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| <u>Location:</u> | Land To The East Of High Street And North Road, Graveley, Hertfordshire |
| <u>Applicant:</u> | Croudace Homes Ltd |
| <u>Proposal:</u> | Outline planning application with all matters reserved other than means of access, for the erection of up to 900 dwellings (including affordable housing and self/custom build units), provision of a primary school, provision of a neighbourhood centre including community building, and provision of open space areas across the site, together with associated drainage, land works and utilities works. This application is accompanied by an Environmental Statement |
| <u>Ref. No:</u> | 23/02935/OP |
| <u>Officer:</u> | Peter Bull |

Report addendum

Updates on outstanding matters:

NHS ICB – no objection. Has stated a preference for on-site provision in the first instance with a fall-back position comprising a financial contribution. Further details are set out below.

Corrections and clarifications to the published report:

4.2.2 The developable space is 22.3 not 23.8ha as stated.

Neighbourhood centre including community building

4.4.28 The updated NHS ICB response confirms that the development creates a need for 215sqm of primary care floorspace, not 230sqm as set out in the published report. Typically, a viable GP surgery would be a minimum of about 400sqm. The NHS ICB response has confirmed that new health infrastructure in the form of on-site provision for a new medical facility circa 630sqm is sought to accommodate additional patient numbers from this and other developments and projected need going forward. As the Community Infrastructure Levy Regulations only requires mitigation for the new need arising from the development (i.e. 215sqm), the difference between the need and requested floor space – 415sqm – would require capital investment funding from other sources which could comprise the NHS, existing GP practices and / or s106 contributions from other developments. The s106 relating to this development would be drafted such that a new on-site facility should be provided in the first instance. In the event that this cannot be secured for viability, affordability and deliverability reasons, the ICB have requested a contribution of circa £1,504,800.00 index linked from the date of the planning permission (900 dwellings x £1,672 per dwelling). This money would be used to option to digitise or remove to secure off site storage existing patient records and the reconfiguration, refurbishment and / or extension of vacated space at the existing nearby Canterbury Way Surgery to create additional patient facing clinical rooms for GPs and support staff, increase capacity to accommodate additional patient numbers arising from this development and future

housing growth in and around Graveley. Going forward, there would need to be discussions about the timing for the delivery of the community hub where primary care facilities would be located and the funding shortfall to deliver the preferred on-site option.

4.4.129 *Walking, cycling and wheeling (Active Travel)*

Public Footpath Graveley 007 runs through the site. The main officer report confirms that this will need to be upgraded to allow cycle use also. This could be achieved by either upgrading to a cycle track or to a bridleway (the latter use enabling equine use also). It is noted representations made by third parties seek improvements to public rights of way both within and adjacent to the site to include equine use. Presently only 008 (linking Back Lane to the eastern boundary of the site) has bridleway status. 006 (outside the site) and 007 (sections both within and outside of the site) are public footpaths and therefore there is no authorised cycle or equine use presently. In relation to 007, there are two key issues to consider – (i) the route will be bordered on either side by residential development and, given this, it is unclear whether it would be desirable for horse users and (ii) upgrading this into a bridleway would require designing in features such as horse corrals and Pegasus crossings which may conflict with wider public use of the route as a open green space. HCC Highways has reaffirmed that a pedestrian and cyclist use of 007 is the focus although use by horses should be secured if possible and appropriate. The northern end of footpath 007 together with the whole of 006 is outside of the site and therefore upgrading these to enable equine use would need to be explored and delivered by HCC Rights of Way Unit with agreement of other landowners. Upgrades of these footpaths to provide a meaningful equine use is therefore beyond the scope of the applicant. A condition requiring a Rights of Way Improvement Plan (ROWIP) to be submitted and agreed is already recommended as part of the main report. No change is needed to this. However, it is recommended that before this is submitted, HCC Rights of Way Unit should explore with adjoining landowners the opportunity to upgrade these for equine use. If such agreement is forthcoming, then the ROWIP could reasonably make provision for 007 to be upgraded to include equine use also if deemed appropriate. Off-site mitigation would be delivered as part of the Strand 1 improvements. Other improvements to existing on site public rights of way immediately to facilitate cycle use will be necessary to encourage travel by non-car modes. HCC Highways seek a separate contribution of £150,000 to deliver these and other off-site improvements and this will be secured as part of the s106.

