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From:oliver.sowerby@hertfordshire.gov.uk
Sent:12 Sep 2019 08:37:00 +0100
To:Development Management - Planning
Subject:[EXTERNAL] Planning application 3/19/0118/OUT - Land east of Gresley Way

Response to Planning application from Hertfordshire County Council (T and CP GDP Order 2015)

District ref: 3/19/0118/OUT
HCC ref: EH/47/2019 (Amended)
HCC received: 03/09/2019
Area manager: Roger Taylor
Case officer: Oliver Sowerby

Location

Land east of Gresley Way
Stevenage
SG2 7DP

Application type

Outline application

Proposal

Hybrid planning application: Outline planning comprising: (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 preschool, up to 1 no. 80 bed care home and up to 50 assisted living homes (C2 use), neighbourhood hub comprising shops (up to 658 sqm of A1-A5 uses), community facilities (up to 400 sqm of D1 use), Travelling Showpeople site, public open space, landscaping, drainage infrastructure, all associated and ancillary development. Detailed planning permission for construction of the spine road, site accesses, drainage infrastructure and ancillary works.

Amendment

Amendment to proposal: Reason for amendment letter: Changes to Highways Junctions

Decision

Notice is given under article 18 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

CONDITIONS:

1). No development shall commence until full details 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 proposed streets within the development. (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).

Reason:

To ensure satisfactory development and to ensure estate roads are managed and maintained thereafter to a suitable and safe standard in accordance with Policies 5 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

2). No development shall commence until full details (in the form of scaled plans and / or written specifications), have been submitted to and approved in writing by the Local Planning Authority to illustrate the following:

i. Roads, footways, cycleways, foul and on-site water drainage; ii. Parking provision in accordance with adopted standards; iii. Materials for hardstanding areas iv. Loading areas; and v. Turning areas.

Reason:

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

3). Prior to the commencement the development hereby permitted, the vehicular accesses shall be provided and thereafter retained at the position shown on the approved plan drawing number(s) SK05 Rev B, SPINE ROAD GENERAL ARRANGEMENT, SHEET 1 through 6 and 18007-STEVE-5-135. Arrangement shall be made for surface water drainage to be intercepted and disposed of separately so that it does not discharge from or onto the highway carriageway.

Reason:

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

4). No development shall commence until a Construction Management Traffic Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include details of:

i. Phasing of the development of the site, including all highway works; ii. Construction vehicle numbers, type, routing; iii. Traffic management requirements; iv. Construction and storage compounds (including areas designated for car parking); v. Siting and details of wheel washing facilities; vi. Cleaning of site entrances, site tracks and the adjacent public highway; vii. Timing of construction activities to avoid school pick up/drop off times; and viii. Provision of sufficient on-site parking prior to commencement of construction activities.

Reason:

In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018).

5). Prior to commencement of any development the submission and agreement of a mechanism of continual review of the transport impacts of the development to include (but not be restricted to) the installation of traffic counters upon each access, travel plan monitoring and regular dialogue between Developer, Local Planning Authority and Highway Authority. The findings of this work shall be shared between all interested parties with a view to remedying any problems arising directly from the construction or occupation of the development.

Reason:

To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018).

6). Prior to commencement of development, a site wide Framework Travel Plan shall be submitted to and agreed in writing by the Local Planning Authority, in consultation with the Highway Authority. In conjunction with the Framework Travel Plan, draft or Full Travel Plans for each element of the development (to include the residential, care home and assisted living and commercial elements) shall be submitted to the Local Planning Authority. The plans shall make provision for relevant surveys, review and monitoring mechanisms, targets, further mitigation, timescales, phasing programme and on-site management responsibilities. It shall be implemented and subject to regular review in accordance with the above approved details. (The agreed travel plans are to be appended to the S106 agreement). Prior to first occupation, a site wide Full Travel Plan and Travel Plans for each use shall be submitted to and agreed in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason:

To ensure that the development traffic is within the predicted levels in TA, to promote sustainable transport measures and maintain the free and safe flow of traffic, in

accordance with Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018).

7). Prior to commencement of development, a scheme shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority and Hertfordshire County Council's Rights of Way Unit in order to facilitate the entry and definitive alignment of Right of Way Aston 004 into the site from its commencement with Gresley Way.

