local Planning Authority to detail the following:

- a. Roads,
- b. Footways;
- c. Cycleways;
- d. External public lighting;
- e. Minor artefacts, structures and functional services (pursuant to Condition 11 Landscape and Ecological Management Plan)
- f. Foul and surface water drainage (pursuant to Conditions 14, 15 and 16);
- g. Visibility splays;
- h. Access arrangements, including temporary construction access (pursuant to Conditions 4 and 19);
- i. Hard surfacing materials;

- j. Loading areas; and
- k. Turning and circulation areas.

The development of the Central Spine Road shall be implemented in accordance with those approved plans.

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan 2018 and Policy TRA2 of the District Plan.

21. Maintenance of Streets – Central Spine Road

Prior to the first public or bus route use of the development for which full planning permission has been granted full details shall have been submitted to and approved in writing by the Local Planning Authority in relation to the proposed arrangements for future management and maintenance of the spine road, access junctions and associated drainage infrastructure. The spine road, access junctions and associated drainage infrastructure shall thereafter be maintained in accordance with the approved management and maintenance details until such time as an agreement has been entered into under Section 38 of the Highways Act 1980 or a Private Management and Maintenance Company has been established.

Reason: To ensure satisfactory development and to ensure that the Central Spine Road is managed and maintained thereafter to a suitable and safe standard in accordance with Policy TRA1 of the District Plan and Policies 5 and 22 of Hertfordshire's Local Transport Plan 2018.

22. Detailed Highways Plans – Outline

Prior to the commencement of the development within any Parcel apart from enabling works, full details in relation to the design of estate roads (in the form of scaled plans and / or written specifications) for that Parcel shall be submitted to and approved in writing by the Local Planning Authority to detail the following:

- a. Roads,
- b. Footways (pursuant to Conditions 24 and 25);
- c. Cycleways (pursuant to Conditions 24 and 26);
- d. External public lighting (pursuant to Condition 27);
- e. Minor artefacts, structures and functional services (pursuant to Condition 11);
- f. Foul and surface water drainage (pursuant to Conditions 14, 15 and 16);
- g. Visibility splays (pursuant to Condition 29);
- h. Access arrangements including temporary construction access (pursuant to Condition 4);
- i. Hard surfacing materials (pursuant to Condition 29);
- j. Parking areas for vehicles and cycles;
- k. Loading areas; and
- l. Turning and circulation areas.

The development shall be implemented in accordance with those approved plans.

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy 5 of Hertfordshire's Local Transport Plan 2018 and Policies TRA1, TRA2, TRA3 and DES4 of the District Plan.

23. Maintenance of Streets - Outline

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

Reason: To ensure satisfactory development of the site and to

ensure estate roads are managed and maintained thereafter to a suitable and safe standard.

24. Off-Site Walking and Cycling Routes - Outline

Prior to the commencement of any part of the development, a scheme of off-site pedestrian and cycle improvements, as shown in principal in Drawing Numbers 18007-STEVE-5-122 Sheets 1 to 4, and Drawing Numbers 0033/115_01, 0033/115_02 and 0033/115_03 in the Transport Technical Note August 2019, has been submitted to and approved by the local planning authority. The scheme shall provide details relating to the programme and mechanism of delivery and maintenance. In addition, the scheme shall include:

- a. Provision of a 3m footway/cycleway between Fairlands Way and Six Hills Way;
- b. Connection to the Emperor's Head crossing on Fairlands Way and conversion to a non-segregated Toucan Crossing;
- c. Provision of highway works to improve crossing points across Gresley Way opposite Boxfield Green and at the entrance to PROW Aston 004.

No more than 75 dwellings across the site as a whole shall be occupied or such other timescale as may be approved by the Local Planning Authority, until the approved scheme has been implemented in full.

Reason: To ensure early delivery of off-site linkages and to promote the use of non-car modes of transport in accordance Policy TRA1 of the District Plan and to ensure construction of a satisfactory development in the interests of highway safety and amenity, in accordance with Policies 5 and 7 of Hertfordshire's Local Transport Plan 2018.

25. On-site Walking Routes - Outline

Prior to the occupation of each Parcel, details of a network of footways within that Parcel, linking to adjacent Parcels and external connections provided pursuant to Condition 24 shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include details of surface treatments,

external public lighting, dimensions and the programme for delivery of the footways.

