

Stevenage Borough Council

Stevenage Borough Community Infrastructure Levy Consultation Statement

December 2024



Stevenage Borough Council

**Community Infrastructure Levy (CIL)
Preliminary Draft Charging Schedule
(PDCS)**

Consultation

Consultation Statement

14 October – 24 November 2024



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 Preliminary Draft Charging Schedule (PDCS) 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 14 October 2024, for six weeks and closed on 24 November 2024.

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

- Placing the CIL Preliminary Draft Charging Schedule (PDCS) 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 PDCS 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 Preliminary Draft Charging Schedule from 14 October to 24 November 2024, all comments will be taken into account and modifications made. The consultation received over 20 comments from a range of stakeholders from the private and public sector.

Following the consultation, a revised version will be produced, called the Draft Charging Schedule (DCS). A consultation on the DCS will be open for 4 to 6 weeks and arranged for early 2025.

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.

Contents

| | |
|---|-----------|
| Executive Summary | 3 |
| 1. Introduction | 5 |
| 2. Regulations for consultation | 5 |
| 3 Pre Public Consultation | 6 |
| 4 Consultation 14 October to 24 November (2024) | 7 |
| 5 Responses and main issues raised during the consultation | 11 |
| 6 How has the Council responded to these comments? | 13 |
| 7 Next Steps | 14 |
| <i>Appendix 1 – Responses to the consultation and Stevenage Borough Council response.....</i> | <i>15</i> |
| <i>Appendix 2 - Consultees</i> | <i>29</i> |
| <i>Appendix 3 – Consultation Publicity</i> | <i>36</i> |
| <i>Appendix 4 – Example of letter and email</i> | <i>37</i> |
| Supplementary Planning Documents (SPDs)..... | 37 |
| Community Infrastructure Levy | 37 |
| <i>Appendix 5 – Response form.....</i> | <i>39</i> |

1. Introduction

1.1 This document sets out how Stevenage Borough Council has undertaken consultation for the **Community Infrastructure Levy (CIL) preliminary 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 6) and in pursuance of Regulation 15(7) 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 A draft revised Local Development Scheme (LDS) was presented to Cabinet on 5 June 2024 and was approved, subject to likely changes to timescales ahead. In accordance with the LDS timescales, a review of Stevenage Community Infrastructure Levy commenced in Spring of 2024.

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 four 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 Review & 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, 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
- 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 Review & Update and CIL obligations, are offset by the values generated upon completion.
- 2.12 The viability report considers the policy requirements proposed in the Local Plan Partial Review & 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.

3 Pre Public Consultation

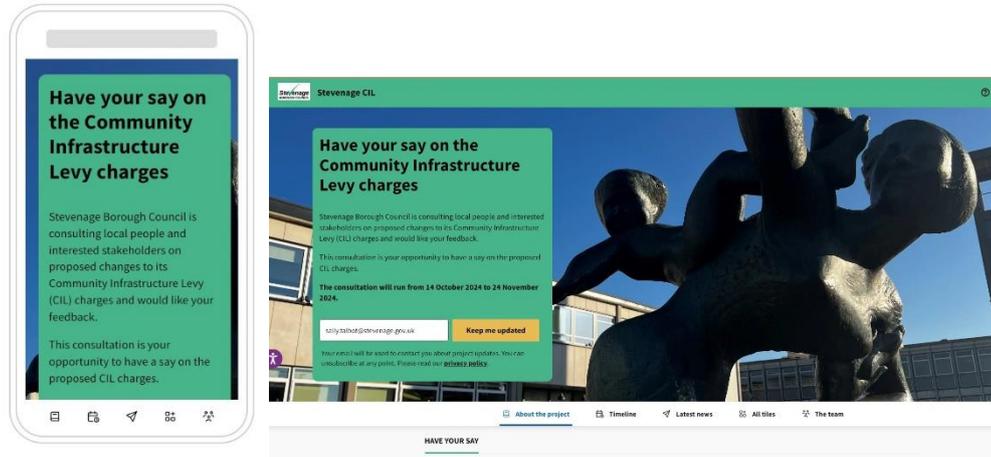
- 3.1 Prior to the CIL charges being circulated for public consultation, the report went through some internal consultation and also the constitutional process.
- 3.2 The Report was presented to Members and Strategic Leaders at the following meetings:
- | | |
|--------------------------------------|------------------|
| • Clearance Board | 18 December 2024 |
| • Planning and Development Committee | TBC |
| • Cabinet | 15 January 2025 |
| • Overview and Scrutiny | 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 | Minor comments to reflect a breakdown of responses by theme, and ensure the reasoning is behind the change is highlighted. | These have been incorporated to reflect these comments. |
| P&D | To be included. | Comments noted and incorporated. |
| Cabinet | To be included | Comments noted and incorporated. |
| O&S | To be included. | Comments noted and incorporated. |

4 Consultation 14 October to 24 November (2024)

- 4.1 The CIL Preliminary draft charging schedule was prepared and approved for public consultation by Stevenage Borough Council Cabinet on 9 October 2024.
- 4.2 The public consultation exercise was undertaken from 14 October until 24 November 2024. Representations were invited to comment on the draft preliminary 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 and mobile device.

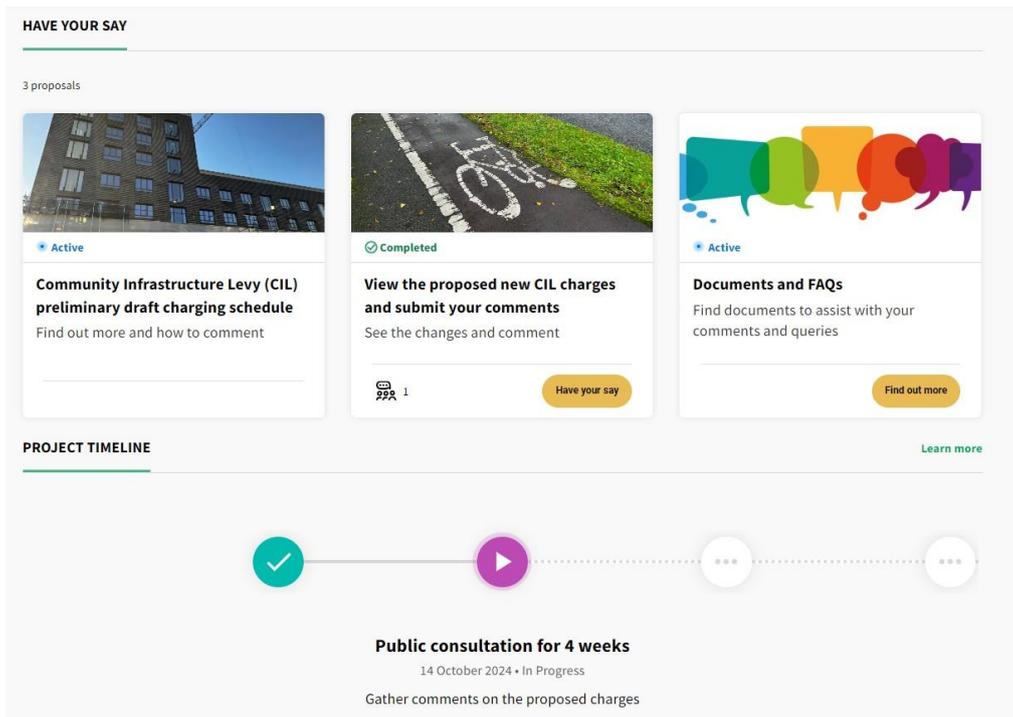


4.7 A direct link to the consultation platform was accessed via a dedicated link:

<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:

- Preliminary 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 (14 October to 24 November 2024):

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 100 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 20 representations were received from consultees as well as internal teams and committees.

