

Stevenage Borough Council

Stevenage Borough Revised Community Infrastructure Levy Consultation Statement

August 2025



Stevenage Borough Council

**Community Infrastructure Levy (CIL)
Draft Charging Schedule (DCS)
Consultation**

Consultation Statement

22 January – 18 February 2025



Executive Summary

The Community Infrastructure Levy (CIL) is a planning charge introduced by the Planning Act 2008, as a tool for local authorities to help deliver infrastructure to support the development of their area. It allows local authorities to raise funds from developers undertaking new building projects. The money can be used to fund a wide range of infrastructure, such as transport schemes, schools, community facilities, parks and leisure facilities, which are needed as a result of development taking place.

Requirements for consultation on the CIL Draft Charging Schedule (DCS) are set out in the Community Infrastructure Levy Regulations 2010 (amended 2019).

Levy rates must be set in consultation with local communities and developers.

Public consultation commenced on 22 January, for four weeks and closed on 18 February 2025.

The consultation was publicised by a range of measures. This included:

- Placing the CIL Draft Charging Schedule (DCS) and supporting documents on the Council's website for the duration of the consultation;
- Utilising the Planning Policy consultation platform, "Commonplace", to invite comments and promote the consultation to the public and key stakeholders;
- Notifying everyone on the Local Plan consultation database by e-mail or letter;
- Making hard copies of the DCS available at the Customer Service Centre and at the town's two libraries;
- Use of social media, such as the Council's Facebook and Instagram feeds;

Results of the consultation and the Council's response can be found within this statement.

Following consultation on the CIL Draft Charging Schedule from 22 January to 18 February 2025, all comments will be taken into account and modifications made. The consultation received over 10 comments from a range of stakeholders from the private and public sector.

After this consultation, next steps will be to submit the CIL Draft Charging Schedule to the Secretary of State (MHCLG), ahead of an independent Examination in Public by an appointed Planning Inspector.

A final consultation on any modifications proposed by the Inspector to the CIL Charging Schedule is then held prior to the Inspector's Report, which would confirm whether the CIL can proceed to formal adoption.

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1. Introduction

- 1.1 This document sets out how Stevenage Borough Council has undertaken consultation for the **Community Infrastructure Levy (CIL) draft charging schedule**. The statement provides an overview on the following:
- Who was invited to make representations;
 - How they were invited to do so;
 - Summaries of the main issues raised in the representations; and
 - Next steps in the process.

2. Regulations for consultation

- 2.1 This consultation statement complies with Regulation 17 and 19 of The Community Infrastructure Regulations 2010 (as amended). Changes have been made to the consultation draft document in light of comments received. The Council's decisions, including the response to representations, are set out in this statement of consultation.
- 2.2 In accordance with the LDS timescales, a review of the Stevenage Community Infrastructure Levy (CIL) commenced in Spring of 2024. A draft revised Local Development Scheme (LDS) was presented to Cabinet on 4 June 2025 and was approved, subject to likely changes to timescales ahead.
- 2.3 The Community Infrastructure Levy (CIL) is a planning charge introduced by the Planning Act 2008, as a tool for local authorities to help deliver infrastructure to support the development of their area. It allows local authorities to raise funds from developers undertaking new building projects. The money can be used to fund a wide range of infrastructure, such as transport schemes, schools, community facilities, parks and leisure facilities, which are needed as a result of development taking place.
- 2.4 CIL is fairer, faster, and more certain and transparent than the system of planning obligations (S106), which causes delay as a result of lengthy negotiations and is subject to viability.
- 2.5 S106 is still used for site specific mitigation, particularly for the larger schemes i.e. where a whole school is required as part of a specific development or where road / cycleway improvements are required within or in close proximity to the development.
- 2.6 Unlike contributions made via S106 Agreements, CIL receipts are not earmarked for infrastructure related to the development from which they are raised. Instead, CIL monies are pooled into a fund which can be used for any infrastructure needed to support the development of the borough, or for strategic infrastructure needs elsewhere.
- 2.7 S106 is only allowed for infrastructure that is directly related to the scheme and is required in order for the development to be acceptable. The Council is responsible for allocating the money raised through CIL towards infrastructure required to support the development of the borough.
- 2.8 The Council adopted a Community Infrastructure Levy (CIL) Charging Schedule at Full Council on 29 January 2020. CIL was implemented from 01 April 2020.
- 2.9 We are now five years on from the initial adoption of CIL. Having reviewed the latest Viability Assessment which covers the period 2017 to 2024 and takes into account policy changes in the Local Plan Partial Update, it is considered that now is the time to review the existing CIL levy rates.

- 2.10 The latest Viability Assessment considers the most up-to-date data to assess viability across the Borough and recommends the levels of CIL that could be charged (whilst not threatening the ability of sites to come forward) in accordance with the following:
- National Planning Policy Framework (NPPF, 2024)
 - Planning Practice Guidance (PPG)
 - RICS Financial Viability in Planning: Conduct and Reporting, Professional Standard, 1st Edition, May 2019
 - RCIS, Assessing viability in planning under the National Policy Framework 2019 for England, Professional Standard, 1st Edition, March 2021
- 2.11 The assessment considers whether the costs of delivering new development in Stevenage, including those associated with the updated requirements in the Local Plan Partial Update and CIL obligations, are offset by the values generated upon completion.
- 2.12 The CIL Review proposes to include a new charge for industrial development in line with evidence presented in the Viability Assessment 2024. The viability report considers the policy requirements proposed in the Local Plan Partial Update. Those policies that will have a direct cost to development have been reflected in the report. Including the following:
- Policy HO7 Affordable Housing
 - Policy SP5 & Policy SP12 Biodiversity Net Gain
 - Policy SP5 Infrastructure contributions, including S106
 - Policy HO11 - Housing accessibility standards (M4(2) and M4(3)(b))
 - Policy CC3 Water efficiency
 - Policy CC1 Energy efficiency
 - Policy FP1 Sustainable urban drainage systems (SuDS)
 - Policy NH5b Tree-lined streets
- 2.13 For all other policy requirements, the viability report includes specific costs which are informed by recognised sources, studies, and publicly available data.
- 2.14 The main headlines from the first round of consultation are as follows:
- The impact of CIL, a non-negotiable development tax can be disproportionate in relation to the delivery of affordable housing.
 - There is little economic certainty and there is little confidence in an accurate forecast of what growth will look like for the UK economy in 2025.
 - It was not evident in the Main Viability Report that the impact of the Building Safety Act 2024 had been taken into consideration.
- 2.15 The responses to the first round of consultations can be found in the Cabinet report of 15 January 2025:
https://democracy.stevenage.gov.uk/documents/s38152/8%20Final%20Cabinet%20Report%20-%20CIL%2015012025%20LC_SM.pdf
- 2.16 As a recap, Officers were able to confirm and appease any concerns in their responses. Comments were acknowledged and noted. However, it was important to highlight the latest Viability Assessment has considered the most up-to-date data to assess viability across the Borough and recommends the levels of CIL that could be charged (whilst not