Reason:

To ensure that the highway improvement works are designed to an appropriate standard in the interest of highway safety and to protect the environment of the local highway corridor and in accordance with Policy 5 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

8). Prior to first occupation of the development, a widened pedestrian footway/cycleway which extends on the western side of Gresley Way opposite the site frontage and connects into Six Hills Way and Fairlands Way, as illustrated on drawing numbers 18007-STEV-5-122, Sheets 1 to 4, drawing numbers 0033/115_01, Proposed Gresley Way Cycleway Overview Plan, 0033/115_02, Proposed Gresley Way Cycleway (Fairlands Way Section), 0033/115_03, Proposed Gresley Way Cycleway (Six Hills Way Section) shall be constructed to the satisfaction of the Local Planning Authority, in consultation with the Highway Authority.

Reason:

To ensure construction of a satisfactory development and in the interests of highway pedestrian and cyclist safety in accordance with Policies 5, 7 and 8 of Hertfordshire's Local Transport Plan (adopted 2018).

9). Prior to first occupation of the development, the pedestrian crossing on Fairlands Way opposite the Emperor's Head public house shall be converted to a non-segregated Toucan crossing, as illustrated on drawing number 0033/115_02, Proposed Gresley Way Cycleway (Fairlands Way Section).

Reason:

To ensure construction of a satisfactory development and in the interests of highway safety and amenity in accordance with Policies 5 and 7 of Hertfordshire's Local Transport Plan (adopted 2018).

HIGHWAY INFORMATIVES:

HCC as Highway Authority recommends inclusion of the following Advisory Note (AN) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1) Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

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

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

AN4) S106 Agreement. A Section 106 agreement will be required for the following:

i. Approved Travel Plan(s), with individual monitoring fees (and contributions for remedial actions should targets be missed), in accordance with the current HCC Travel Plan Guidance for Business and Residential Development; ii. Diversion of bus service 1 into the site (Poplars to Stevenage town centre); iii. Introductory bus pass provision for residents; and iv. A602/Gresley Way junction (as per the East Herts Infrastructure Delivery Plan).

The above contributions will come under the auspices of the Planning Obligations Guidance Toolkit for Hertfordshire (2008) for schemes in the local area that accord with the three CIL tests.

AN5) 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 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website:
<https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx>

AN6) The Public Right of Way should remain unobstructed by vehicles, machinery, materials, tools and any other aspects of the construction during works. In addition, the following should be noted:

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

COMMENTS:

The applicant seeks planning permission for the following development:

Hybrid planning application: Outline planning comprising: (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 sqm of A1-A5 uses), community facilities (up to 400 sqm of D1 use), Travelling Showpeople site, public open space, landscaping, drainage infrastructure, all associated and ancillary development. Detailed planning permission for construction of the spine road, site accesses, drainage infrastructure and ancillary works.

The development site is located to the east of Gresley Way in Stevenage. Gresley Way is an unclassified road, and a local distributor road in the Hertfordshire roads hierarchy.

The site is allocated for development in the adopted East Hertfordshire District Plan and is known as Policy EOS1 Land East of Stevenage. The site is also referenced in the East Hertfordshire Infrastructure Delivery Plan. The documents together set out the planning and infrastructure requirements for the site.

The Highway Authority note the submission of materials in support of the planning application, including the Highways Technical Note (TN), prepared by Transport Planning Associates (TPA), dated August 2019 and the accompanying Spine Road General Arrangement Plans (sheets 1 to 6).

The revised submission follows on from the application made in January 2019 which included a full Transport Assessment (TA) prepared by Woods Hardwick Infrastructure. The aforementioned drawings and TN supersedes the information presented within the TA for matters concerning the central and southern access and on junction modelling. The TA presented a three junction all movements access strategy. The presentation of a complete unified Transport Assessment document would have been preferable for this submission.

The Highway Authority wishes to note that in the intervening period between the January 2019 submission and this revision, a number of meetings were held with Pigeon and their transport consultant.

The Highway Authority's principal concern centred around the effective promotion of sustainable transport and compliance with Hertfordshire Council's adopted Local Transport Plan 4 (LTP4) document.

The revised drawings illustrate a central access which is restricted to use by buses and sustainable modes only (pedestrians and cyclists). The promotion of such an access in a prominent location satisfies the Highway Authority's aspirations for the site to prioritise walking, cycling and public transport over the use of the private car and therefore in accordance with LTP4.

The Highway Authority considers that the access strategy and spine road which are submitted for detailed planning provide a site which will be conducive to travel by sustainable modes. It is noted that the site access points will be subject to the Road Safety Audit process and Section 278 agreement.

Methodology

The underlying methodology used for the preparation of the TA and TN, including trip generation and distribution is acceptable and was agreed as part of the pre-application process.