Community Infrastructure Levy (CIL) preliminary draft charging schedule consultation held between: **14 October to 24 November 2024**

- Commonplace / Email / Letters: 8 respondents 20 comments
- **Over 145 visitors** to the consultation interface website;
- Stakeholders; Meetings with HCC (comments not included in numbers)
- Social Media attracted visitors to site

Total: 8 respondents / 20 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:

- Environment Agency
- HCC – (Growth, Minerals & Waste, Public Health, Highways, LLFA,
- Mace
- TfL
- SBC – Environmental Team
- 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 | <p>Positive comments on the need for funds to ensure they are acquired for a range of infrastructure projects– Some comments highlighted the importance of health, sport facilities, education, the environment and highways as beneficiaries and how these funds are crucial to enable these facilities are incorporated in to the communities.</p> <p>There are reservations regarding the increase of CIL and whether the this will impact viability and potentially the number of units within residential developments. The economic climate has also been a concern and has this been considered within the evidence base and the rise in charging rates.</p> |
|---------|---|

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|------------------------------------|--|
| | <p>It was noted that legislation may also impact upon the development industry and would this impact the viability of a rise in CIL rates.</p> <p>More need to consider governance of CIL.</p> |
| Viability and economic climate | <p>Comments highlight the need for flexibility within certain sites to enable a level of viability for developments in the borough. The results from the Viability Report have been noted by consultees. Concerns have been raised on increasing the CIL rates due by economic uncertainty, housing pressures, inflation, and the rise in national insurance paid by employers. In this context of continued economic uncertainty, the comments suggest a case for not increasing the CIL charge on developments.</p> |
| Education and health | <p>Comments have been mixed on the CIL charging rate. The current consultation seeks to increase these charges only by inflation and therefore comments consider that this CIL charging rate does not go far enough to secure the necessary contributions to mitigate development impacts on areas such as education and health.</p> |
| Affordable Housing | <p>The comments recognise the importance of affordable housing, but concerns have been raised whether the impact of CIL, a non-negotiable development tax can be disproportionate in relation to the delivery of affordable housing. The comments suggest, any increase in CIL has the potential to hinder the delivery of affordable housing.</p> |
| Legislative changes | <p>Comments were highlighted on the Building Safety Act and the impact this could have on design of buildings and internal space or heights.</p> |
| Environment | <p>Comments regarding environmental infrastructure was highlighted. Part of the Stevenage Brook (GB106038033410) flows through Stevenage Borough along with two underlying groundwater bodies. Enhancing and protecting the water bodies within this borough would support and deliver the recommendations within the Stevenage Borough Local Plan. Any enhancements following policies in the Stevenage Borough Local Plan will support the delivery of improvements to the relevant Water Framework Directive (WFD) water bodies. This would support the requirements of preventing deterioration and improving the quality of our rivers. The implementation of these measures could satisfy improvements under WFD and Local Plan, therefore comments recommended that they be included within the bids for CIL.</p> |
| Governance and allocation of funds | <p>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.</p> |

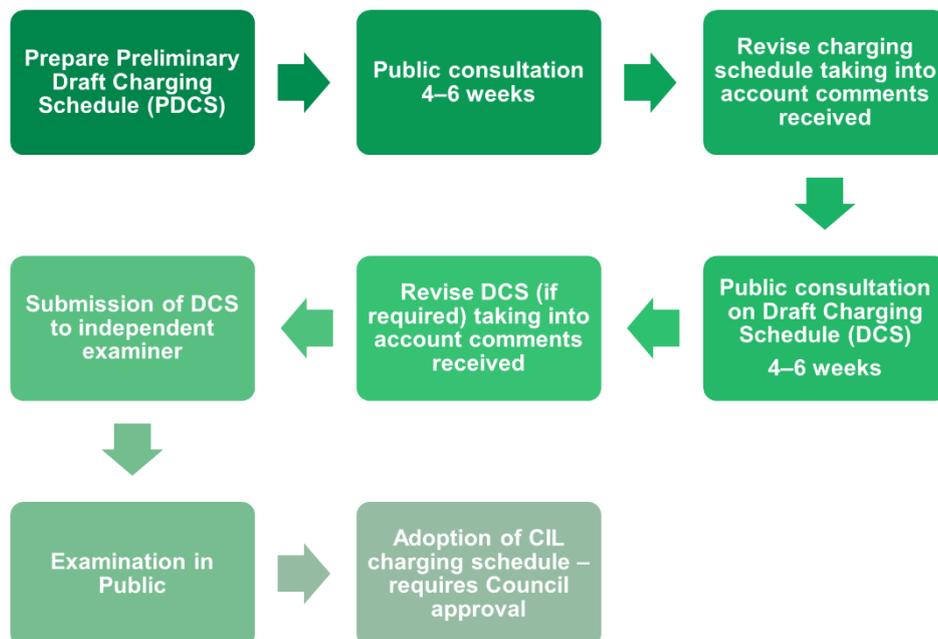
5.5 While the total volume of representations may appear relatively low for a consultation, it should be acknowledged that the level of detail from comments was insightful and intelligent to enable modifications to be carried out in a technical area of planning.

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 work through the Local Plan and prepare a revised version for the Regulation 19 consultation.
- 7.3 In the time that has passed since May 2019, the proposed number of significant changes to the planning system has led to the Planning Policy team to scope out the changes and incorporate amendments which reflect the drivers for change. After reviewing the comments, officers have amended the draft accordingly. A brief overview of changes is shown below.

7 Next Steps

- 7.1 Following consultation on the CIL Preliminary Draft Charging Schedule from 14 October to 24 November 2024, all comments will be taken into account and modifications made.
- 7.2 A revised version will be produced, called the Draft Charging Schedule. A consultation on the DCS (open for 4 to 6 weeks), will be arranged for early 2025.
- 7.3 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.
- 7.4 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.
- 7.5 The diagram below shows the next steps in the CIL Charging Schedule process.