threatening the ability of sites to come forward) in accordance with the National Planning Policy Framework , Planning Practice Guidance (PPG), RICS Financial Viability in Planning and assessing viability in planning.

3 Pre Public Consultation

3.1 Prior to the CIL charges being circulated for public consultation, the report went through some internal consultation and also the constitutional process.

3.2 The Report was presented to Members and Strategic Leaders at the following meetings:

- Clearance Board 18 December 2024
- Planning and Development Committee 7 January 2025 – briefing note to members
- Cabinet 15 January 2025
- Overview and Scrutiny (O&S) 21 January 2025

3.3 A summary of the comments made in those meetings and other general comments are set out below.

Name/Organisation	Comments:	SBC Response
Clearance Board	.	These have been incorporated to reflect these comments.
P&D	The committee noted the consultation and briefing note on consultation.	Acknowledged.
Cabinet	Cabinet had agreed all recommendations set out in the report on 15 January 2025.	Acknowledged.
O&S	Comments / questions from the meeting on the 21 January 2025 : a) Members queried whether considerations for setting the CIL rate were purely economic or incorporated other factors, such as climate change. b) Members commented about CIL income distribution, specifically the allocation of 15% to communities. c) Members questioned the exclusion of specific premises	Officer responses: a) Officers explained that viability testing accounted for development costs, including sustainability requirements, and balanced charges to avoid discouraging development. The process involved consultancy support and public documentation of findings. b) The Chief Financial Officer confirmed that these allocations had happened and offered to circulate further information. c) Officers clarified that the map aligned with the current Local Plan, which

	from the town centre zone on the map. d) Members asked whether CIL charges varied by development size. e) Members queried the differing rates for sheltered housing versus extra care housing. f) Members further explored how increased affordable housing provision impacted CIL income. g) Members questioned how the public consultation would be conducted.	defined these areas as edge-of-centre, based on evidence from earlier consultations. d) Officers confirmed that charges were based on gross floor area, with thresholds for exemptions (e.g., affordable housing). They confirmed that developers were legally required to pay. e) Officers explained that rates were set following viability testing and population forecasts. It was determined that the rates would not hinder future development. f) Officers acknowledged the logical connection but emphasised the Council's commitment to delivering affordable housing. g) Officers outlined the approach, including notifications to stakeholders, social media announcements, and hard copies of documents being made available. They confirmed that the methods mirrored those used in the first consultation round, adhering to the Council's Statement of Community Involvement.
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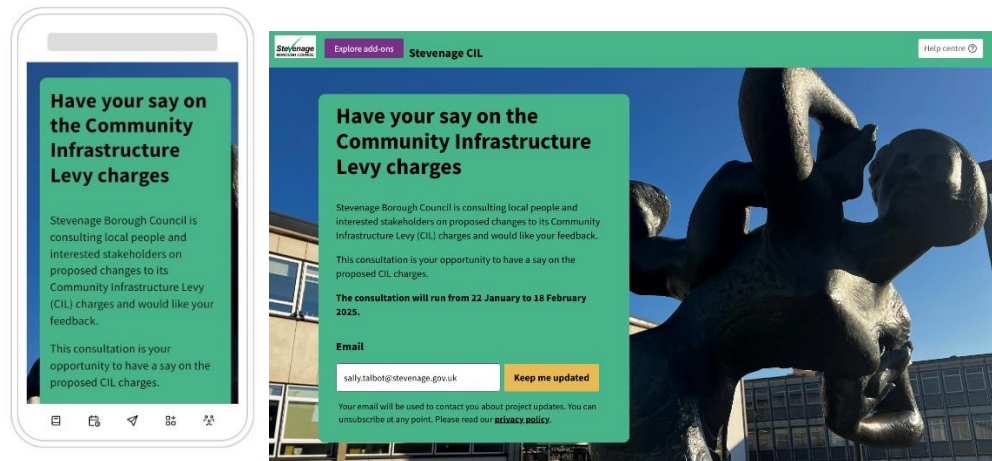
4 Consultation 22 January to 18 February 2025

- 4.1 The CIL draft charging schedule was prepared and approved for public consultation by Stevenage Borough Council Cabinet on 15 January 2025.
- 4.2 The public consultation exercise was undertaken from 22 January to 18 February 2025. Representations were invited to comment on the draft CIL charges.
- 4.3 Representations could be made using an online consultation system called Commonplace. It was accessed through its own web address and was visible on the Council website, social media accounts. Alternatively, responses could be posted or emailed to the Planning Policy Team.
- 4.4 Our chosen consultation platform, Commonplace has delivered a number of consultations for Stevenage Borough Council, including the Station Gateway Area Action Plan (AAP) and Cycle Hire Scheme. It was considered appropriate because it was suitable for mobile phones as well as desktop users. The design of the site was tailored to hold detailed documents and allow consultees to view documents broken down by theme. The platform is designed to help engage residents, businesses and different demographics and by separating topic areas helps respondents comment on areas they are interested in.
- 4.5 Planning documents like the CIL charging schedule can be complicated and use planning language which often disengages an audience. With the help of Commonplace and using

best practice, we have engaged more widely. We learnt from previous Commonplace consultations such as Stevenage Gateway Area Action, and other local authorities to build a consultation platform suitable for.