Access

The Highway Authority note the submission of a series of drawings, drawing number SK05 Rev B, SPINE ROAD GENERAL ARRANGEMENT, SHEET 1 through 6 (as contained with the TPA TN).

The Highway Authority is content with the highway layout of the three accesses and spine road. The dimensions of the spine road have been subject to pre-application discussions with the Highway Authority.

The travelling Showpeople access is illustrated on drawing number 18007-STEVE-5-135 in the TA.

The Highway Authority notes that it is unclear as to how pedestrian access may be achieved to the Showpeople site, or if a connection can be made into the main site, or further south to the proposed crossing at Boxfield.

With respect to the Right of Way (Aston 004) which traverses the site, the Highway Authority wishes to note that any aspect of construction that may affect its usage should be discussed with the Rights of Way Unit. It may be necessary to temporarily stop up or divert the Public Right of Way, as shown on the definitive map and statement, in accordance with the provisions of Section 257 of the Town and Country Planning Act 1990.

Assessment

Further to agreement of the methodology for the Transport Assessment work (via pre-application discussions and also via work undertaken for the previous submission), the key assessment is of the proposed site access junctions and of a number of agreed off-site junctions.

Further to checks of the modelling and discussions with the applicant's transport consultant prior to this application, the Highway Authority is content to accept the results of the modelling.

Travel Plan

As this development is a large mixed-use development with multiple occupants, an overarching Framework Travel Plan will be required. The applicant has submitted a Framework Travel Plan, although at this present stage, some key information is missing, including the setting of overall outcomes, targets and indicators. At this outline stage, the Framework Travel Plan is acceptable, although prior to first occupation, should be updated (in consultation with Hertfordshire's Travel Plan team), to accord with our guidance, including the setting of targets.

In conjunction with the above Framework Travel Plan, the Highway Authority will require Full Travel Plans to be submitted for each constituent part of the development.

The residential development will require a Full Travel Plan and £6,000 Evaluation and Support Fee and should be secured by Section 106 agreement in accordance with Hertfordshire County Council's Travel Plan Guidance for Business and Residential Development. This should incorporate measures to promote sustainable transport, an appointed travel plan coordinator and an appropriate monitoring programme.

Full guidance is available at: www.hertfordshire.gov.uk/travelplans, or for more guidance contact: travelplan@hertfordshire.gov.uk.

The care home and C2 use will also require a full travel plan and £6,000 Evaluation and Support Fee should be secured by Section 106 agreement in accordance with Hertfordshire County Council's Travel Plan Guidance for Business and Residential Development. This should incorporate measures to promote sustainable transport, an appointed travel plan coordinator and an appropriate monitoring programme.

Once the size of each shop is known, it may also be required to submit Full Travel Plan or a Travel Plan Statement, subject to meeting Hertfordshire County Council thresholds. Each will require an accompanying travel plan (or statement) evaluation and support fee, as appropriate, in line with the guidance.

Early consultation with Hertfordshire County Council's Travel Planning team is recommended prior to the commencement of development.

Residential Travel Plan

As stipulated in the National Planning Policy Framework (NPPF) the applicant has agreed to develop and implement a Residential Travel Plan for the site. The travel plan will ensure the new development promotes and supports sustainable means of travel and manages the delivery of this by setting measurable targets that in turn are supported by mitigation measures and incentives that encourage sustainable travel.

The Travel Plan should include a named Travel Plan Co-ordinator (TPC), agreed budget and mitigation measures. Details of the TPC role and responsibilities should be contained in Travel Plan The Plan should include targets that will be assessed using surveys and which monitor actual trip generation against the predicted trips (including trips by modes) as identified in the TA to confirm the effectiveness of the mitigation measures identified in the Travel Plan.

Surveys to include:

- i. An ATC at each of the entrances to the development;
 - ii. A questionnaire survey to determine how people are travelling; and
 - iii. Usage statistics for the bus service.
- Monitoring would be undertaken 9 months from the occupation of the 1st dwelling and repeated every 12 months for a period of 5 years.

The developer should undertake further mitigation measures up to a value of £10,000 per annum (over five years), if the trip rates presented in the TA are exceeded (this requirement should be incorporated into a S106 agreement).

In support of the Travel Plan, residents will be encouraged to make use of the bus service, through the provision of initial free travel. It should take the form of the provision of Travel Vouchers to claim an initial three month free travel on the bus service, on the basis of two tickets per household. The cost of such provision is estimated at £203,940, to be secured via a S106 agreement (this may be negotiated in conjunction with Arriva).