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

| SBC_RespondentID | SBC_CommentID | Name | Themes | Do you have any comments on the proposed changes? | SBC_response |
|------------------|---------------|--------------------------------------|-------------------------------|--|----------------------------------|
| SBC_Res001 | 001 | Sport England | Sport contributions | <p>Table 3</p> <p>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</p> | Comments noted and acknowledged. |
| SBC_Res002 | 002 | HCC - Growth and Infrastructure Unit | General updates to statistics | <p>Table 2, Page 7 lists the cost of each infrastructure type and the sources of funding. There are some updates needed to this.</p> <ul style="list-style-type: none"> • Education lists Developer contributions and Capital funding as the sources of monies. Please can you explain what Capital Funding means specifically. HCC currently has an agreement with SBC to seek S106 for education projects beyond CIL to ensure that Developer Contributions fully fund schools. It is always understood that this may not be the only source of funding but I would appreciate some details as to the capital funding referenced here. • Education lists the primary schools funding requirement at £10.9million. I am unsure what exactly this references. HCCs latest costs for primary education are £11,813,175 (plus land) index linked to BCIS 1Q2024 for a new 2FE primary with nursery school. This is our most common type of school to be delivered in the SBC area but there are varied projects in SBC. There are multiple new primary schools proposed/approved for development in SBCs area. • Secondary School – this has expansion costs referenced | Comments noted and acknowledged. |

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| | | | <p>but the most likely project for secondary in SBC and the agreed wording for all S106s in SBC is for a new school. The new school cost for a 6Fe secondary school with Post-16 provision is £36,637,286 (BCIS 1Q2024).</p> <ul style="list-style-type: none">• It is assumed that the Community Facilities (£40 million) captures other HCC infrastructure types. | |
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| SBC_Res002 | 003 | HCC - Growth and Infrastructure Unit | S106 contributions in a CIL area | <p>S106 contributions in a CIL area</p> <p>It should be noted that HCC currently has agreed notes/MOUs allowing HCC to seek S106 for primary and secondary schools for developments that meet the agreed seeking criteria. HCC wishes to continue these agreements and agree new agreements where needed and continues to stand by our 17th May 2019 response to the Draft CIL charging schedule consultation in that the CIL charge is set too low and is not sufficient to deliver all of the necessary infrastructure to mitigate developments coming forward. The current consultation seeks to increase these charges only by inflation and therefore HCC still considers that this CIL charging rate does not go far enough to secure the necessary contributions to mitigate development impacts.</p> | <p>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:</p> <ul style="list-style-type: none"> • 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 <p>Taking all of the above into account, the Council's proposed CIL rate is in accordance with the latest evidence.</p> |
|------------|-----|--------------------------------------|----------------------------------|--|--|

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|------------|-----|--------------------------------------|-------------------|---|--|
| SBC_Res002 | 004 | HCC - Growth and Infrastructure Unit | Governance of CIL | <p>Governance of CIL Hertfordshire County Council plays a significant role in strategic infrastructure planning and delivery, ensuring that future infrastructure delivery aligns with local needs and proposed growth. This role involves coordinating with our local planning authority partners to effectively plan mitigation for housing with regards to transportation and many forms of public services.</p> <p>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.</p> <p>To help the county council to plan for future infrastructure more effectively, it requires some knowledge of the certainty of future funding and, as part of this, it will require access to CIL funds. The county council requests that SBC's IFS is used to give details of the CIL funds it expects to commit to individual projects or project types. The county council also requests that clear guidance is published explaining the process for applying for strategic CIL and the procedure for approval once a CIL funding request is submitted. This should include the steps SBC will follow from receipt of the funding request to the final outcome.</p> <p>It could be important to consider that different levels of approval may be required which are appropriate to the funding amount to ensure that smaller bids are processed faster and larger bids given more scrutiny.</p> | <p>As per the Council' IDP, the Council will update its guidance on the process for applying for CIL over the next couple of months. However, the Council will be open to Strategic CIL bids in the near future which align with the IDP and will review BIDS accordingly. As set out previously, Bids over £75,000 will be decided by the Council's Cabinet Members</p> |
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|------------|-----|--------------------------------------|-------------------|--|--|
| SBC_Res002 | 005 | HCC - Growth and Infrastructure Unit | Governance of CIL | <p>In Hertfordshire districts that adopted CIL earlier than SBC, the county council has encountered several issues when applying for Strategic CIL funding. The county council are highlighting these issues so they can be considered within SBC's governance arrangements and hopefully avoided in the future. For example:</p> <ul style="list-style-type: none"> • Varying numbers of advisory groups and/or panel/committee recommendations before formal approval. The more complex and layered the approval process, the greater the delays experienced and an increase of uncertainty to funding being permitted. This makes delivery of infrastructure more uncertain. • Change of administration through the approval process. Regardless of CIL bids having gained a recommendation for approval, election results and changes in administration have meant internal recommendations count for little and processes have been followed that are ignored. This has resulted in delays and reductions to funding requiring the county council to increase capital borrowing to bridge funding gaps. • Linking CIL funding to growth. The county council has attempted to submit CIL bids at a scale linked to the quantum of growth so that requests are reasonable and proportionate to the level of demand generated by development. As CIL is a developer contribution, this feels like a fair approach yet methodologies for calculating proportionate amounts seemingly gain more scrutiny than bids from other organisations that simply seek funding to meet entire funding gaps. This has occurred when there is no/little link to growth for the supported project/s and/or no justification for the size of a bid. By their nature many of the county council's projects will cost multi-million pounds, and we are aware they are unlikely to be fully-funded from the very limited CIL funds. The lack of scrutiny of other organisations' bids uses up the limited CIL funds and makes it likely that expensive schemes receive even less funds than they might reasonably expect, with additional use of the public purse required for their delivery. • Cross boundary project delivery. On some occasions the county council must deliver infrastructure projects where | <p>As per the Council' IDP, the Council will update its guidance on the process for applying for CIL over the next couple of months. However, the Council will be open to Strategic CIL bids in the near future which align with the IDP and will review BIDS accordingly. As set out previously, Bids over £75,000 will be decided by the Council's Cabinet Members</p> |
|------------|-----|--------------------------------------|-------------------|--|--|

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| | | | | <p>need is generated by a wider catchment than just the administrative boundary where the infrastructure is built. A strategic approach to infrastructure funding and good partnership working is crucial.</p> <ul style="list-style-type: none"> • Lengthy approval times. For instance, the approval process for the Breakspeare SEND School CIL funding bid, a cross-boundary project, in some cases took over two years to determine. Any delay in the decision-making process increases the uncertainty of funding and could cause delay to project delivery. • Lack of communication post-submission. In some cases, there has been no communication regarding the success or progress of a CIL funding bid, even after follow-up requests from the county council. The Growth & Infrastructure Unit need to regularly report to service colleagues and Councillors, as well as finance colleagues to ensure alignment with other sources of project funding. • Processes for transfer of funding. SBC might want to prepare a simple template grant agreement in advance of approving CIL bids so that there are fewer barriers to transferring CIL funds once approved. Delays to funds being transferred can increase the uncertainty of project delivery. Successful funding requests have been observed in districts that maintain open communications with the County and adhere to their CIL spending process. | |
| SBC_Res002 | 006 | HCC - Highways | Travel Plan funding | <p>In authorities that charge CIL, it is becoming increasingly difficult for the Travel Plan Team to request evaluation and support fees, as some of these costs are covered by CIL receipts. It is important for the Travel Plan Team to ensure that their schemes can be funded in the future where CIL money is secured. It is established that CIL funds are collected for infrastructure development. Therefore, any non-infrastructure contributions/ soft measures must be secured</p> | Comments acknowledged and noted. |