- 4.6 Figure 1 shows how the consultation platform was viewed on a desktop computer or mobile device.

Figure 1: Consultation platform as viewed on a desktop computer and mobile device.

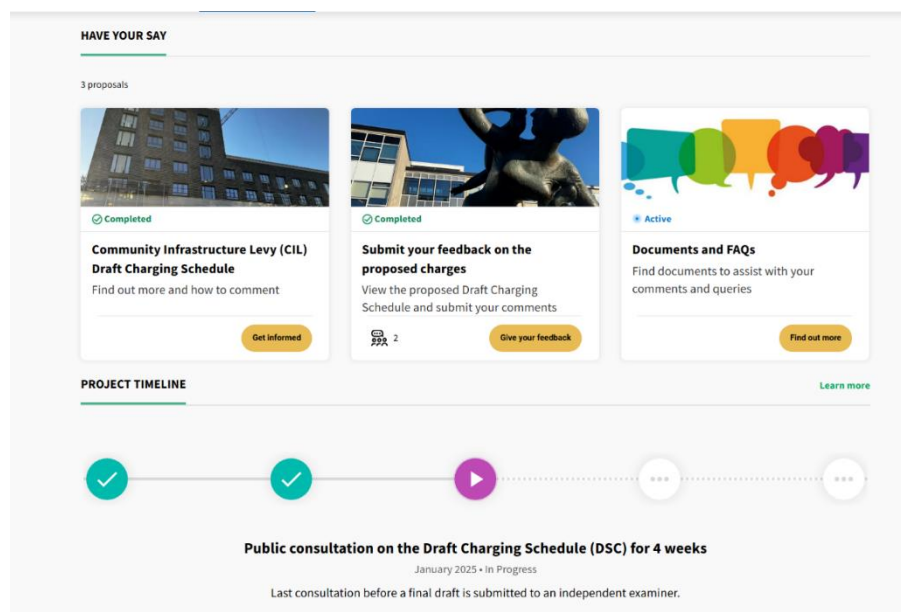


- 4.7 A direct link to the consultation platform was accessed via a dedicated link:

<https://stevenagecil.commonplace.is/>

The consultation platform breaks down the document into sections to enable a consultee to answer questions based on a topic area within the Local Plan. All sections contain questions, but all are optional to allow flexibility to respondents. The image below shows some of the topic areas on the website.

Figure 2: Breakdown of questions on the consultation platform



4.8 These sections focus on three main areas in the document, and these include:

- Draft charging schedule;
- How to comment;
- Documents and frequently asked questions (FAQs).

4.9 The overall aim was to gather consultee views across a wide demographic as well as different types of users in the area. Therefore, the platform had to be suitable for residents, visitors, businesses, and statutory consultees. This can lead to a gap in consultees' proficiency in planning terminology, and the platform was designed with this in mind. Therefore, you could answer as few, or as many questions as you like. A jargon buster on terminology was included to aid understanding in a technical area of planning.

4.10 Formal public consultation period (22 January to 18 February 2025):

A link to the consultation platform was sent to all individuals who had signed up to the Councils planning consultee register. The register mainly consists of individuals who have responded to previous planning policy consultations or specific planning applications, and also contains all statutory consultees and Duty to Cooperate bodies, as required by Regulations. Approximately 80 letters were also sent to individuals who had not provided an email address. The letters advised recipients how they would be able to view the document (both electronically and physically) and the process for responding to the consultation. Appendix 2 contains the list of notified consultees.

4.11 The formal consultation consisted of:

- Notification, via e-mail and post where necessary, to all statutory consultees and those on our consultation database.
- A series of dedicated meetings with a range of key stakeholders.
- Publicity via the Stevenage Borough Council website and social media platforms (including the Council's Facebook, Twitter / X and Instagram pages).
- A link to the Council's consultation interface, where the public were able to download the Local Plan – Partial Review and Update documents and were able to submit their observations and representations.
- A promotional leaflet was produced and distributed around the town, to highlight that the public could “have their say” on the draft preliminary charging schedule.
- Ensuring that the consultation could align with the work programme of the broader Communications and Engagement Plan, managed and updated by the Communities & Neighbourhoods team. This was to ensure that the Local Plan – Partial Review and Update could be added to any events / engagement with the neighbourhoods of Stevenage during the consultation, to raise awareness as much as possible.
- Distribution of material publicising the public consultation. This included distribution at Stevenage Central Library, Daneshill House Reception and other locations if necessary.

4.12 Copies of the Local Plan Partial Review were made available for inspection, along with supporting documents at the following locations:

- Stevenage Central Library

- Stevenage Old Town Library
- Council Office, Daneshill House, Danestrete
- Online via the Councils website

4.13 Representations received in respect of the consultation exercise are available to view in full on the Stevenage Borough Council consultation portal. A summary of the representations received are included in this statement.

4.14 The representations will be reported to Cabinet, Planning and Development, and Scrutiny and Overview committees, of which the minutes can be viewed online. The views of members will be used to inform the next stage of consultation, Submission to the Secretary of State.

5 Responses and main issues raised during the consultation

5.1 A total of eight representations were received from consultees.

Community Infrastructure Levy (CIL) draft charging schedule consultation held between:

22 January to 18 February 2025.

- Commonplace / Email / Letters: 8 respondents 8 comments
- **Over 160 visitors** to the consultation interface website;
- Stakeholders: Meetings with HCC (comments not included in numbers)
- Social media attracted visitors to site.

