

**From:** Dave Rusling  
**Sent:** Thu, 6 Feb 2020 17:10:05 +0000  
**To:** Plan Devcon  
**Subject:** FW: [External] Planning application 19/00474/FPM - Land to the west of Lytton Way

Hi,

Can this be added to idox and published please.

Thanks

Dave

**From:** ania.jakacka@hertfordshire.gov.uk [mailto:ania.jakacka@hertfordshire.gov.uk]  
**Sent:** 06 February 2020 17:07  
**To:** Dave Rusling  
**Subject:** [External] Planning application 19/00474/FPM - Land to the west of Lytton Way

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

**District ref:** 19/00474/FPM  
**HCC ref:** SV/162/2019 (Amended)  
**HCC received:** 24/01/2020  
**Area manager:** Roger Taylor  
**Case officer:** Ania Jakacka

**Location**

Land to the west of Lytton Way  
Stevenage  
SG1

**Application type**

Full application

**Proposal**

Demolition of existing office building (Use Class B1) and structures, and the construction of seven apartment buildings comprising 576 dwellings (Use Class C3) together with internal roads, parking, public open space, landscaping, drainage and associated infrastructure works

**Amendment**

(Active Travel Zone Assessment, improved access to subway)

**Decision**

Notice is given under article 18 of the Town and Country Planning (Development Management

Procedure) (England) Order 2015 that the Hertfordshire County Council as Highway Authority does not wish to restrict the grant of permission subject to the following conditions:

Application: SV/162/2019 District Ref: 19/00474/FPM Site: Land to the west of Lytton Way, Stevenage

1. Residents cycle parking: Prior to first occupation of the development hereby approved the details of the type, design of at least 576 cycle parking spaces (at least one per property) should be submitted to and approved in writing by the Local Planning Authority and the Highway Authority. Residents cycle parking should be in the form of lit, lockable and weather resistant cycle lockers or stores and be sited away from bin stores. Cycle parking shall be fully completed to the satisfaction of the Local Planning Authority and the Highway Authority before first occupation of the new development. Reason: To ensure the provision of cycle parking spaces in line with the Council's adopted standards contained in Policy 1 and 5 of the Hertfordshire's Local Transport Plan 4 and in accordance with the Stevenage's parking standards.

2. Accessibility Improvements: Prior to first occupation of the development hereby approved the improvement works to walking, including the following: • Notwithstanding the details submitted in Appendix B of the Technical Note HCC003 for a southbound ramp, the details of the ramp design should include retaining the current 2m wide path to the south to be used by cyclists; • Provision of a new pedestrian access to the north (as identified under Appendix C of the Technical Note HCC003). • Improvements to the existing stairs leading to the subway for easier access by pushchairs and bicycles (consider stair lift, etc). The works shall be fully completed to the satisfaction of the Highway Authority before first occupation of the new development. Reason: So that all users of the development can safely walk to and from the site, in compliance with paragraphs 108 and 110 of the NPPF.

3. Electric charging points: Prior to the occupation of the development hereby permitted, the details of the siting, type and specification of EVCPs, the energy sources and the strategy/management plan for supply and maintenance of the EVCPs shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. All EVCPs shall be installed in accordance with the approved details prior to occupation of each of the units and permanently maintained and retained. Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

4. Construction Management Plan / Statement: No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the local planning authority, in consultation with the Highway Authority. This should be based on the Hertfordshire's Construction Management Template available from <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#managementplans>. The development shall be carried out in accordance with the approved Construction Traffic Management Plan. Reason: In order to protect highway safety and the amenity of other users of the public highway and rights of way in accordance with Policies 5, 12, 17 and 22 of Hertfordshire's Local Transport Plan (adopted 2018). 5. Travel Plan: No part of the development hereby permitted shall be occupied prior to the implementation of

the approved WSP's Residential Travel Plan Doc Ref No. 70020570-RTP-001 Dated July 2019. Those parts of the approved Travel Plans that are identified therein as being capable of implementation after occupation shall be implemented in accordance with the timetable contained therein and shall continue to be implemented as long as any part of the development is occupied. In addition, further information on the Travel Plan Coordinator and financial incentives to encourage sustainable travel (£50 per flat) should be submitted. Reason: To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018).

6. Electric Vehicle Charging Points (EVCP): Prior to the occupation of the development hereby permitted, the details of the siting, type and specification of EVCPs, the energy sources and the strategy/management plan for supply and maintenance of the EVCPs shall be submitted to and approved in writing by the Local Planning Authority. All EVCPs shall be installed in accordance with the approved details prior to occupation of each of the units and permanently maintained and retained. Reason: To ensure construction of a satisfactory development and to promote sustainable development in accordance with Policies 5, 19 and 20 of Hertfordshire's Local Transport Plan (adopted 2018).

PLANNING OBLIGATION INFORMATIVE: Through the planning process Hertfordshire County Council would recommend that: the Travel Plan monitoring fee of £6,000, a subsidised car club arrangement with a car club operator is provided and financial contributions of £381,851.875 to improve cycle routes connecting new development to the town centre and Gunnels Wood employment area via cycleway network, Improvements to Stevenage rail station, North-South high-quality bus corridors, Improvements to bus services between new development sites and the town centre, is provided by the developer to mitigate the incremental increase in traffic impact from developments and maximise the sustainability of the site in transport terms. In respect of Regulation 122 of the CIL Regulations 2010 the planning obligations sought from this proposal are: (i) Necessary to make the development acceptable in planning terms. (ii) Directly related to the development; (iii) Fairly and reasonable related in scale and kind to the development.

Highway Informative: The Highway Authority recommends inclusion of the following Advisory Notes (ANs) to ensure that any works within the highway are carried out in accordance with the provisions of the Highway Act 1980.

AN1. Construction standards for works within the highway: The applicant is advised that in order to comply with this permission it will be necessary for the developer of the site to enter into an agreement with Hertfordshire County Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access improvements. The requirement as part of the offsite s278 works is to: 1) Improvements to the southbound ramp, 2) Provision of a new pedestrian access to the north (as identified under Appendix C of the Technical Note HCC003). 3) Improvements to the existing stairs leading to the subway for easier access by pushchairs and bicycles (consider stair lift, etc). The details should be included as part of the s278 drawing in conjunction with the development. The construction of such works must be undertaken to the satisfaction and specification of the Highway Authority, and by a contractor who is authorised to work in the public highway. Before works commence the applicant will

need to apply to the Highway Authority to obtain their permission and requirements. Further information is available via the website <http://www.hertsdirect.org/services/transtreets/highways/> or by telephoning 0300 1234047.

AN2: Road Deposits: It is an offence under section 148 of the Highways Act 1980 to deposit mud or other debris on the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Therefore, best practical means shall be taken at all times to ensure that all vehicles leaving the site during construction of the development are in a condition such as not to emit dust or deposit mud, slurry or other debris on the highway. Further information is available via the website <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/highways-roads-and-pavements.aspx> or by telephoning 0300 1234047.

AN3: Storage of materials: The applicant is advised that the storage of materials associated with the construction of this development should be provided within the site on land which is not public highway, and the use of such areas must not interfere with the public highway. If this is not possible, authorisation should be sought from the Highway Authority before construction works commence. Further information is available via the website: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/business-licences/business-licences.aspx> or by telephoning 0300 1234047

### Description of the Proposal

The subject site is located within the Stevenage Borough Council area. The site is not allocated for any specific use in the recently adopted Stevenage Borough Local Plan. It is therefore classed as a 'windfall site'.

This is a full application for the Demolition of existing office building (Use Class B1) and structures, and the construction of seven apartment buildings comprising 576 dwellings (Use Class C3) together with internal roads, parking, public open space, landscaping, drainage and associated infrastructure works.

### History

The minutes from a pre-application meeting are attached in Appendix A of the Transport Assessment (TA).

### Analysis

The applicant has provided a Transport Assessment and the Travel Plan for review as part of the application package. This is considered sufficient and in line with the requirements of the Roads in Hertfordshire: Highway Design Guide 3rd Edition, Section 1: Policy Information and General Guidance, Chapter 7: General Requirements for Transport Assessments, para 7.3 of the Roads in Hertfordshire Guidance.

### Vehicle Access

The proposal benefits from an existing access from Lytton Way that is designated as a principal distributor road (A-road) subject to a speed limit restricted to 40 mph. The applicant has implied that no changes are to be made to the access, vehicle to vehicle inter visibility and pedestrian visibility will not be affected by the proposal.

### Internal Road Layout

The proposed site layout has been tested with a swept path analysis of a large waste collection vehicle (12.2m long). This illustrates the Waste Collection Strategy together with the drag distances to the Bin Collection Points (BCP) around various locations of the layout would work.

### Pedestrian and Cycle Access and facilities

The footways to each side of the main access junction are shown to measure 2m in width which is acceptable. A new footway access is also shown to be provided along the northern boundary of the site on Trinity Road, connecting with the existing infrastructure along Chequers Bridge Road.

Pedestrian and cycle access to the subway- given the scale and nature of the new development where access is required 24 hours a day, the existing links to the subway/underpass should be reviewed and improved to serve the new development. Some of the improvements could for example include options of widening of the existing southbound ramp to 5m to provide a segregated pedestrian and cycle route so it is a DDA compliant but cycle friendly at the same time, improvement works to the existing stairs to improve access for pushchairs, wheelchairs, bicycles, etc. Since the works will be within the public highway, they can be secured under s278 agreement.

Although the existing office use of the site is noted, all the trips associated with it are for that purpose only. If a residential development is to be constructed in its place, then numerous different types of trips will arise (e.g. trips to/from home, work, shopping, leisure, school, etc). In this way, if gaps in pedestrian and cycle access to/from the site exist to these major destinations, this will force all journey purposes to be undertaken by the private car or risks compromising pedestrian and cycle safety, which is contrary to the adopted policies of the LTP4 and NPPF.

For this reason, an Active Travel Audit was requested and submitted as part of the Technical Note HCC003, to show how the development connects with the surrounding local amenities, schools in the area, bus stops, etc. This provides information on the state of the existing walking and cycling facilities to access the nearest primary/secondary school, gp surgery, leisure, retail, public transport. This demonstrates that on general the site is well connected with the local amenities.

### Waste Collection and Storage

The location of a refuse enclosure appears to be provided in accord with Manual for Streets, which is within 10 metres of the access road where a refuse collecting vehicle can park without compromising access to other properties. The method of refuse collection must be confirmed as acceptable by Stevenage's refuse collection agency.

## Emergency Vehicle access

The details, inclusive of swept path, have been submitted in Appendix C. The roads are shown to be able to accommodate an emergency vehicle to all parts of the site.

## Parking

### Car Parking

The number of parking should comply with the Stevenage's Parking Provision Supplementary Planning Document and the Roads in Hertfordshire: Highway Design Guide 3rd Edition, Section 4 – Design Standards and Advice, Chapter 9 – Vehicle Parking Facilities, para 9.3 Dimensions for car-parking spaces and manoeuvring areas. It is ultimately the decision of the LPA to agree the level of car parking provision on site. The parking layout dimensions meet the ones contained in the Roads in Hertfordshire Guidance.

### Cycle Parking

Para 2.3.10. of the TA states that cycle parking will be provided in accordance with SBC's Parking Provision Supplementary Planning Document minimum standard of one secure space per unit. The location of cycle parking is shown in Appendix B of the TA. The details of a high quality, safe and secure cycle parking should be secured by a planning condition to comply with the LTP4 and encourage greater uptake of cycling by future residents.

### Highway Safety

The applicant has obtained collision data from HCC for the five-year period between January 2014 and December 2018. During this time, 31 slight and 2 serious collisions were recorded. Trinity Rd/Lytton Way roundabout is identified as one of collision hot spots in Herts already identified for safety improvements. The collision statistics contained in the TA cover the time period of 2014-2018. Given that the existing office has been vacant for some time a further assessment (contained in the Technical Note HCC002 dated 18 December 2019) was requested that took into account the collisions which occurred when the office was fully operational. This shows no trend between the number and severity of the collisions and the occupation of the office building. Therefore, it is anticipated that the development will not have a detrimental impact on the safety of the highway network.

### Car Club Bay and electric charging points

To meet the Local Transport Plan 4 Policy 5h, the Highway Authority needs to ensure that any new parking provision in new developments provides facilities for electric charging of vehicles, as well as shared mobility solutions such as car clubs. The EV charging can be secured by a planning condition. The details of a car club operator are included as Appendix D of Technical Note HCC001 dated 28 November 2019. This confirms that Ubeevo (sister brand to E-Car Club, both of which are part of the Europcar Mobility Group) have expressed interest in the development, suggesting a two-car deployment would be most likely initially, with the potential to grow the scheme should there be sufficient demand. The details of the car club should be secured by way of a Section 106 obligation associated with any Planning Approval.

## ACCESSIBILITY

### PUBLIC TRANSPORT RAIL

The closest rail station is Stevenage located circa 700m from the site. The station offers frequent services to London Kings Cross, Cambridge and Peterborough.

#### Bus Access

The closest bus stops, located within a walking distance of 400m are located on Chequers Bridge Road (northbound only), Fairview Road and the A1155 Fairlands Way which are served by a variety of services. Although the site is more than the maximum 400m meters distance from the existing bus station and the new bus station location, the wide range of frequent and good quality services operating from the stations means that the walking distance is not considered excessive.

### ACCESSIBILITY/ SUSTAINABLE TRANSPORT CONTRIBUTIONS

Discussions with HCC's Transport Access and Road Safety unit (TARS) identified that, as a requirement of the development a section 106 agreement would need to secure the upgrading of the nearest bus stops in Lytton Way (Real time information screens).

#### Highway Mitigation measures

The Stevenage Borough Council has not yet adopted CIL; therefore, contributions would be sought via the S106 agreement using the HCC's Planning Obligations Toolkit. The HCC's Planning Obligation Guidance (2008) implements a two-strand approach to planning obligations in order to address the immediate impacts of the new development (first strand), and the cumulative impacts of all development on non-car networks (second strand). The Highway Authority will seek, wherever possible, to secure highway works via planning Condition and s278 agreement.

First strand: • Travel Plan Evaluation and Supporting Fee = £6,000. • Car Club. • Works to improve pedestrian and cycle connection to the subway (to the existing stairs and southbound ramp).

Second Strand (s106): In accordance with the HCC Planning Obligations Guidance, contributions are sought on a unit rate basis and are pooled where appropriate.

For residential use the charge is based on the number of bedrooms. This is calculated based on the following: site's accessibility zone (1) (identified against the Stevenage parking standards Appendix 1) and based on the following mix given in the planning application form:

• 249 one-bedroom units x £375= £93,375; • 257 two-bedroom units x £500=£128,500; • 50 three-bedroom units x £750=£37,500.

• Total: circa £259,375

This gives a sum of £259,375.00 which increased by 47,22% (£122,476.875) to take into account SPONS indexation (this figure can change on signing the agreement) since 2006, results in a final Sustainable Transport contribution figure of £381,851.875.

Identified schemes: a) Package 1 (Gunnels Wood and Town Centre): Cycle routes connecting new development in North Stevenage to the town centre and Gunnels Wood employment area via cycleway network, Improvements to Stevenage rail station, North-South high-quality bus corridors b) Package 2 (North and West Stevenage): Cycle routes connecting new development in North Stevenage to the town centre via cycleway network, Improvements to bus services between new development sites and the town centre,

as identified in the North Central Growth and Transport Plan, in order to facilitate access by sustainable modes to Gunnels Wood industrial Estate and the town centre and between new development in north and west Stevenage.

### TRIP GENERATION, DISTRIBUTION AND HIGHWAY IMPACT

The Transport Assessment includes a TRICS assessment of the development. It concludes that there will be 152 two-way movements generated in the morning peak hour (8-9am) and 184 in the evening peak hour (5-6pm).

The TRICS outputs have been assessed and were not considered to be robust for the following reasons: -car passengers were not included in the totals; -the office sites selected from TRICS do not match the actual size of the existing development, are outdated (go as far as year 2009); -are not representative as include A1 land use as well; -the suburban area site location should have been excluded. Population group 1000 to 5000 within a mile also seems too low and should have been excluded.

Concerns were also raised by the Highway Authority in relation to the trip distribution assumptions made and methodology used in the TA.

Since then additional information in the form of Technical Note HCC001 dated 28 November 2019 had been submitted to address the above.

TEMPRO growth factor has been used. The methodology used is acceptable to the Highway Authority.

The HA also requested that the following details be clarified by the applicant: 2019 PM has HGV % matrix set to zero in all. It might have negative impact on the junction performance – warning displayed. Good practice dictates using the HGV % in any case. Why are queue counts not provided? – Unable to verify the model accuracy. On site 2 junction – arms 3 - A602 Lytton Way South and 4 - A1155 Fairlands Way West show negative impact of the proposed development (2024 growth + development scenario versus 2024 Growth + permitted Scenario), with increased queuing and delay on both arms. Again, these were further clarified as part of Technical Note HCC001 dated 28 November 2019.

A junction capacity assessment has been undertaken for A602 Lytton Way/ Trinity Road roundabout, A602 Lytton Way/A1155 Fairlands Way roundabout, A602 Lytton Way/Site Access

priority junction. The model results demonstrate that A602 Lytton Way / Trinity Road roundabout operates marginally below its theoretical capacity in all scenarios; the A602 Lytton Way / Site Access junction is forecast to operate with reserve capacity in all scenarios and the A602 Lytton Way / A1155 Fairlands Way roundabout would operate over-capacity in the 2024 future scenarios. However, when comparing the future baseline with permitted used to the future baseline plus development scenarios, the impact of the proposed development is minimal. The HA accepts the findings contained in the Technical Note HCC001 dated 28th of November 2019, which demonstrate that the development will not have a severe vehicular impact on the highway network in comparison to the use as an office.

## Travel Plan

The travel plan team require the following information: Travel plan co-ordinator contacts: TPC will be appointed three months prior to first occupation & present until at least three years after full occupation – info needed on who this will be, where based etc Residential travel pack contributions: No explicit reference to financial incentives to encourage sustainable travel (£50 per flat; £100 per house).

The TP's review fee of £6,000 to be secured under s106.

## Construction Traffic Management Plan

As noted in the scope meeting minutes (Appendix A of the TA), construction access into the site is proposed from Trinity Road, which was the means of access for construction for the office building. Any construction activity has the potential to have a material impact on local highway conditions during the period of construction. It is considered reasonable therefore to require a Construction Management Plan to reduce, to the lowest level practicable, impacts arising during construction. The CTMP should be based on the Hertfordshire's adopted template downloadable from the website: <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and-developer-information/development-management/highways-development-management.aspx#managementplans>.

## SUMMARY

A “walking and cycling audit” to key destinations has been submitted. This demonstrates clearly that the residential use will have a wider and more profound impact on the existing walking, cycling and public transport facilities in the area, than the previous use as an office. For this reason, a contribution is sought from this development to improve cycle routes connecting new development to the town centre and Gunnels Wood employment area via cycleway network, Improvements to Stevenage rail station, North-South high-quality bus corridors, Improvements to bus services between new development sites and the town centre.

## CONCLUSION

The Highways Development Management team has considered the impacts associated with the proposed development of the former Icon site based on the information submitted by the applicant, the Transport Assessment, Travel Plan, Technical Notes and the detailed plans. The highway safety, accessibility and capacity have all been assessed. The Highway Authority is

satisfied that the proposed development will not have a 'severe' impact on the highway (Ref-paragraph 109 of the NPPF\_Feb\_2019\_revised), subject to the development improving the existing access to the subway network and contributing towards wider improvement works under s106 agreement.

**Ania Jakacka**

**Date 06/02/2020**

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