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| | | | | through a Section 106 legal agreement. Travel Plan initiatives, such as Beryl Bike training initiative fund, must be secured through a Section 106 legal agreement and managed by the Travel Plan Team. | |
| SBC_Res002 | 007 | HCC Highways | Allocation of funds | <p>Future allocation of funds</p> <p>The introduction of CIL has resulted in a marked reduction in S106 funding, creating significant funding gaps for essential transport projects. HCC lacks the financial resources to deliver infrastructure improvements identified in Local Cycling and Walking Infrastructure Plans (LCWIPs) and Growth and Transport Plans (GTPs). SBC's acknowledgment of the CIL funding gap is highlighted in the documents and further exacerbates this challenge. A failure to address funding gaps will not only limit the growth of such initiatives but will also undermine efforts to improve the sustainable travel network and meet local growth aspirations. Ensuring long-term funding solutions for key transport initiatives is critical to safeguarding the objectives of the Local Plan and the broader strategic vision for the area.</p> <p>In the draft Stevenage Preliminary CIL Charging Schedule 2024, the initial calculations show that from strategic sites delivery, the CIL income will bring in c. £14 million over the next 5 years, with c. £17 million to 2031 and c. £20 million to 2035. This is clearly nowhere near the funding gap of c. £187m they have identified. Table 2 from the CIL schedule is shown below.</p> | |
| SBC_Res003 | 008 | Natural England | General | Natural England does not have any specific comments on the Preliminary Draft Charging Schedule for Stevenage Borough Council. | Comments acknowledged and noted. |

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| SBC_Res004 | 009 | RPS Consultanting Services on behalf of Mace | Viability | <p>The planning permission and subsequent enabling works that is part of the first phase of SG1 provides credibility and confidence to a comprehensive place making package. SG1, amongst other Major Opportunity Areas (MOA as designated in the Local Plan) have a significant role to play in the ensuring Stevenage's role as an attractor of residents, particularly those commuters to London and Cambridge, major firms and to sustain a commercial and social hub. The overall deficit that was presented by the project at the time of determination mean that there was no affordable housing committed to the scheme. However, review mechanisms have been inserted in the accompanying S106 Agreement to secure affordable housing as part of the development. It was noted in the committee report that the review should consider actual build costs and values data. This was sensible given that the aspirational optics of the development over time meant that it was likely that it could have a halo effect, through placemaking and making this an aspirational location to live, work and play.</p> <p>We have reviewed the Main Viability Report which underpins the reassessment of the draft CIL charging regime in Stevenage. It is noted that the viability of the MOAs (SG1 is contained in Policies TC2 and TC5) is mixed with three sites shown as viable (including SG1) and two as unviable. The report does clarify that it has been necessary to make several basic assumptions about the development that could be delivered on these sites and as such Aspinall Verdi attach less weight to the outcome of the viability testing. The report states that it is expected that the eventual development which comes forward could differ from the assumptions made in their testing and as such the outcomes are likely to change as and when key details are confirmed (such as unit numbers, commercial capacity, developable areas, infrastructure costing and so on).</p> <p>SG1 demonstrably seeks to deliver a lot for the wider community. A core example of this is the new Public Services hub which is being funded in part by contributions from the land payments of the development.</p> <p>Public infrastructure is intended to be delivered early in the lifetime of the project with the first phase seeking to deliver a new Arrival Square at the base of the existing ramp form the</p> | Comments acknowledged and noted. |
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| | | | | train station, and a new parkland landscaping around The Towers. | |
| SBC_Res004 | 010 | RPS Consultanting Services on behalf of Mace | Affordable Housing | <p>Delivery of Affordable Housing</p> <p>The developer has always appreciated the importance of affordable housing as part of the scheme. The scheme that was presented to committee was not viable. However, a commercial decision was that the scheme was profitable as a 100% private scheme if the applicant was willing to accept profit margins below the normal market aspirations. This was accepted on the basis that the significant planning benefits that have been secured will be delivered for the benefit of the town and establish momentum behind the regeneration. There is some confidence that the investment in placemaking will reap dividends in improving viability. The impact of CIL, a non-negotiable development tax can be disproportionate in relation to the delivery of affordable housing. Consequently, any increase in CIL has the potential to stymie the optimal delivery of affordable housing.</p> | Comments acknowledged and noted. |

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| SBC_Res004 | 011 | RPS Consultanting Services on behalf of Mace | Economic Climate | <p>Implications of the Current Economic Climate</p> <p>The Preliminary Draft CIL charging schedule maintains SG1's categorisation of CIL as Zone 1 with a charge of £50 per sqm for market housing as opposed to the current rate of £40 per sqm. Retail development has been updated to £75 per sqm from £60 per sqm.</p> <p>All CIL payments are index linked and under the CIL regulations the payments must be increased or decreased because of changes in the cost of delivering infrastructure between the year that CIL was introduced to the year that planning was granted.</p> <p>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. There are many factors to this complex equation. Clearly there are housing pressures, particularly in terms of level of affordability. Growth is predicted in the housing market for 2025 but the market is sensitive to mortgage interest rates. The occupier demand is going to be key for the market in the future.</p> <p>This year has not seen the previous dramatic raises in build costs which have had more predictable rises in line with the wider inflationary environment in the economy. Inflation has proven to be variable, in large part due to higher energy prices.</p> <p>There are both domestic and global factors that will inform the outlook over the next few years. These factors will have a significant impact on how quickly prices will rise. The contemporary issues that are currently being debated include the rise in National Insurance paid by employers and the concern that this could translate to higher prices or fewer jobs.</p> <p>In this context of continued economic uncertainty, there could be a case for not increasing the CIL charge on developments. The concern over the increase in the CIL charge is also derived from a need for reassurance that the Aspinall Verdi report is supported by sufficient data. They acknowledge themselves that a lack of data and comparable evidence means that there has had to have been a wider search in neighbouring towns and looking at historical data.</p> | Comments acknowledged and noted. |
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| SBC_Res004 | 012 | RPS Consulting Services on behalf of Mace | Building Safety Act | <p>Building Safety Act</p> <p>Additionally, SG1 consists of tall buildings (Block A and Block K). It was not evident in the Main Viability Report that the impact of the Building Safety Act 2024 had been taken into consideration. The Act has introduced a more stringent and regulatory regime for the design and construction of higher-risk buildings (residential buildings of 18 metres and above). This will mean a requirement to include a second staircase which could necessitate a loss in units, or certainly change the unit mix, and will doubtless incur additional construction costs with a concomitant loss in value. The omission of discussion and implications of the Building Safety Act is an important consideration and should be reconciled. It conveys the lack of appreciation of the SG1 place making aspiration and its incorporation of taller buildings to promote town centre living and foster a vital and viable environment.</p> | Comments acknowledged and noted. |
| SBC_Res005 | 013 | Historic England | General | <p>Thank you for consulting us on the Council's CIL Preliminary 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.</p> <p>While we do not currently have the capacity to comment, we will be interested in receiving future consultations on this and related projects.</p> | Comments acknowledged and noted. |
| SBC_Res006 | 014 | Environment Agency | General | <p>General Information</p> <p>Part of the Stevenage Brook (GB106038033410) flows through Stevenage Borough along with two underlying groundwater bodies. Enhancing and protecting the water bodies within this borough would support and deliver the recommendations within the Stevenage Borough Local Plan. Any enhancements following policy 4.27 in the Stevenage Borough Local Plan will support the delivery of improvements to the relevant Water Framework Directive (WFD) water bodies. This would support the requirements of preventing deterioration and improving the quality of our rivers. There have been specific measures identified which we believe need to be implemented to contribute towards achieving Good Ecological Status under WFD. The implementation of these measures could satisfy improvements under WFD and</p> | Comments acknowledged and noted. |

the your Local Plan, therefore we strongly recommend that they be included within the bids for CIL. This information has been expanded below.