Total: 8 respondents / 8 comments or agreements*

* An agreement is another consultee agreeing with another representation. The consultation platform allows consultees to agree or disagree with comments already submitted.

5.2 Responses were received from:

- Historic England
- HCC – (Growth, Minerals & Waste, Public Health, Highways, LLFA,
- TfL
- Sport England
- Members of the public

5.3 A full summary of responses is provided in Appendix 1 as well as an overview of any recommendations to be taken forward for consideration when drafting the CIL Charging Schedule.

5.4 A wide range of themes emerged from consultation comments, including some of those highlighted in table 1.

Table 1: Main themes from consultation:

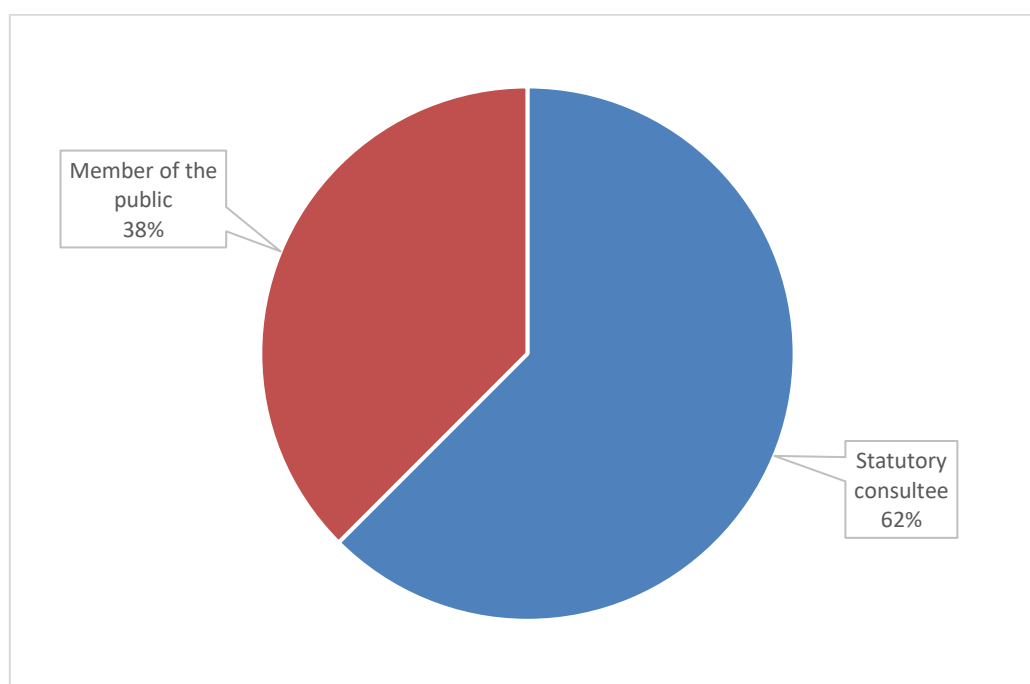
General	Positive comments welcoming changes implemented from the previous consultation held in late Autumn 2024 (Preliminary Draft Charging Schedule). The governance of CIL has been mentioned within the comments and this will be arranged in due course.
Governance and allocation of funds	The comments highlighted that the Community Infrastructure Levy (CIL), along with Section 106 agreements, will be crucial to fund strategic infrastructure projects that would otherwise be at the expense of the public purse or potentially not delivered if insufficient funds are available. It is important to ensure adequate partnerships, communication and simplified processes are enabled to ensure the funds are shared efficiently. As mentioned above, will be considered as soon as possible.

Increase in levy charges	Some comments would like the CIL charges to be higher than proposed. The viability assessment considered the most up to date data to assess viability across the Borough and recommends the levels of CIL that could be charged.
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5.5 While the total volume of representations may appear relatively low for a consultation, it should be acknowledged that the level of detail from comments was insightful and intelligent to enable modifications to be carried out in a technical area of planning.

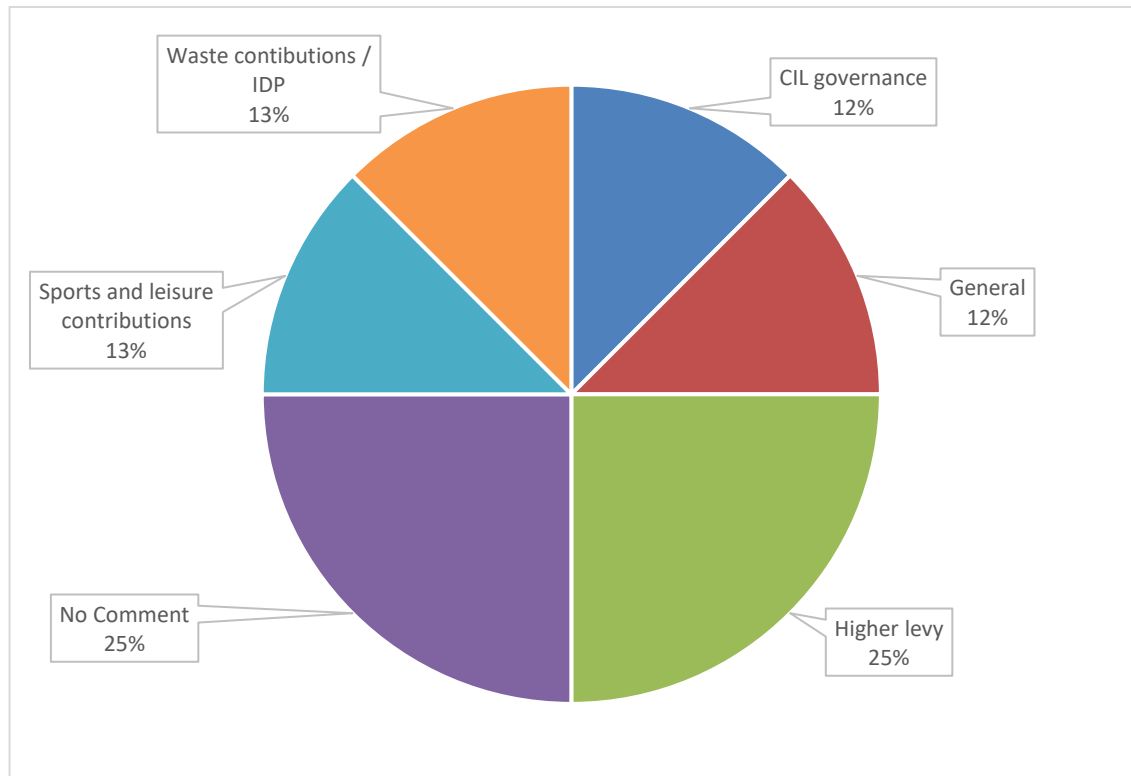
5.6 Chart 1 (below) shows the type of consultees who responded to the consultation. Statutory consultees had a higher response rate. The technical nature of the consultation may explain this, but the use of the consultation platform was used to help to engage other stakeholders. The consultation platform allows to explain technical planning documents in a different way and the number of visitors to the site is a positive conclusion. Although, some stakeholders may not have responded, we reached an audience that may not necessarily respond to technical planning consultations.

5.7 Chart 1: Types of consultees.



5.8 Chart 2 shows the main themes of the representations. The general responses covered a wide range of topics. Where relevant, comments have been clarified. The Council acknowledge the importance of working with infrastructure providers to ensure an updated Infrastructure Delivery Plan is up to date.

5.9 Chart 2: Themes of representations:

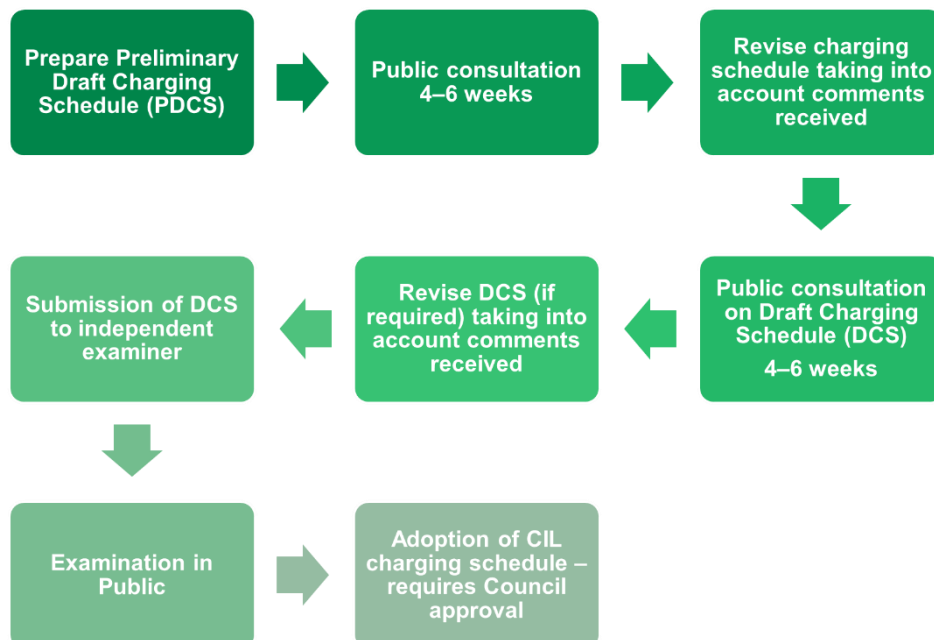


6 How has the Council responded to these comments?

- 7.1 A complete schedule of consultation responses and the Council's response to the comments are provided in Appendix 1.
- 7.2 The opinions and views of the public will be considered when we prepare the Draft Charging Schedule (DCS) ready for submission to the Secretary of State .
- 7.3 After reviewing the comments, officers have amended or responded accordingly as to why changes have not occurred. The comments with the Council responses are found in the Appendix 1.

7 Next Steps

- 7.1 After this consultation, next steps will be to submit the CIL Draft Charging Schedule to the Secretary of State (MHCLG), ahead of an independent Examination in Public by an appointed Planning Inspector.
- 7.2 A final consultation on any modifications proposed by the Inspector to the CIL Charging Schedule is then held prior to the Inspector's Report, which would confirm whether the CIL can process to formal adoption.
- 7.3 The diagram below shows the next steps in the CIL Charging Schedule process.



Appendix 1 – Responses to the consultation and Stevenage Borough Council response

Date	SBC _Respondent _ID	SBC_commentID	Name	Theme	Do you have any comments?	SBC_Response
17/02/2025	SBC_Res_001	001	Sport England	Sports and leisure contributions	Table 3: Proposed Updated Levy Rates The proposal for "All other development"™ that would include community sports and leisure facility related development to continue to have a zero CIL charge is welcomed. Most community sports facilities such as leisure centres, playing fields etc are operated by local authorities, clubs and voluntary/charitable organisations on a not for profit basis to meet community needs. If CIL was charged for new facilities, or enhancements to existing facilities, this may have viability implications for implementing the proposals. In Sport England's™ experience, viability work from elsewhere has shown that such uses would not justify CIL payments on viability grounds and therefore have been specifically excluded being charged CIL	Comments acknowledged and noted
14/02/2025	SBC_RES_002	002	Member of the public	General	No	Comments acknowledged and noted