The travel vouchers would be redeemed with Arriva. It is estimated that a three month voucher would cost £165 per adult (two vouchers per household), multiplied by the total number of residential units.

The care home and assisted living units would be expected to produce a Full Travel Plan.

School Travel Plan

Travel plans that are created for schools are for nursery, primary, middle, secondary and independent schools. The primary school will require its own School Travel Plan. School Travel Plans are subject to a separate charging schedule.

The Full Travel Plan should provide an analysis of transport conditions at the proposed site and how pupils are expected to travel. This should include maps of catchment area and expected home locations of pupils and maps of the main access routes from these areas. It should set targets, measures and objectives for new site (to be included in S106 conditions). Furthermore, it should identify measures to be taken during the build and promotion of the new school to mitigate car use, facilitate sustainable travel, address road safety concerns and progress the targets set in the travel plan. The following requirements are noted:

i. Commit to complete a Full Travel Plan for the new site within 12 months of occupation (S106 condition); ii. Design and Access Statement and movement diagram; iii. Details and plans of any wider development surrounding the school and the position of the school within it. Details of links to any Travel Plans for that wider development; iv. Plans of public transport links; and v. Commitment to transfer to the Modeshift STARS on-line travel plan system for the lifetime of the school.

In summary, at present, only basic information has been submitted with respect to Travel Planning matters. At this stage, the level of detail is acceptable, although the Highway Authority recommend the inclusion of planning conditions requiring prior to first occupation, the submission of an updated Framework Travel Plan and Full Travel Plans for each constituent land-use. The requirement for these Travel Plans is an essential part of ensuring compliance with the provisions of the LTP4 Policy 3 and Local Plan Policy TR1.

Sustainability

A key element of demonstrating compliance with Hertfordshire's Local Transport Plan 4 document is the provision of a sustainable link.

As noted in paragraph 4.4 of the TN the principle of the sustainable link is agreed and detailed in the access drawings.

An access strategy for the Site with the central access being bus only can be delivered along with further improvements to aid access for pedestrians and cyclists.

With respect to sustainable transport, it has been agreed with the bus operator, Arriva, to divert the existing bus route number 1 (Stevenage to Chells, via Chells Manor and Poplars) into the site.

The routeing is set out within Appendix E of the Technical Note. This is acceptable. Further discussion will be needed between the applicant, HCC and the operator with respect to bus infrastructure within the site.

Mitigation

As set out within this response, the principal element of mitigation centre around the provision of a pedestrian and cycling route, upgrading existing provision outside of the site and providing onwards links into Stevenage town centre. A scheme to upgrade the A602/Gresley Way junction which experiences capacity issues is also required.

It is noted that the applicant has undertaken to upgrade the Pelican crossing opposite the Emperor's Head public house on Fairlands Way to a Toucan crossing. This measure is to improve sustainable links towards Stevenage from the site. The Highway Authority seeks that these works are undertaken via a S278 agreement.

Cycle Route

An important part of the mitigation and to promote trips via walking and cycling are the proposals to upgrade and extend the existing off-road infrastructure on Gresley Road. This will include a proposed 3m shared pedestrian/cycleway.

The Transport Assessment (January 2019) outlined the proposed pedestrian and cycle links proposed within and outside of the site.

"A new pedestrian and cycle link will be provided along Gresley Way. In addition to the toucan crossings located at each signal-controlled site access junction, three additional pedestrian/cycle links are proposed: a northern cycle/pedestrian crossing opposite Boxfield Green; a cycle/pedestrian crossing where Aston 004 and Stevenage 107 crosses Gresley Way; and a link through to the Aston 032 underpass."

"Within the site a 2m footway and a 3m shared cycleway/footway will be provided along the spine road linking the site with Gresley Way. Additional cycleways and footways will be provided elsewhere within the scheme both on and off the road connecting with existing infrastructure to encourage non-vehicular movement and modal shift. It is also proposed to provide a high-quality pedestrian/cycle route along Gresley Way between Six Hills Way and Fairlands Way. (Woods Hardwick Transport Assessment, Page 13)."

Reference should be made to Appendix F, drawing number 18007-STEVE-5-122, Sheets 1 to 4 for the detail of the cycle route.