| WFD Water Body Name | WFD Water Body ID | WFD Overall Water Body Classification 2019 | Category |
|--------------------------|-------------------|--|-------------|
| Stevenage Brook | GB106038033410 | Poor | River |
| Upper Lee Chalk | GB40601G602900 | Poor | Groundwater |
| Upper Bedford Ouse Chalk | GB40601G603000 | Poor | Groundwater |

Table 1: 2019 Status of Stevenage Waterbodies

WFD requires the UK to prevent deterioration of the status of surface water bodies and groundwater bodies and, through the River Basin Management Plan, identifies the actions and measures needed to prevent deterioration and to improve the status of all water bodies. Consequently, it is essential that any proposed development does not cause deterioration and must not compromise the opportunity to deliver improvements. Additionally, where appropriate, developments should contribute to these improvements, in line with WFD objectives and the Thames River Basin Management Plan, as part of the UK commitment to contribute to achieving Good Ecological Status for all water bodies.

The Stevenage Brook and two groundwater bodies have been assessed under the Water Framework Directive (WFD). The specific classifications are detailed below:

| Water Body Name | Water Body ID | Recommended Action | Co-ordinates (where applicable) |
|-----------------|----------------|---|---------------------------------|
| Stevenage Brook | GB106038033410 | Site visits to industrial estates to provide advice on pollution prevention and control | |
| Stevenage Brook | GB106038033410 | Fencing from Bragbury End to South Lodge (2.5km) | 526906, 221278 |
| Stevenage Brook | GB106038033410 | Habitat enhancements at Hertford Road (70m) | 525693, 221476 |
| Stevenage Brook | GB106038033410 | Bank reprofiling downstream of Stevenage (140m) | 526427, 221560 |
| Stevenage Brook | GB106038033410 | Bank reprofiling at Aston Bury (200m) | 527512, 221149 |

Comments acknowledged and noted.

SBC_Res006

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Environment Agency

Water Framework Directive

| | | | |
|-----------------|----------------|---|----------------|
| Stevenage Brook | GB106038033410 | Full restoration at Aston Bury (220m) | 527598, 220943 |
| Stevenage Brook | GB106038033410 | Channel narrowing or deflectors at Ashburnam (40m) | 524731, 222101 |
| Stevenage Brook | GB106038033410 | Channel enhancements at Kimbolton Crescent (70m) | 524946, 221758 |
| Stevenage Brook | GB106038033410 | Riparian management along Aston End Brook (2.5km) | 527213, 223896 |
| Stevenage Brook | GB106038033410 | Bank reprofiling and in-channel enhancements along London Road in Stevenage (500m) | 524300, 222542 |
| Stevenage Brook | GB106038033410 | Plant standard trees on riparian zone along Stevenage Brook (1.42km) | 525762, 221438 |
| Stevenage Brook | GB106038033410 | Fish easement at Stevenage Bragbury Park Flow Gauging Station | 527488, 221164 |
| Stevenage Brook | GB106038033410 | Develop a SUDS strategy and install SUDS to reduce sediment runoff to the river | |
| Stevenage Brook | GB106038033410 | Re-meander and in-channel enhancements from Broadwater Lane to confluence (700m) | 526513, 222302 |
| Stevenage Brook | GB106038033410 | Planform restoration, education, introduce wetland grazing at Astonbury Wood | 527801, 220745 |
| Stevenage Brook | GB106038033410 | Weir removal at Bragbury End | 527097, 221211 |
| Stevenage Brook | GB106038033410 | Weir removal at South Lodge upstream of Watton at Stone | 528801, 220341 |
| Stevenage Brook | GB106038033410 | Re-meander and in-channel morphological enhancements at Wychdel (900m) | 525773, 221434 |
| Stevenage Brook | GB106038033410 | Planform restoration, urban suds, public realm improvements, education in Stevenage | 524020, 223796 |
| Stevenage Brook | GB106038033410 | River surveys and tracing on polluted outfalls | |
| Stevenage Brook | GB106038033410 | Eradicate Himalayan balsam | |

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| Stevenage Brook | GB106038033410 | Eradicate Japanese knotweed | |
| Stevenage Brook | GB106038033410 | Abstraction licence change in the Beane catchment to return water to the environment | |
| Upper Bedford Ouse Chalk | GB40601G603000 | Address diffuse agricultural pollution | |
| Upper Bedford Ouse Chalk | GB40601G603000 | Diffuse urban pollution | |
| Upper Bedford Ouse Chalk | GB40601G603000 | Action to address effluent discharge | |
| Upper Bedford Ouse Chalk | GB40601G603000 | SGZ Project in UBO Chalk | |

Table 3: River Restoration Project

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| SBC_Res006 | 016 | Environment Agency | Water Framework Directive | The below table lists the measures we believe need to be implemented on the relevant sections of the Stevenage Brook and Upper Bedford Ouse Chalk groundwater body (all of which are deemed 'cost beneficial') to improve health and resilience and to contribute to achieving good status. The delivery of these measures would contribute to meeting your local planning policies. Therefore, we would strongly encourage yourselves to include these measures within their CIL to be considered for delivery. | Comments acknowledged and noted. |
| SBC_Res006 | 017 | Environment Agency | Capital and Natural Flood Management Projects | Capital & Natural Flood Management (NFM) Projects Kimbolton Crescent – Drying up of Stevenage Brook Due to continued sediment deposition underneath Hertford Road Bridge at Culrose Court, the flow of the Stevenage Brook is being pushed/diverted down a side culvert which flows parallel to the watercourse until it emerges at Berkeley Close. This is effectively drying out >500 metres of main river. Due to this, works are needed to modify the culvert or clear the deposited sediment beneath the bridges to allow free movement of the river. We believe this would cost between £1-10,000k. | Comments acknowledged and noted. |
| SBC_Res006 | 018 | Environment Agency | General | Final Comments We are keen to work with you closely on infrastructure projects and environmental improvement schemes which will benefit development of the area to take best advantage of all funding opportunities. | Comments acknowledged and noted. |
| SBC_007 | 019 | Transport for London | | Thank you for consulting Transport for London on the above documents. We have no comments that we would wish to make. | Comments acknowledged and noted. |

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| SBC_008 | 020 | SBC - Environmental Services | Evidence Base: SBC now have an updated BAP for 2024-2029 Amenity Tree Management Policy Cemetery Policy Green Spaces Strategy – working on this and scheduled to take to Cabinet for approval in June 2025 Tree & Woodland Strategy – working on this and scheduled to take to Cabinet for approval in June 2025 - More funding will need to be secured. | Comments acknowledged and noted. |
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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,*
- *Highways England,*
- *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