4.4.140 This refers to potential off-site improvements which will be delivered by the developer as part of S278 highway works. For the avoidance of doubt, this would include the upgrade to the cycle ways along High Street / Graveley Road / North Road (B197) along the western edge of the site. Although illustrative designs for the cycle ways have been provided, final details would be secured as part of the S278 agreement. A condition requiring the delivery of this (condition 40 – see below) is recommended.

4.4.154 The projects listed are indicative and the precise mitigation measures will be identified by HCC Highways and informed by the Monitor and Manage process which is secured via condition 39. The fixed financial Strand 2 contribution will prioritise projects that can move ahead most quickly within spending window allowed for in the s106.

Clarifications and additional s106 matters:

4.4.189 (Table 5)

School Community Use Agreement – this will be linked to the timing of the completion of the school given the developer will not be designing or managing the school.

Open Space and Management and Maintenance Scheme – precise details of the Scheme may need to be revised and Members are asked that officers deal with this under the delegated powers sought as part of the resolution (see 6.1 B on the main report).

Highway Improvements – Strand 1 – to include (i) a contribution towards the establishment of a new bus service (92) to serve the development either £1,314,754.30 (£262,950.86 per annum for five year period) or other lower amount to be agreed with HCC Highways PTU Team (ii) off-site improvement works to existing off site Rights of Way (007, 006, 008 and 023) £150,000 to be detailed in ROWIP and (iii) travel plan monitoring contribution £6,000 to cover 5 years post full occupation. All highway contributions are to be Index linked by SPON'S from January 2019. Note - off-site highway improvements (foot and cycleway improvements and TROs) are to be undertaken by the developer and will be secured via an additional condition (40 - see below).

Car and cycle clubs - these are elements to be delivered as part of the proposed mobility hubs referred to in the report are considered to be Strand 1 measures and are therefore the responsibility of the developer. The developer has agreed to deliver both these clubs for the development and these will need to be secured through the s106 agreement. Preliminary clauses are set out below -

Cycle Club – the applicant to arrange directly with Beryl Bikes, as an expansion of its existing Stevenage Borough scheme, to provide a stock of bikes (amount to be confirmed) and install virtual docking stations at locations within the development site that are no more than 400m on foot from all dwellings within the development. If this arrangement has not been agreed before occupation of the 100th dwelling, NHDC may demand from the owner a monetary contribution in lieu of £50,000, index-linked, to be spent within five years of receipt on any measures that support sustainable travel by residents.

Car club -the applicant to designate for the exclusive use of at least one club car parking bay within the development site that is no more than 400m on foot from all dwellings within the development. The developer shall be responsible for preparing and covering the costs of the associated TRO. Requirement for the owner to arrange directly with a car club operator to provide a club car in the designated club car bay for a minimum period of three years. If an arrangement has not been agreed before occupation of the 100th dwelling, NHDC may demand from the owner a monetary contribution in lieu of £50,000, index-linked, to be spent within five years of receipt on any measures that support sustainable travel by residents.

Amended and additional conditions (as already agreed with the applicant):

1. Application for approval of the first Reserved Matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission, and the development hereby permitted shall be begun before the expiration of 3 years from the date of approval of the last of the Reserved Matters to be approved.

5. Prior to or concurrently with the submission of the first Reserved Matters application a Site Wide Phasing and Delivery Plan which accords with the s106 triggers and Transport Mitigation Phasing Strategy has been submitted to and

approved in writing by the Local Planning Authority. Thereafter each subsequent Reserved Matters application for any phase (or part thereof) shall be accompanied by an updated programme or statement of compliance with the approved strategy for subsequent approval by the Local Planning Authority. The development shall be carried out in accordance with the approved Site Wide Phasing and Delivery Plan unless there are unforeseen events or obstacles to delivery. In this situation, the developer shall prepare (i) written explanation as to why it is necessary to revise the Phasing and Delivery Plan and (ii) an alternative timing for delivery and submit this to the Local Planning Authority for their written approval. The Local Planning Authority shall not withhold agreement to a revised timing for delivery where reasonable and satisfactory justification has been provided by the developer.

All Reserved Matters submissions shall be in accordance with the Site Wide Phasing and Delivery Plan as approved by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority. Any references to a Phase of the development within this permission shall be taken to be a reference to phases as identified within the Site Wide Phasing and Delivery Plan submitted under this condition

The Site Wide Phasing and Delivery Plan shall include but not be limited to the sequence of commencing and completing the following elements:

- a) Residential development parcels;
- b) Location of self-build plots;
- c) A programme for the delivery of public transport infrastructure;
- d) Major distributor roads/routes within the site, including timing of provision and opening of access points into the site;
- e) Strategic footpaths and cycleways;
- f) Primary school (playing pitches), community/neighbourhood centre facilities;
- g) Strategic foul and surface water features and SUDS;
- h) Formal and informal public open space, park/square, allotments, parks, NEAP and LEAP;
- i) Strategic/structural landscaping;
- j) Strategic electricity, telecommunications and gas networks;
- k) Infrastructure for the provision of fibre optic cables;
- l) Environmental mitigation measures;
- m) Off-site highway improvements;
- n) Accessible and adaptable housing;
- o) Housing mix.

7. All Reserved Matters applications for each development parcel or sub-phase shall include full details in relation to the design of estate roads (in the form of scaled plans and / or written specifications) and phasing details for commencement and completion shall be submitted to and approved in writing by the Local Planning Authority to detail the following:

- a) Roads;
- b) Footways;
- c) New pedestrian and cycle accesses into the site;
- d) Cycleways (compliant with LTN 1/20);
- e) External public lighting;
- f) Minor artefacts, structures and functional services;
- g) Foul and surface water drainage;

- h) Visibility splays;
- i) Access arrangements including temporary construction access
- j) Hard surfacing materials;
- k) Parking areas for vehicles and cycles;
- l) Loading areas; and
- m) Turning and circulation areas.

The development shall thereafter be implemented in accordance with the approved details.

18. (A) No phase of development as agreed under condition 5 shall take place/commence until an Archaeological Written Scheme of Investigation has been submitted to and approved by the local planning authority in writing. The scheme shall include an assessment of archaeological significance and research questions; and:

- (i) The programme and methodology of site investigation and recording
- (ii) The programme for post investigation assessment
- (iii) Provision to be made for analysis of the site investigation and recording
- (iv) Provision to be made for publication and dissemination of the analysis and records of the site investigation
- (v) Provision to be made for archive deposition of the analysis and records of the site investigation
- (vi) Nomination of a competent person or persons/organisation to undertake the works set out within the Archaeological Written Scheme of Investigation.

(B) Each phase of development shall take place/commence in accordance with the programme of archaeological works set out in the Written Scheme of Investigation approved under condition 18 (A)

(C) Each phase of development shall not be occupied/used until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition (A) and the provision made for analysis and publication where appropriate

26. Each Reserved Matters application shall be reviewed by a qualified arborist prior to submission to the Local Planning Authority to identify tree and hedge impacts. Thereafter, the following information shall be provided to the local planning authority as part of each Reserved Matters application. Either -

(a) where tree and hedge impacts are identified by a qualified arborist, in accordance with best practice including BS5837 (Trees in relation to construction)

- (i) Arboricultural Method Statement(s)
- (ii) Tree and Hedge Protection Plan(s)
- (iii) a Veteran Tree Management Plan (where applicable)
- (iv) an external underground service plan illustrating the routes of all cables and pipes (where applicable).

Or

(b) where tree and hedge impacts are not identified by a qualified arborist, a statement confirming as such.

33. As part of each Reserved Matters application, a scheme for the parking of residents' cycles with convenient and minimally obstructed access to the street,

including details of the design, level and siting, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be installed prior to the first occupation of each approved dwelling and thereafter retained.

35. (A) Notwithstanding the details indicated on the submitted drawings, no on-site works above slab level shall commence on site until a Rights of Way Improvement Plan for the off-site and on-site Rights of Way improvement works has/have been submitted to and approved in writing by the Local Planning Authority. The Plan shall set out the phased delivery of rights of way improvements within the application site and on land immediately adjoining it (including highway land) in consultation with Herts County Council Rights of Way Unit.

(B) