

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 Englandâ€™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,
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						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.
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	Comments acknowledged and noted. The Council will continue to engage with its infrastructure providers in preparation of the IDP update 2025 in order

					were asked to be updated. Therefore, the projects for other county council services 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.	to align with the most update to date Waste 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	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

				updated CIL charging schedule. This review has been undertaken to assess if the current rate is still effective in funding 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:	infrastructure providers. The Council will continue 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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				i) Makes reasonable on-site provision, off-site provision or contributions towards (but 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	
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				ensuring good design and securing developer contributions towards blue light infrastructure. The NPPF as revised in 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	
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				service infrastructure: “To ensure faster delivery of other public service infrastructure such as health, blue 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
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				Stevenage. The Census 2021 data shows us that the resident population of Stevenage has increased by 5,500 (6.6%) to an estimated 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	
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				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 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.	
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				Training and recruitment costs 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	
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				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 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	
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				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 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	
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					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.	
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