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| <i>5th Stevenage Air Scout Group</i> | <i>Broadwater Community Association</i> |
| <i>Aberdeen Asset Management</i> | <i>Broom Barns JMI</i> |
| <i>Active4Less</i> | <i>Brown And Lee</i> |
| <i>Adlington Planning Team</i> | <i>Brown And Lee Chartered Surveyors</i> |
| <i>Age Concern Stevenage</i> | <i>Buddhist Centre</i> |
| <i>Ahmadiyya Muslim Association</i> | <i>Building Research Establishment</i> |
| <i>Aldi Stores</i> | <i>Bus Users Group Stevenage</i> |
| <i>Aldwyck Housing Association</i> | <i>C.D.Bayles</i> |
| <i>Almond Hill Junior Mixed School</i> | <i>Campaign for Real Ale</i> |
| <i>Alzheimer's Society</i> | <i>Campaign For Real Ale Ltd</i> |
| <i>Anglian Water</i> | <i>Camps Hill Community Primary School</i> |
| <i>Aragon Land And Planning</i> | <i>Canyon Play Association</i> |
| <i>Archangel Michael And St Anthony Coptic Orthodox Church</i> | <i>Carers in Hertfordshire</i> |
| <i>Arriva</i> | <i>Catesby Property Group</i> |
| <i>Arriva The Shires And Essex Buses</i> | <i>CBRE Ltd.</i> |
| <i>Ashtree Primary School</i> | <i>Central Bedfordshire UA</i> |
| <i>Asian Women Group</i> | <i>Centrebus</i> |
| <i>Association of North Thames Amenity Societies</i> | <i>Chair North Herts Ramblers Group</i> |
| <i>Aston Parish Council</i> | <i>Chambers Coaches Stevenage Ltd</i> |
| <i>Aston Village Society</i> | <i>Chells Community Association</i> |
| <i>Aviva Investors</i> | <i>Chells Manor Community Association</i> |
| <i>BAA Safeguarding Team</i> | <i>Chells Scout Group</i> |
| <i>Barclay School</i> | <i>Chelton Radomes</i> |
| <i>Barker Parry Town Planning</i> | <i>Christadelphian Community</i> |
| <i>Barnwell School</i> | <i>Churches Together</i> |
| <i>BEAMS Ltd</i> | <i>Churches Together in Stevenage</i> |
| <i>Bedwell Community Association</i> | <i>Circle Anglia</i> |
| <i>Bedwell Primary And Nursery School</i> | <i>Citizens Advice Bureau</i> |
| <i>Bell Cornwell LLP</i> | <i>Clague Ashford</i> |
| <i>Bellway (Northern Home Counties)</i> | <i>Codicote Parish Council</i> |
| <i>Bellway Homes</i> | <i>Colinade Associates Ltd</i> |
| <i>Bellway Homes Miller Homes</i> | <i>Colliers International</i> |
| <i>Bellway Homes, Miller Homes & Wheatley Plc</i> | <i>Commercial Estates Group</i> |
| <i>Bidwells</i> | <i>Connexions Stevenage</i> |
| <i>Bloor Homes</i> | <i>Cortex</i> |
| <i>Bloor Homes South Midlands</i> | <i>Costco Wholesale UK Ltd</i> |
| <i>Borough of Broxbourne</i> | <i>Countryside Management Service</i> |
| <i>Bragbury End Residents Group</i> | <i>Countryside Properties plc, Stevenage Rugby Club and the Homes and Communities Agency (Cambridge)</i> |
| <i>Bridge Builders Christian Trust</i> | <i>CPRE Hertfordshire</i> |
| <i>British Horse Society</i> | <i>Crossroads Care (Hertfordshire North)</i> |
| <i>Croudace Strategic Ltd</i> | <i>Finishing Publications Ltd</i> |

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| <i>CTC The National Cycling Charity</i> | <i>First Plan</i> |
| <i>Cycling UK Stevenage</i> | <i>Fitness First Plc</i> |
| <i>Dacorum Borough Council</i> | <i>Friends of Forster Country</i> |
| <i>Datchworth Parish Council</i> | <i>Friends of the Earth (Luton)</i> |
| <i>Davies And Co</i> | <i>Friends Religious Society</i> |
| <i>Defence Infrastructure Organisation</i> | <i>Friends, Families and Travellers and Traveller Law Reform Project Community Base</i> |
| <i>Deloitte</i> | <i>Fusion</i> |
| <i>Department For Business, Innovation and Skills</i> | <i>Gabriel Securities Ltd</i> |
| <i>Department For Culture Media And Sport</i> | <i>Genesis Housing Group</i> |
| <i>Department For Environment Food And Rural Affairs</i> | <i>GHM Consultancy Group Ltd (Logic Homes)</i> |
| <i>Department For Transport Rail Group</i> | <i>Giles Junior School</i> |
| <i>Design Council</i> | <i>Giles School</i> |
| <i>Dixons Dispatch Ltd</i> | <i>Glanville</i> |
| <i>Douglas Drive Senior Citizens Association</i> | <i>Glasgow City Council</i> |
| <i>DPDS Consulting Group</i> | <i>GlaxoSmithKline</i> |
| <i>EADS Astrium</i> | <i>Government Equalities Office</i> |
| <i>East and North Herts Clinical Commissioning Group</i> | <i>Graveley Against SNAP Proposals (GASP)</i> |
| <i>East and North Herts NHS Trust</i> | <i>Graveley Parish Council</i> |
| <i>East Coast</i> | <i>Graveley School</i> |
| <i>East Hertfordshire District Council</i> | <i>Great Ashby Community Council</i> |
| <i>East Herts District Council</i> | <i>Great Ashby Community Group</i> |
| <i>East Herts Footpath Society</i> | <i>Great Ashby Community Resource Centre</i> |
| <i>East of England Ambulance Service</i> | <i>Greene King Plc</i> |
| <i>East Of England Local Government Association (formerly EERA)</i> | <i>Greenside School</i> |
| <i>Eastlake Stevenage Limited</i> | <i>Gregory Gray Associates</i> |
| <i>Endurance estates</i> | <i>Hanover Housing Association</i> |
| <i>Environment Agency</i> | <i>HAPAS</i> |
| <i>Epping Forest District Council</i> | <i>Heaton Planning Ltd</i> |
| <i>Essex County Council</i> | <i>Hermes Real Estate Investment Ltd</i> |
| <i>Executive</i> | <i>Hertford Road Community Association</i> |
| <i>F&C REIT Asset Management</i> | <i>Hertfordshire Action on Disability</i> |
| <i>Fairlands Primary School And Nursery</i> | <i>Hertfordshire Association for the Care and Resettlement of Offenders</i> |
| <i>Fairlands Valley Sailing Centre</i> | <i>Hertfordshire Association Of Parish And Town Councils</i> |
| <i>Fairview Road Residents Association</i> | <i>Hertfordshire Association of Parish and Town Councils / Welwyn Hatfield Association of Local Councils</i> |
| <i>Featherstone Wood Primary School</i> | <i>Hertfordshire Association Of Young People</i> |
| <i>Fields in Trust</i> | <i>Hertfordshire Biological Records Centre</i> |
| <i>Hertfordshire Care Trust</i> | <i>Iceni Projects Ltd</i> |
| <i>Hertfordshire Chamber Of Commerce And Industry</i> | <i>Independent Custody Visitors Scheme</i> |

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| <i>Hertfordshire Constabulary</i> | <i>Intercounty Properties</i> |
| <i>Hertfordshire County Council</i> | <i>J Young Investments Ltd.</i> |
| <i>Hertfordshire County Council (Archaeology)</i> | <i>JB Planning Associates</i> |
| <i>Hertfordshire County Council (Estates)</i> | <i>Jehovah's Witnesses</i> |
| <i>Hertfordshire County Council (Highways)</i> | <i>John Henry Newman RC School</i> |
| <i>Hertfordshire County Council Public Health</i> | <i>Jones Day</i> |
| <i>Hertfordshire Fire And Rescue Service</i> | <i>Jones Lang LaSalle</i> |
| <i>Hertfordshire Gardens Trust</i> | <i>Kirkwells</i> |
| <i>Hertfordshire Hearing Advisory Service</i> | <i>Knebworth Estates</i> |
| <i>Hertfordshire Highways</i> | <i>Knebworth House Education and Preservation Trust</i> |
| <i>Hertfordshire LEP</i> | <i>Knebworth Parish Council</i> |
| <i>Hertfordshire Police</i> | <i>Lambert Smith Hampton</i> |
| <i>Hertfordshire Police Authority</i> | <i>Lodge Farm Primary School</i> |
| <i>Hertfordshire Police Eastern Area</i> | <i>Lanes New Homes</i> |
| <i>Hertfordshire Property (HCC)</i> | <i>Langley Parish Meeting</i> |
| <i>Hertfordshire Society for the Blind</i> | <i>Larwood School</i> |
| <i>Hertfordshire Stop Smoking Service</i> | <i>Lepus Consulting</i> |
| <i>Hertfordshire University</i> | <i>Letchmore Infants And Nursery School</i> |
| <i>Hertfordshire Visual Arts Forum</i> | <i>Letchworth Garden City Heritage Foundation</i> |
| <i>Herts & Middlesex Wildlife Trust</i> | <i>Leys Primary And Nursery School</i> |
| <i>Herts Against the Badger Cull</i> | <i>Lincolns Tyre Service Ltd.</i> |
| <i>Herts and Middlesex Wildlife Trust</i> | <i>Living Streets</i> |
| <i>Hertsmere Borough Council</i> | <i>London and Cambridge Properties Ltd</i> |
| <i>Hightown Praetorian Churches Housing Association</i> | <i>London Borough of Barnet</i> |
| <i>Highways England</i> | <i>London Borough of Enfield</i> |
| <i>Hill Residential Limited</i> | <i>London Borough of Harrow</i> |
| <i>HilliersHRW Solicitors LLP</i> | <i>London Gypsies and Travellers Unit</i> |
| <i>Historic England</i> | <i>Longmeadow Primary School</i> |
| <i>Hitchin Town Action Group</i> | <i>Lonsdale School</i> |
| <i>Holy Trinity Church</i> | <i>Luton Borough Council</i> |
| <i>Home Builders Federation</i> | <i>Marine Management Organisation</i> |
| <i>Homes And Communities Agency</i> | <i>Marriotts School</i> |
| <i>Howard Cottage Housing Association</i> | <i>Martin Ingram Opticians</i> |
| <i>Howard Property Group</i> | <i>Martins Wood Primary School</i> |
| <i>HSBC Trust Company (UK) Limited</i> | <i>Mayor of London</i> |
| <i>Hubert C Leach Ltd</i> | <i>MBDA UK Ltd</i> |
| <i>Mind in Herts</i> | <i>Pin Green Community Centre</i> |
| <i>MKG Motor Group</i> | <i>Pin Green Residents Association</i> |
| <i>Moss Bury Primary School</i> | <i>Pin Green Residents Group</i> |
| <i>MS Society Mid Hertfordshire</i> | <i>Planning Potential Ltd</i> |
| <i>NaCSBA</i> | <i>Planware Ltd</i> |
| <i>National Express</i> | <i>Planware Ltd.</i> |
| <i>National Housing Federation</i> | <i>POhWER</i> |

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| <i>Natural England</i> | <i>Princes Trust</i> |
| <i>Network Rail</i> | <i>Putterills Of Hertfordshire</i> |
| <i>NFGLG</i> | <i>Rapleys LLP</i> |
| <i>NHS East and North Hertfordshire CCG</i> | <i>REACT</i> |
| <i>North Hertfordshire and Stevenage Green Party</i> | <i>Redrow Homes (Eastern) Ltd</i> |
| <i>North Hertfordshire College</i> | <i>Redrow Homes Eastern Division</i> |
| <i>North Hertfordshire District Council</i> | <i>Regional Land Holdings Ltd.</i> |
| <i>North Hertfordshire Friends Of The Earth</i> | <i>Relate North Hertfordshire And Stevenage</i> |
| <i>North Hertfordshire People First</i> | <i>Renshaw UK Limited</i> |
| <i>North Herts & Stevenage Green Party</i> | <i>rg+p Ltd</i> |
| <i>North Herts and Stevenage Community Learning Disability Team</i> | <i>Richborough Estates</i> |
| <i>North Herts Homes</i> | <i>Ridgemoor Park Training Centre</i> |
| <i>North Herts People First</i> | <i>River Beane Restoration Association</i> |
| <i>North Stevenage Consortium</i> | <i>Road Haulage Association</i> |
| <i>Odyssey Group Holdings</i> | <i>Roebuck and Marymead Residents Association</i> |
| <i>Office for Rail Regulation</i> | <i>Roebuck Nursery And Primary School</i> |
| <i>Old Stevenage Community Association</i> | <i>Round Diamond Primary School</i> |
| <i>On Behalf Of St. Peter's Church</i> | <i>RPF Developments</i> |
| <i>Origin Housing Group</i> | <i>RPS Planning and Development Ltd</i> |
| <i>Oval Community Centre</i> | <i>RSPB</i> |
| <i>PACE</i> | <i>Sainsbury's Supermarkets Ltd</i> |
| <i>Paradigm Housing Group</i> | <i>Savills</i> |
| <i>Passenger Transport Unit, Hertfordshire County Council</i> | <i>Saving North Herts Green Belt</i> |
| <i>Patient Liaison Group</i> | <i>Secretary of State for Communities</i> |
| <i>Peacock And Smith</i> | <i>Seebohm Executors</i> |
| <i>Peartree Spring Junior School</i> | <i>Shephalbury Sports Academy</i> |
| <i>Pennyroyal Ltd.</i> | <i>Shephall Community Association</i> |
| <i>Pentangle Design</i> | <i>Shephall Residents Association</i> |
| <i>Persimmon Homes</i> | <i>Showmen's Guild Of Great Britain</i> |
| <i>PHD Associates</i> | <i>Simmons And Sons</i> |
| <i>Physically Handicapped And Able Bodied Club</i> | <i>South East Midlands Local Enterprise Partnership</i> |
| <i>Picture Ltd</i> | <i>Sport England</i> |
| <i>Pigeon Investment Management Ltd</i> | <i>Sport Stevenage</i> |
| <i>Pigeon Land Ltd</i> | <i>Springfield House Community Association</i> |
| <i>St Albans City And District Council</i> | <i>Thames Water Property</i> |
| <i>St Ippolyts Parish Council</i> | <i>The Baha'I Community of Stevenage</i> |
| <i>St Margaret Clitherow RC Primary School</i> | <i>The Campaign for Real Ale</i> |
| <i>St Nicholas Community Centre</i> | <i>The Coal Authority</i> |
| <i>St Nicholas School</i> | <i>The Greens & Great Wymondley Residents Association</i> |
| <i>St Vincent De Paul RC Primary School</i> | <i>The Guinness Trust</i> |

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|--|--|
| <i>St. Nicholas and Martins Wood Residents Association</i> | <i>The Guinness Partnership</i> |
| <i>Stanhope Plc</i> | <i>The Gypsy Council</i> |
| <i>STARCOURT CONSTRUCTION LTD</i> | <i>The Hitchin Forum</i> |
| <i>Stevenage And North Hertfordshire Indian Cultural Society</i> | <i>The Living Room</i> |
| <i>Stevenage and North Herts Women's Resource Centre</i> | <i>The National Trust</i> |
| <i>Stevenage Borough Council</i> | <i>The Nobel School</i> |
| <i>Stevenage Borough Council Transportation Development</i> | <i>The Salvation Army</i> |
| <i>Stevenage Business Initiative</i> | <i>The Theatres Trust</i> |
| <i>Stevenage Caribbean and African Association</i> | <i>The Woodland Trust</i> |
| <i>Stevenage Caribbean And African Association (SCARAFA)</i> | <i>Theatres Trust</i> |
| <i>Stevenage Cricket Club</i> | <i>Thomas Alleyne School</i> |
| <i>Stevenage CVS</i> | <i>T-Mobile</i> |
| <i>Stevenage Depression Alliance</i> | <i>TRACKS (Autism)</i> |
| <i>Stevenage Haven</i> | <i>Transport for London</i> |
| <i>Stevenage Irish Network</i> | <i>Trotts Hill Primary And Nursery School</i> |
| <i>Stevenage League Of Hospital Friends</i> | <i>Troy Planning</i> |
| <i>Stevenage Mosque</i> | <i>Turley</i> |
| <i>Stevenage Polish Association</i> | <i>Universities Superannuation Scheme Ltd</i> |
| <i>Stevenage Quakers</i> | <i>USF Nominees Ltd.</i> |
| <i>Stevenage Regeneration Ltd.</i> | <i>Veale Associates</i> |
| <i>Stevenage Sikh Cultural Association</i> | <i>Veolia Water Central (VWC)</i> |
| <i>Stevenage Town Rugby Club</i> | <i>VEOLIA WATER CENTRAL LIMITED</i> |
| <i>Stevenage Women's Refuge</i> | <i>Vincent And Gorbing Planning Associates</i> |
| <i>Stevenage World Forum For Ethnic Minorities</i> | <i>Virgin Media</i> |
| <i>Stevenage Youth Council</i> | <i>Visit East Anglia</i> |
| <i>Stewart Ross Associates</i> | <i>Vodafone Ltd</i> |
| <i>Strutt and Parker LLP</i> | <i>Waitrose Ltd</i> |
| <i>Symonds Green Community Association</i> | <i>Walkern Parish Council</i> |
| <i>Taylor Wimpey</i> | <i>Watford Borough Council</i> |
| <i>Taylor Wimpey / Persimmon</i> | <i>Welwyn Hatfield Borough Council</i> |
| <i>Terence O'Rourke Ltd</i> | <i>Welwyn Hatfield Council</i> |
| <i>Thames Water</i> | <i>West Stevenage Consortium</i> |
| <i>Wheatley Homes Ltd</i> | <i>Weston Parish Council</i> |
| <i>Willmott Dixon Housing</i> | <i>Wheatley Homes</i> |
| <i>Wm Morrisons Supermarket Plc</i> | <i>Woolmer Green Parish Council</i> |
| <i>Women's Link</i> | <i>WPNPF</i> |
| <i>Woodland Trust</i> | <i>Wymondley Parish Council</i> |
| <i>Woolenwich Infant And Nursery School</i> | <i>Wyvale Garden Centres Ltd</i> |
| | <i>Youth Council</i> |

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...

TWO CONSULTATIONS ARE OPEN NOW. HAVE YOUR SAY ON:

- SUPPLEMENTARY PLANNING DOCUMENTS (SPDS)**
- COMMUNITY INFRASTRUCTURE LEVY PRELIMINARY DRAFT CHARGING SCHEDULE (CIL)**

FIND OUT MORE AT:

[HTTPS://WWW.STEVENAGE.GOV.UK/HAVE-YOUR-SAY/PLANNING-POLICY-CONSULTATIONS](https://www.stevenage.gov.uk/have-your-say/planning-policy-consultations)

THE CONSULTATION PERIOD IS OPEN UNTIL 24 NOVEMBER 2024.

SCAN ME 

Stevenage
BOROUGH COUNCIL

Appendix 4 – Example of letter and email

Public Consultation on Supplementary Planning Documents (SPDs) and Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule

Dear Consultee,

The Council is conducting two separate consultations on the following:

- **Supplementary Planning Documents (SPDs) and;**
- **Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule.**

Both consultations close on the 24 November 2024.

Supplementary Planning Documents (SPDs)

Supplementary Planning Documents support the strategic and detailed policies in the Stevenage Borough Local Plan (SBLP). The SPDs are designed to set out more detail for how development is carried out.

We are consulting on the following SPDs:

- [Stevenage Design Guide \(September 2024\) - PDF](#)
- [Developer Contributions \(September 2024\) - PDF](#)
- [Parking \(September 2024\) - PDF](#)

We have produced a booklet to help explain why we are reviewing them and what specific changes we are making.

- [SPD Booklet](#)

This consultation closes on 24 November 2024

To review, comment and find out more on the documents, please visit our consultation website using the link below.

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

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.

The documents to review and assist with your comments are found below:

- [Preliminary Draft Charging Schedule \(PDCS\) \(September 2024\)](#)
- [Stevenage Infrastructure Delivery Plan \(September 2024\)](#)
- [Adopted CIL Charging Schedule \(April 2020\)](#)
- [Stevenage Borough Council Local Plan & CIL Review Viability Assessment](#)

This consultation closes on 24 November 2024

To review and comment on the proposed charges, please visit our consultation website using the link below.

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

More information on CIL can be found on the council's [Community Infrastructure Levy](#) web page.

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 – Supplementary Planning Documents (SPDs) and Community Infrastructure Levy Preliminary Draft Schedule

Six-week consultation from 14 October to 24 November 2024

The Council is conducting two separate consultations on the following:

- **Supplementary Planning Documents (SPDs) and;**
- **Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule.**

Both consultations close on the 24 November 2024

Supplementary Planning Documents (SPDs)

Supplementary Planning Documents support the strategic and detailed policies in the Stevenage Borough Local Plan (SBLP). The SPDs are designed to set out more detail for how development is carried out.

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To review, comment and find out more on the documents, please visit our consultation website using the link below.

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- [Stevenage Borough Council Local Plan & CIL Review Viability Assessment](#)

To review and comment on the proposed charges, please visit our consultation website using the link below.

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

More information on CIL can be found on the council's [Community Infrastructure Levy](#) web page.

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. Please ensure you state 'SPD Consultation' and/or 'CIL consultation' in the subject line.

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) Preliminary Draft Charging Schedule

Do you have any comments on the proposed charging schedule?