22/01/2025	SBC_Res_003	003	Member of the public	Higher levy	I think the borough should charge the maximum allowed under current legislation. The infrastructure within the borough needs urgent attention and improvement- the funds to address this issue are unlikely to be fully met from other sources.	Comments acknowledged and noted. Comments acknowledged and noted however, the latest Viability Assessment has considered the most up-to-date data to assess viability across the Borough and recommends the levels of CIL that could be charged (whilst not threatening the ability of sites to come forward) in accordance with the following: • National Planning Policy Framework (NPPF, 2023) • Planning Practice Guidance (PPG) • RICS Financial Viability in Planning: Conduct and Reporting, Professional Standard, 1st Edition, May 2019 • RCIS, Assessing viability in planning under the National Policy Framework 2019 for England, Professional Standard,
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						1st Edition, March 2021 Taking all of the above into account, the Council's proposed CIL rate is in accordance with the latest evidence.
28/01/2025	SBC_Res_004	004	Member of the public	Higher levy	The charges should be double those in the table.	Comments acknowledged and noted. Comments acknowledged and noted however, the latest Viability Assessment has considered the most up-to-date data to assess viability across the Borough and recommends the levels of CIL that could be charged (whilst not threatening the ability of sites to come forward) in accordance with the following:

						• National Planning Policy Framework (NPPF, 2023) • Planning Practice Guidance (PPG) • RICS Financial Viability in Planning: Conduct and Reporting, Professional Standard, 1st Edition, May 2019 • RCIS, Assessing viability in planning under the National Policy Framework 2019 for England, Professional Standard, 1st Edition, March 2021 Taking all of the above into account, the Council's proposed CIL rate is in accordance with the latest evidence.
18/02/2025	SBC_Res_005	005	Hertfordshire County Council	Waste contributions / IDP	3.4 makes reference to the most recent version of the IDP being adopted in 2024 and developed following detailed discussions and consultation with infrastructure providers. According to our records the county council were asked by SBC for education updates in 2023, which were provided, however no other services were asked to be updated. Therefore, the projects for other county council services	Comments acknowledged and noted. The Council will continue to engage with its infrastructure providers in preparation of the IDP update 2025 in order to align with the most update to date Waste

					are out of date. Table 2 Utilities - According to the 2024 IDP, the £500,000 Waste Management cost is for communal recycling facilities and this most likely refers to the neighbourhood recycling banks not managed by HCC's Waste Management Unit. The funding requirement for the county council's Waste Management function needs to be amended to two separate projects: 1) work to find a suitable location for the reprovision of Stevenage Recycling Centre has not been successful, however the longer-term need for this does remain and would have a cost of approximately £7,000,000. 2) a new cross district Northern Transfer Station is planned to serve Stevenage and North Herts. The cost of this would be approximately £24,920,000 to be funded through Capital Funding and Developer Contributions.	Management costs for both communal recycling facilities and the County Council's Waste Management facilities.
18/02/2025	SBC_Res_006	006	Hertfordshire Police	CIL governance	1. Overview Hertfordshire Constabulary welcomes the opportunity to respond to the Stevenage Community Infrastructure Levy (CIL) Charging Schedule and its evidence base which we have significant concerns with. Following the adoption of CIL in 2020, the Council is seeking public comments on an updated CIL charging schedule. This review has been undertaken to assess if the current rate is still effective in funding	Comments acknowledged and noted. The Councils arrangements of Strategic CIL expenditure which it intends will be, or may be, wholly or partly funded by CIL will require bids from infrastructure providers. The Council will continue

				the necessary infrastructure projects without deterring development. As noted in the Stevenage Borough Council Infrastructure Delivery Plan 2024, the Constabulary has not yet responded to the Council regarding its infrastructure requirements although outside the formal planning consultation channels, we are not aware of any approaches to engage. Hertfordshire Police are a key infrastructure provider within the county and an appropriate recipient of developer contributions such as CIL. 2. Relevant adopted National and Local Planning Policy Stevenage BC Local Plan (2019) The Stevenage Local Plan (adopted 2019) includes Policy SP5 which specifically relates to 'Infrastructure'. This policy states "This plan will ensure that infrastructure required to support its targets and proposals in provided. New development will be required to contribute fairly towards the demands it creates. We will: a) Permit permission where new development: i) Makes reasonable on-site provision, off-site provision or contributions towards (but	to engage with its infrastructure providers which includes Herts Police in preparation of the IDP update 2025. Herts Police will be able to submit projects as part of bid for funding when there is a suitable project that accords with the Local Plan / IDP.
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				not limited to) the following where relevant: affordable housing; biodiversity; childcare and youth facilities; community safety and crime prevention; cultural facilities; cycling and walking; education; flood prevention measures; Gypsy and Traveller accommodation; health care facilities; leisure facilities; open spaces; passenger transport; play areas; policing; public realm enhancement; road and rail transport; sheltered housing; skills and lifelong learning; sports; supported housing; travel plans; utilities and waste and recycling. Policing is clearly recognised as a legitimate infrastructure provider and appropriate recipient of developer contributions through Section 106 (S106) contributions and the Community Infrastructure Levy (CIL). We consider that Hertfordshire Police should be supported in requests of policing infrastructure following the agreement of a governance program. National Planning Policy Framework (NPPF – December 2024) Support for Policing is touched upon throughout the NPPF both in terms of ensuring good design and securing developer contributions towards blue light infrastructure. The NPPF as revised in	
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				December 2024 states at paragraph 102 that: “Planning policies and decisions should promote public safety and take into account wider security and defence requirements...” NPPF paragraph 135 f) states that: “Planning policies and decisions should ensure that developments...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.” With regard to promoting healthy communities, paragraph 96 of the NPPF advises that: “planning policies and decisions should aim to achieve healthy, inclusive and safe places which...are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.” Paragraph 101 highlights the importance of the provision of new or improved public service infrastructure: “To ensure faster delivery of other public service infrastructure such as health, blue	
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				light, library, adult education, university and criminal justice facilities, local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted. Significant weight should be placed on the importance of new, expanded or upgraded public service infrastructure when considering proposals for development.” Support for ‘blue light’ infrastructure is newly included in the most recent version of the NPPF (December 2024) and this arguably highlights the Government’s expectation that blue light infrastructure should be considered early, before applications are submitted. 3. Development growth and the implications on the emergency services Like many public sector organisations, the policing budget for Hertfordshire is under significant pressure, both revenue and capital, and this pressure is expected to continue. Hertfordshire Police are first responders to emergency incidents and provide a wide spectrum of front line and background services to the residents of Stevenage. The Census 2021 data shows us that the resident population of Stevenage has increased by 5,500 (6.6%) to an estimated	
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				89,500 since 2011. This population increase is notable in the increasing number of police incidents that the Force need to attend and the subsequent demand and investment in accompanying infrastructure. The adopted Local Plan has a housing requirement of 7,600 between 2011-2031 (380 homes per annum). This local plan is now out of date and the Council has recently consulted on a regulation 19 Local Plan, however this does not seek to increase the housing provision in the Borough. The recent alterations to the standard method of calculating housing demand have further increased the housing demand in the borough to 478 homes per year. New development and consequential increase in population will significantly increase the pressure on existing policing infrastructure in the Borough. Hertfordshire Constabulary therefore consider it essential that contributions are sought from new development to mitigate the impact they will have on policing and associated infrastructure. Hertfordshire Police attended 287,658 incidents within the Hertfordshire area in 2023/24 and recorded 6,814 crimes within this period (9.2% of a total 73,769 recorded). Policing in Hertfordshire is delivered on a local authority area basis as it reflects the integrated nature of modern	
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				policing. There is no longer one local police station serving all local needs. Therefore, a comprehensive range of functions and teams will be called upon to deliver services to new development. Where new development is proposed, the police will seek to deploy additional staffing and infrastructure at the same level that is required to deliver policing to the locality and wider local authority areas. There are currently 125 officers delivering response policing to the borough of Stevenage. An uplift of officer numbers would therefore be expected to meet the needs of new development. In addition, there are staff members delivering support staff functions to the residents of Stevenage. 4. Policing infrastructure costs Start-up equipment / recruitment costs - Personal equipment for staff comprising workstations/tablets, protective equipment, uniforms and bespoke training in the use of these. There are currently 220 officers and 147 staff apportioned to the Stevenage borough, dealing with all areas of policing. Training and recruitment costs <table><tr><td>Police officer</td><td>Staff</td></tr><tr><td>Training £24,000 per officer</td><td>£390</td></tr><tr><td>Recruitment cost</td><td>£18,000 £3,000</td></tr><tr><td>Equipment (uniform, laptop etc)</td><td>£3,106.42</td></tr><tr><td></td><td>£1,641</td></tr></table>	Police officer	Staff	Training £24,000 per officer	£390	Recruitment cost	£18,000 £3,000	Equipment (uniform, laptop etc)	£3,106.42		£1,641	
Police officer	Staff														
Training £24,000 per officer	£390														
Recruitment cost	£18,000 £3,000														
Equipment (uniform, laptop etc)	£3,106.42														
	£1,641														

				Vehicles - Police vehicles of varying types and functions covering existing patterns of development and community demand. The current fleet comprises 27 fully equipped vehicles and is kept at a level to meet existing patterns of demand in Stevenage. Vehicles are used by staff on patrol, deployed to deal with emergency responses and for follow up of recorded crimes eg. by Scene of Crimes Officers. An investment in new vehicles would be required due to an uplift in establishment numbers and to quickly and efficiently respond to an emergency. Vehicle costs Capital cost Fit-out Running costs (per year) Van £24,530.28 £2,333.97 £6,672 Patrol car £21,640.63 £2,333.97 £6,936 Premises - Premises sufficient to accommodate the staff and services outlined above in the Stevenage local policing area and beyond. The Force has an active estates review function minimising our premises need, to meet existing Policing demand. The Estates Review will consider operational needs in the context of development growth proposed across the borough of Stevenage and consider where additional police accommodation may be required to meet the increased demands due to development growth. Stevenage Police station is currently the only Police Station within the borough and is due to be	
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				retained for the foreseeable future and additional staff/officers would need to be based within this building. Initial scoping has been undertaken which anticipate that minor works could be undertaken within the building to provide additional capacity to meet the needs to development growth in Stevenage. Other infrastructure – This would include Automatic Number Plate recognition (ANPR) and CCTV cameras. ANPR is highly beneficial to reduce crime associated with new development. There are three principal benefits of using ANPR which are: 1) Increase the information and intelligence available to identify criminals; 2) enable the police to deploy resources to respond to criminals of interest in real time; and 3) improve investigations after crime have been committed. Other capital infrastructure would include items such as control room telephony, specialist equipment in use by forensics, support teams such as firearms and dog unit, prisoner detention, transportation and processing at custody suites in core locations. Based on the proposed site allocations within the local plan, the Force ANPR manager has outlined the requirement for 6 additional cameras at a cost of £10,000 per camera (£7,000 camera + installation and running cost). 5. Proposed recommendations Hertfordshire Police request that provision	
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				is made for policing / emergency services infrastructure to be prioritised as ‘essential infrastructure’ within the Infrastructure Delivery Plan and opportunities are provided to submit projects as part of the ‘to be agreed’ CIL bidding process. The capital start-up expenditure associated with employing new police officers and staff is a significant burden on the tax payer, and these costs are directly related to the increased demands upon the police service. This issue has been recognised in the extensive body of planning appeal decisions (Appendix 1) which recognises policing infrastructure as compliant with CIL regulations 122. The provision of emergency services infrastructure was also recognised in the Levelling-up and Regeneration Act, enacted on the 26 October 2023. Although the Infrastructure Levy has been dropped by the current government administration, this legislation included a new definition of ‘infrastructure’ which at section 143 (4) includes (h) facilities and equipment for emergency and rescue services. We consider this would be an appropriate definition to be included within the received Stevenage CIL charging schedule and encompasses a wide range of emergency services infrastructure to support new development. We look forward to discussing this with you further.	
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05/02/2025	SBC_Res_007	007	Historic England	No Comment	Thank you for consulting us on the Council's Community Infrastructure Levy (CIL) Draft Charging Schedule. As the Government's adviser on the historic environment Historic England is keen to ensure that the protection of the historic environment is fully taken into account at all stages and levels of the local planning process, and therefore welcome the opportunity to comment on these proposals. Having reviewed the document, we have no specific comments at this stage. However, we would be interested in receiving future consultations on this and related proposals.	Comments acknowledged and noted
22/01/2025	SBC_Res_008	008	TfL	No Comment	Thank you for consulting Transport for London on the above Draft CIL Charging Schedule. We have no comments that we would wish to make.	Comments acknowledged and noted

Appendix 2 - Consultees

Specific Consultee Bodies and Duty to Cooperate Bodies consulted

- *The Coal Authority,*
- *The Environment Agency,*
- *Historic England,*
- *The Marine Management Organisation,*
- *Natural England,*
- *Network Rail,*
- *National Highways,*
- *East And North Herts NHS Trust*
- *East and North Herts Clinical Commissioning Group*
- *Communications operators/organisations (including; Mobile Operators Association)*
- *The Homes and Communities Agency*
- *North Hertfordshire District Council*
- *East Hertfordshire District Council*
- *Other Hertfordshire authorities (including; Borough of Broxbourne, Dacorum Borough Council, Hertsmere Borough Council, St Albans City And District Council, Three Rivers District Council, Watford Borough Council, Welwyn Hatfield Borough Council)*
- *Hertfordshire County Council (including Growth & Infrastructure Unit, Public Health, Passenger Transport)*
- *Hertfordshire Highways*
- *Hertfordshire Futures*
- *Parish councils (including; Aston Parish Council, Codicote Parish Council, Datchworth Parish Council, Graveley Parish Council, Knebworth Parish Council, St Ippolyts Parish Council, Walkern Parish Council, Weston Parish Council, Woolmer Green Parish Council, Wymondley Parish Council)*
- *Hertfordshire Constabulary*
- *Anglian Water*
- *Thames Water*
- *National Grid*

General consultation bodies/organisations

Approximately 600 individuals on the Council consultation register were also consulted.

Appendix 3 – Consultation Publicity

Facebook / Twitter/ Instagram posts

Example of social media posts to promote the consultation.



HAVE YOUR SAY...

NOW IS THE TIME TO HAVE YOUR SAY ON THE:

COMMUNITY INFRASTRUCTURE LEVY DRAFT CHARGING SCHEDULE (CIL)

FIND OUT MORE AT:

[HTTPS://STEVENAGECIL.COMMONPLACE.IS/](https://stevenagecil.commonplace.is/)

THE CONSULTATION PERIOD IS OPEN UNTIL
18 FEBRUARY 2025.

SCAN ME 

Stevenage
BOROUGH COUNCIL

Appendix 4 – Example of letter and email

Public Consultation on Community Infrastructure Levy (CIL) Draft Charging Schedule

Dear Consultee,

The Council is conducting a consultation on the **Community Infrastructure Levy (CIL) Draft Charging Schedule**.

The consultation will close on the 18 February 2025.

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a charge that a Local Authority can apply to developers who are constructing additional floorspace. The CIL money that is collected by an authority can be spent on infrastructure which is necessary to support proposed growth in their area. This consultation is your opportunity to have a say on the proposed CIL charges.

This consultation closes on 18 February 2025

To review and comment on the proposed charges, please visit our consultation website using the link below. The documents to review and assist with your comments are also found here.

<https://stevenagecil.commonplace.is/>

More information on CIL can be found on the council's [Community Infrastructure Levy](#) (1) webpage and [Consultations](#) (2) webpage.

- 1) <https://www.stevenage.gov.uk/planning-and-building-control/planning-policy/community-infrastructure-levy-cil/community-infrastructure-levy>
- 2) <https://www.stevenage.gov.uk/have-your-say/planning-policy-consultations>

How to respond

Responses can be submitted via the website and we welcome your views.

Hard copies of the documents will be available to view at the Council Offices at Daneshill House, the Stevenage Central Library and also the Stevenage Old Town Library.

If you need any further help with consultation, please email us at the address below.

If you do not wish to receive future consultations via email or would like to update your contact details, please let us know.

We look forward to hearing from you.

Kind Regards

Planning Policy Team

**Stevenage Borough Council | Daneshill House,
Danestrete, Stevenage, Herts SG1 1HN**

planning.policy_SBC@stevenage.gov.uk

Appendix 5 – Response form

Example of a response form to allow consultees to respond via alternatives method.

Response Form –Community Infrastructure Levy Draft Charging Schedule

Four-week consultation from 22 January to 18 February 2025

The Council is conducting a consultation on the following:

- **Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule.**

Consultation closes on the 18 February 2025

Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a charge that a Local Authority can apply to developers who are constructing additional floorspace. The CIL money that is collected by an authority can be spent on infrastructure which is necessary to support proposed growth in their area. This consultation is your opportunity to have a say on the proposed CIL charges.

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- 1) <https://www.stevenage.gov.uk/planning-and-building-control/planning-policy/community-infrastructure-levy-cil/community-infrastructure-levy>
- 2) <https://www.stevenage.gov.uk/have-your-say/planning-policy-consultations>

How to respond

Online: You can respond on-line, read all supporting documents and helpful guides by going to each consultation website:

Email: Please send your comments to the Planning Policy Team directly on:
planningpolicy@stevenage.gov.uk.

Post: Complete this response form and post it to:

Planning Policy Consultation
Planning & Regulation
Stevenage Borough Council
Daneshill House
Danestrete
Stevenage
Herts
SG1 1HN

Personal/Contact Details

Please note that if you respond to this consultation your response will be publicly available. This will include your name, who you represent and the company/organisation but not personal contact details such as address or email.

Your Name	
Address	
Company/Organisation	
Representing (e.g. - Self/ client name or organisation) Email:	

Would you like to receive email communications about planning policy consultations in the future?

Yes

☐

No

☐

Community Infrastructure Levy (CIL) Draft Charging Schedule

Do you have any comments on the proposed charging schedule?