No dwelling shall be occupied until the footpath serving that dwelling has been provided.

The network of footpaths within a Parcel approved by the Local Planning Authority shall be implemented in accordance with the approved programme for delivery for that Parcel.

Reason: To ensure proper management of modal shift and encourage use of sustainable transport modes to travel within Stevenage and surrounding areas, to promote the use of non-car modes of transport in accordance Policy TRA1 of the District Plan.

26. On-Site Cycle Routes – Outline

Prior to the occupation of each Parcel, details of a network of off-carriageway cycle routes within that Parcel, linking to adjacent Parcels and external connections provided pursuant to Condition 24, shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include details of surface treatments, external public lighting, dimensions and the programme for delivery of the cycle routes.

No dwelling shall be occupied until the cycle route serving that dwelling has been provided.

The network of off-carriageway cycle routes within a Parcel approved by the Local Planning Authority shall be implemented in accordance with the approved programme for delivery within that Parcel.

Reason: To ensure proper management of modal shift and encourage use of sustainable transport modes to travel within Stevenage and surrounding areas to promote the use of non-car modes of transport in accordance Policy TRA1 of the District Plan.

27. External Lighting Details – Outline

Prior to the commencement of each Parcel of the development apart from enabling works, details of any external public lighting proposed for that Parcel shall be submitted to and approved in writing by the Local Planning Authority and no external public lighting shall be provided without such written consent. Each Parcel of the development shall then be carried out in accordance with the approved details. Details shall be provided to demonstrate how the lighting scheme is compatible with and complements the adjacent Parcel, the Masterplan Vision and the Landscape and Ecology Management Plan for that Parcel.

Reason: In order to ensure an adequate level of amenity for residents of the new dwellings and in the interests of the amenity of wildlife, in accordance with policy EQ3 of the adopted District Plan.

28. Visibility Splays – Outline

Prior to the occupation of any dwellings in each Parcel, details shall be submitted to and approved in writing by the Local Planning Authority regarding visibility splays for internal estate roads, and connections to the Central Spine Road relating to that Parcel. Such splays shall thereafter be maintained at all times free from any obstruction between 600mm and 2m above the level of the adjacent highway carriageway.

Reason: In the interests of highway safety. To ensure construction of a satisfactory development and in the interests of highway safety in accordance with Policy 5 of the Hertfordshire Local Transport Plan 2018.

29. Details of Hard Surfacing Materials – Outline

Prior to commencement of each Parcel of the development for which Outline permission is granted apart from enabling works, details of all materials to be used for hard surfaced areas within that Parcel, including roads, drainage details, driveways and car parking areas shall be submitted to the Local Planning Authority for approval in writing. Details shall be provided to demonstrate how the hard surfacing materials details are compatible with and complements the adjacent Parcel and the Masterplan Vision as a

whole. The development of that Parcel shall thereafter be carried out in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

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

30. Public Transport Infrastructure

Prior to the first occupation of each Parcel of the development, details of the public transport infrastructure serving that Parcel as shown in principle in Drawing Number SK03 in the Transport Technical Note 2019, shall be submitted to and approved in writing by the Local Planning Authority. This infrastructure shall comprise of but is not limited to the following:

- a. Details of bus stop facilities to include raised height kerbs and shelters and real-time information signs where agreed;
- b. Bus priority measures where appropriate within the Central Spine Road;
- c. Details of the Bus-Only Section pursuant to Condition 31; and
- d. A programme for the delivery of the public transport infrastructure.

The public transport infrastructure required to serve a particular Parcel, as approved by the Local Planning Authority, shall be implemented in accordance with the approved programme for delivery for that Parcel.

The future locations of all bus stops serving a Parcel should be determined prior to the occupation of any buildings within that Parcel and be clearly marked on site during construction of the internal roads to ensure visibility for prospective purchasers and users.

Reason: To ensure early delivery of off-site linkages and to promote the use of non-car modes of transport in accordance Policy TRA1 of the District Plan.

31. Bus Only Section

Prior to occupation of the development within the Central Parcel, the Central Parcel vehicular access shall be provided and thereafter retained at the position shown on the approved plan drawing number SK05 Rev B, SPINE ROAD GENERAL ARRANGEMENT, SHEET 4 OF 6. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

The measures shown on drawing number PL01, PROPOSED BUS ROUTE OPTION (CENTRAL JUNCTION), to make the Central Parcel access a bus only exit, shall be provided within 6 months of the Central Spine Road (delivered pursuant to Condition 24) being completed and first open for use, or such other timescale as may be approved by the Local Planning Authority.

Reason: To promote the use of non-car modes of transport in accordance Policy TRA1 of the District Plan.

32. Highway Infrastructure – Education Facilities

Not to first use the primary school hereby permitted until the following transport infrastructure is constructed in accordance with a detailed scheme to be agreed in writing with the Local Planning Authority in consultation with the Highway Authority, pursuant to Condition 18 and Conditions 24, 25 and 26):

- Northern and/or Central access junctions on Gresley Way with Central Spine Road to school vehicular entrances with adequate turning head; and
- Provision of 3 metre wide footway/cycleway and 2 metre wide footway from school entrances to a formal crossing point on Gresley Way.

Reason: To ensure suitable, safe and satisfactory planning and development of the site in accordance with Policy TRA2 of the District Plan and Policy 5 of Hertfordshire's Local Transport Plan 2018.

33. 20mph Speed Restriction Zone

Not to occupy the primary school until provision has been made for the promotion and implementation of a 20mph zone within 50m of any highway entrance / egress to the school.

Reason: To improve safety for children attending these schools.

34. School Land Specification

A minimum of 2.1ha of land shall be reserved for the provision of a two-form entry primary school as set out in the Hertfordshire County Council Primary School Land Specification. Prior to the commencement of development of the primary school, details regarding the internal school layout in terms of materials to be used for hard surfaced areas including roads, cycleways, footpaths, public rights of way and car parking areas shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that all highway areas relating to the education facilities are constructed to adoptable standards.

35. Provision of Self-Build / Custom-Build Plots

As part of the submission of any Reserved Matters application relating to the Northern Parcel, there shall be submitted details of the provision to be made for self-build plots, including the timing of that provision. Once agreed as part of the Reserved Matters approval, those plots identified for self-build purposes shall be made available for that use in accordance with the agreed timescale.

Reserved Matters applications will be required for each Self-build plot pursuant to Conditions 2, 36, 37, 38, 39 and 40.

Reason: In order to ensure that appropriate provision is made in accordance with policy HOU8 of the District Plan and to ensure a high quality of design, construction and sustainability in accordance with Policies EOS1, DES4, DES5 and WAT4 of the East Herts District Plan 2018.

36. Materials of Construction

Prior to any above ground construction works being commenced on any building, the external materials of construction for that building and associated boundary treatments shall be submitted to and approved in writing by the Local Planning Authority. Details shall be provided to demonstrate how the materials of construction are compatible with and complements the adjacent Parcel and the Masterplan Vision as a whole. The development of that Parcel shall thereafter be implemented in accordance with the approved materials.

Reason: In the interests of amenity and good design in accordance with Policy DES4 of the District Plan.

37. Secured by Design and Building for Life 12 Principles

The development hereby approved shall be constructed in accordance with the Secured by Design and Building for Life 12 Standards. Reserved Matters applications will be expected to demonstrate that these standards have been met, in particular with regards to the treatment of parking areas and the public realm.

Reason: To ensure a high quality of design and construction in accordance with Policies EOS1, DES4 and DES5 of the District Plan.

38. Energy and Sustainability

The development hereby approved shall be constructed in accordance with the submitted Sustainability Statement included within the Planning, Design and Access Statement January 2019, unless amendments are made to Building Regulations which supersede the Statement, in which case an updated Sustainability Statement should be submitted to and approved in writing by the Local Planning Authority which demonstrates the changes made to the approved scheme to ensure Building Regulation compliance.

Reason: To promote sustainability and sustainable design and construction in accordance with Policies EOS1, DES4 and WAT4 of the District Plan.

39. Water efficiency

Prior to the first occupation of the development, measures shall be incorporated within the development in accordance with the measures set out within the Sustainability Statement included within the Planning, Design and Access Statement January 2019 to ensure that a maximum water efficiency standard of 110 litres per person per day is achieved.

Reason: The Environment Agency has identified this area to be particularly water stressed and a reduction in water usage and increased water efficiency are necessary in accordance with Policy WAT4 of the District Plan 2018.

40. Electric Car Charging Points

Prior to the commencement of each Parcel of the development, apart from Enabling works, details of the installation of and measures to facilitate the provision of electric vehicle charging points within that Parcel of development shall be submitted to and approved in writing by the Local Planning Authority. A separate statement shall be expected for the primary school. The submitted details shall include a programme and method of delivery for any residential, educational and commercial uses within that Parcel. Once approved, electric vehicle charging points shall be installed in accordance with the approved details for the relevant Parcel and or school and each such charging point shall be made available for use in accordance with the approved programme.

Reason: In order to ensure the provision of appropriate infrastructure to support the future sustainability of the development in accordance with policy EOS1 and DES4 of the District Plan.

41. Broadband Infrastructure

Prior to the commencement of each Parcel of the development, apart from Enabling works, details of the measures required to facilitate the provision of high speed broadband internet connections to the relevant Parcel shall be submitted to and approved in writing by the Local Planning Authority. The submitted

details shall include a programme and method of delivery for high speed broadband for each residential and commercial unit within that Parcel. Once approved, high speed broadband infrastructure shall be implemented thereafter in accordance with the approved details for the relevant Parcel and shall be made available for use in respect of each residential and commercial unit in accordance with the approved programme.

Reason: In order to ensure the provision of appropriate infrastructure to support the future sustainability of the development in accordance with policy EOS1 and DES4 of the District Plan.

42. Waste Collection Routes and Specification

Prior to the commencement of each Parcel of development, details of the circulation route for refuse collection and service vehicles for that Parcel shall have been submitted to the Local Planning Authority and approved in writing. The required details shall include a full construction specification for the route, and a plan defining the extent of the area to which that specification will be applied. Details shall be provided to demonstrate how the route is compatible with the adjacent Parcel. No dwelling forming part of the development Parcel in question shall be occupied until the refuse vehicle circulation route has been laid out and constructed in accordance with the details thus approved, and thereafter the route shall be maintained in accordance with those details.

Reason: To facilitate refuse and recycling collections.

43. Noise Attenuation

Prior to the occupation of any dwellings (including the Travelling Showpeople site) and first use of the school, a scheme for protecting the proposed dwellings, Travelling Showpeople site and school (as relevant to that Parcel or the Travelling Showpeople Site) from noise from road traffic shall have been submitted to and approved in writing by the Local Planning Authority. The scheme shall follow the recommendations identified in the Noise Impact Assessment Report reference AC104941-2R3, dated 19th July 2019

and Addendum December 2019. No dwellings in any Parcel or the primary school shall be occupied until such a scheme has been implemented in respect of that dwelling or school in accordance with the approved details.

Reason: To ensure an adequate level of amenity for occupants of the proposed development in accordance with policy EQ2 of the District Plan.

44. Noise Attenuation - External Commercial Plant

Noise resulting from the operation of external fixed plant on commercial, educational and community buildings shall not exceed the existing background level inclusive of any penalty for tonal, impulsive or other distinctive acoustic characteristics when measured or calculated according to the provisions of BS4142:2014.

Reason: To ensure an adequate level of amenity for residents of the new dwellings in accordance with policy EQ2 of the District Plan.

45. Odour Mitigation

Prior to any non-residential building commencing on the development, a scheme containing full details of arrangements for internal air extraction, odour control, and discharge to atmosphere from cooking operations, including any external ducting and flues, in relation to the relevant unit, shall be submitted to and approved in writing by the Local Planning Authority. The works detailed in the approved scheme shall be installed in their entirety in relation to the relevant unit before the use hereby permitted at such unit is commenced. The equipment shall thereafter be maintained in accordance with the manufacturer's instructions and operated at all times when cooking is being carried out unless otherwise agreed beforehand in writing with the Local Planning Authority.

Reason: In order to ensure an adequate level of amenity for residents of the new dwellings in accordance with policy EQ4 of the adopted District Plan.

46. Air Quality

The development shall be carried out in accordance with the recommendations identified in the Air Quality Assessment Report reference AQ104949R2 December 2018.

Reason: In order to ensure an adequate level of amenity for residents of the new dwellings in accordance with policy EQ4 of the adopted District Plan.

47. 2E20 Withdrawal of P.D. (Part 1 Class A)

Notwithstanding the provisions of Article 3 of the Town and Country Planning (General Permitted Development) Order 2015, or any amending Order, the enlargement, improvement or other alteration of any dwellinghouse as described in Schedule 2, Part 1, Class A of the Order shall not be undertaken without the prior written permission of the Local Planning Authority.

Reason: In the interests of residential amenity in accordance with Policy DES4 of the District Plan.

48. Retention of parking space

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any amending Order, the areas shown for parking on the plans approved as part of the Reserved Matters application(s) shall be retained for such use.

Reason: In the interests of highway safety in accordance with Policy TRA3 of the District Plan.

49. Vehicular use of garage

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, or any amending Order, all residential garage(s) shown on the plans approved as part of the Reserved Matters application(s) shall be used for the housing of private vehicles solely for the benefit of the occupants of the dwelling of which it forms part and shall not be used as additional living accommodation or for any commercial activity.

Reason: To ensure the continued provision of off-street parking

facilities and to protect neighbour amenity in in accordance with Policies TRA3 and EQ2 of the District Plan.

50. Details of Play Spaces and Fitness Equipment

Prior to first occupation of the development in any Parcel, details of the trim trail including fitness equipment, the linear park and the play equipment to be installed within the Local Equipped Play Area (LEAP) within that Parcel (where relevant) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the trim trail, linear park and LEAP shall be equipped in accordance with the approved detail.

Reason: To provide for the outdoor play needs of the development in accordance with Policy CFLR1 of the District Plan.

51. Stewardship and Maintenance

Prior to first occupation of the development in any Parcel, a Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall detail all arrangements for the adoption and or long term stewardship and maintenance of any public realm, public open space including play and fitness equipment, community buildings or other relevant community assets. The Plan shall thereafter be implemented in accordance with the approved detail.

Reason: To ensure that long-term maintenance and management arrangements are in place, to foster community ownership and to maintain a high quality environment, In accordance with East Herts District Plan Policy DES4.

52. Travelling Showpeople Site

The Travelling Showpeople site as identified on Drawing Number: SK012 DEVELOPMENT PARCELS PLAN shall be used for residential occupation by those meeting the definition of "Travelling Showpeople" as defined by Planning Policy for Traveller Sites (DCLG, 2015), ancillary business use, and for the storage and maintenance of equipment and for no other purpose.

Prior to commencement of the Travelling Showpeople site, a Reserved Matters Application shall be submitted to and approved in writing by the Local Planning Authority. The application shall provide detail regarding:

- a. The number of mixed use plots;
- b. The number of caravans;
- c. The number of permanent structures/buildings;
- d. Boundary treatments;
- e. External public lighting
- f. Landscape strategy; and
- g. Noise attenuation.

Reason: To ensure that no alternative use is made of the site and to ensure the amenity of future residents of the site, in accordance with Policies DES4 and HOU9 of the District Plan.

INFORMATIVES

1) 01OL Other Legislation:

This permission does not convey any consent which may be required under any legislation other than the Town and Country Planning Acts. Any permission required under the Building Regulations or under any other Act, must be obtained from the relevant authority or body eg. Fire Officer, Health and Safety Executive, Environment Agency (Water Interest) etc. Neither does this permission negate or override any private covenants which may affect the land.

2) 04AI Archaeological interest:

The Archaeological Officer at the Environment Dept, County Hall, Hertford, should be contacted regarding relevant planning conditions prior to the commencement of the development. Tel: 01992 555241.

3) 08PO Planning Obligation:

This planning permission is also subject to a Planning Obligation under S106 of the Town and Country Planning Act 1990 (as amended).

4) 19SN Street Naming and Numbering:

The development will involve the numbering of properties and naming of new streets. The applicant MUST consult the Director of Internal Services. Application for this purpose should be made to the Local Land and Property Gazetteer Custodian, East Herts Council, Wallfields, Pegs Lane, Hertford, SG13 8EQ. Tel: 01279 655261.

5) 22PS Public Sewer:

The site has a public sewer running across or close to it which will be affected by the proposed building works. It may be necessary to divert the sewer and water course and carry out other works to protect it and the proposed building works. You should contact Thames Water, Development Planning, Asset Investment Unit, Maple Lodge, Denham Way, Rickmansworth, WD3 9SQ Telephone: 01923 898072 about this matter before any site works are commenced.

6) 28GP Groundwater protection zone:

The site is located within the groundwater protection zone of Sawbridgeworth Pumping Station. The construction works and operation of the proposed development should be done in accordance with the relevant British Standards and Best Management Practices, thereby significantly reducing the ground water pollution risk. It should be noted that the construction works may exacerbate any existing pollution. If any pollution is found at the site then the appropriate monitoring and remediation methods will need to be undertaken. For further information please refer to CIRIA Publication C532 'Control of water pollution from construction- guidance for consultants and contractors'

- 7) Informative to the LPA and applicant:
Please note the all works to the ordinary watercourse including widening of the channel to include additional storage will require ordinary watercourse consent from the LLFA. Any works proposed to be carried out that may affect the flow within an ordinary watercourse will require the prior written consent from the Lead Local Flood Authority under Section 23 of the Land Drainage Act 1991. This includes any permanent and or temporary works regardless of any planning permission. We would advise the applicant that consent should be sought for the works as soon as possible.

- 8) 33UC Directive - Unsuspected contamination:
The applicant is advised that any unsuspected contamination that becomes evident during the development of the site shall be brought to the attention of the Local Planning Authority and appropriate mitigation measures agreed.

- 9) 35CV Clearance of Vegetation:
The applicant is advised that nesting birds are protected under the Wildlife and Countryside Act 1981 and care should be taken in vegetation clearance works between 1st March and 30th September.

- 10) 36PS Protected Species:
The applicant is advised that should bats / reptiles / great crested newts be found during development, works must stop immediately and profesional ecological advice sought on how to proceed. A licence may be required from Natural England who can be contacted on 01206 796666.

- 11) Bins:
Bins for apartment buildings should be ordered direct from the Council's contractor ten weeks in advance of first occupation. Bins for houses should be ordered direct from the Council's contractor two weeks in advance of first occupation.

HIGHWAY INFORMATIVES

HCC recommends inclusion of the following Advisory Notes (ANs) to ensure that any works as part of this development are carried out in accordance with the provisions of the Highways Act 1980 and other relevant processes:

12) Storage of materials:

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

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

13) Obstruction of public highway land:

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

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

14) Road Deposits:

It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles

leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website:

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

15) Section 106 Agreement:

A Section 106 agreement will be required for the following:

- A charge for Residential Development based on the HCC Planning Obligation Guidance (2008) for schemes in the local area that accord with the three tests; and
- An approved Travel Plan, with monitoring fees, in accordance with the current HCC Travel Plan Guidance for Business and Residential Development. The above contributions will come under the auspices of the Planning Obligations Guidance Toolkit for Hertfordshire (2008).

16) Construction standards for works within the highway:

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

Further information is available via the website noted below:

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

17) Public Right of Way:

The Public Right of Way should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works. The safety of the public using the route and any other routes to be used by construction traffic should be a paramount concern during works, safe passage past the site should be maintained at all times. The condition of the route should not deteriorate as a result of these works. Any adverse effects to the surface from traffic, machinery or materials (especially overspills of cement and concrete) should be made good by the applicant to the satisfaction of this Authority. All materials should be removed at the end of the construction and not left on the Highway or Highway verges.

If the above conditions cannot reasonably be achieved, then a Temporary Traffic Regulation Order would be required to close the affected route and divert users for any periods necessary to allow works to proceed. A fee would be payable to Hertfordshire County Council for such an order. Further information on the rights of way network is available via the website. Please contact Rights of Way, Hertfordshire County Council on 0300 123 4047 for further information in relation to the works that are required along the route including any permissions that may be needed to carry out the works.

https://www.hertfordshire.gov.uk/services/recycling-waste-and-environment/countryside-access/rights-of-way/rights-of-way.aspx#DynamicJumpMenuManager_1_Anchor_8

18) Section 278 Agreement:

The applicant will be required to enter into a Section 278 to agree any alternations or improvements to the public highway. This includes the proposed new access arrangements and any off site works.