The TN prepared by TPA also reiterates the commitment to the pedestrian/cycleway and is illustrated on drawing numbers 0033/115_01, Proposed Gresley Way Cycleway Overview Plan, 0033/115_02, Proposed Gresley Way Cycleway (Fairlands Way Section), 0033/115_03, Proposed Gresley Way Cycleway (Six Hills Way Section). It is marked as a 3m shared pedestrian/cycleway. In addition, the TN makes an undertaking to convert the existing crossing at the Emperor's Head to a non-segregated Toucan crossing.

The Masterplan contained within the TA, drawing number 18-029-001 Rev P8 illustrates the pedestrian links across Boxfield Green and also for the Rights of Way (004/107) which cross Gresley Way at grade and Aston 032 using the underpass. It is noted that this Masterplan should be updated. Further detail will be required regarding these pedestrian connections at the reserved matters stage.

Planning Obligations / Community Infrastructure Levy (CIL): HCC's Planning Obligation Guidance (2008) implements a two-strand approach to planning obligations in order to address the immediate impacts of the new development (first strand), and the cumulative impacts of all development on non-car networks (second strand). The contribution required below will be secured via a S106 agreement.

In accordance with the HCC Planning Obligations Guidance, it should be noted that the cumulative impact of a large number of smaller developments can often be more significant than the impact of a small number of large developments, therefore for smaller developments contributions are sought on a unit rate basis and are pooled where appropriate. For residential developments the Highway Authority seek a standard charge contribution of £625 per one bed unit, £750 per two bed unit, £1,125 per three bed unit, and £1,500 per four (four+) bed unit. The contribution is payable on first occupation of the site. The contribution is to be index-linked (SPONS) from the date of the S106 agreement to the date of payment. The contribution is to be set aside towards implementing sustainable transport measures. The latest provisional SPONS indices available is May 2019, the current uplift from July 2006 to May 19 is 48.80%.

Non-residential charges will be calculated at a rate per on-site car parking space required, mirroring the residential charge where a charge of £500 equates to one space. Thus, for small commercial developments, an accessibility charge of £500 per parking space required or £1000 per one, peak hour two-way trip is used. The precise charge will be calculated at a later stage of the planning process.

It is noted that the exact mix of housing is not yet known; the commercial element of the development is outlined. When the commercial development quantum is known, revised trip rates should be supplied to the Highway Authority for the purposes of calculating the required contribution.

The toolkit will be used to calculate a headline figure. The total calculated by the headline figure will be used in part to fund the requirements set out within the East Herts Infrastructure Delivery Plan for the site. Policy EOS1: East of Stevenage of the East Herts Infrastructure Delivery Plan requires an Upgrade to Gresley Way/A602 Junction. The policy notes that an improvement to the junction will cost circa £425,000 and is expected to be fully funded by the development.

No. 1 bus service operated by Arriva operates on a daily schedule at 12-15-minute intervals Monday to Saturday and 20-30 minutes intervals on Sunday (it is noted that the service pattern for Sunday is different, with the bus not travelling to the route end at Poplars Sainsburys - an extension of the route on Sundays to cover the site would be desirable). The closest bus stops for this route are located approximately 240 metres from the central access junction on The White Way. The service offers journeys to the town centre, Stevenage Bus Station and Stevenage Railway Station.

The development will have this service routed into the site. The site spine road will be served by bus stops in three locations throughout the site to ensure that all homes have easy access to the newly diverted public transport facility. All three of the new bus stops within the development will need to be completed to a high standard with:

i. Bench approx. £8,000; ii. Shelter approx. £8,000; and iii. Kessel kerbs approx. £8,000.

The cost of re-routeing the existing service will have an annual cost of presently estimated £170,000 per annum. over a period of five years; this should be paid as a 'bus service contributions' under a S106. The Highway Authority recommend that further consideration is given to extending the service into the site on Sunday which has not been addressed by the applicant.

Conclusion

The impact of this development on the local highway network has been assessed and is shown to be acceptable, subject to a package of mitigation. The TA demonstrates that as a standalone development the application can be accommodated on the local highway network.

Mitigation measures are to be secured via S278 agreements for works to the highway, S106 contributions, and a Travel Plan.

These are summarised below:

S278 works

i. New access junctions; and ii. Pedestrian/Cycleway (including Toucan Crossing).

S106 Contributions

i. Bus Service; and ii. A602/Gresley Way junction (as per the East Herts Infrastructure Delivery Plan).

Travel Plan Measures

i. Provision for mitigation works should targets not be met and monitoring fees; ii. Bus Vouchers; and iii. Monitoring Fee(s).

Conditions

See separate list.

Oliver Sowerby

Date 12/09/2019

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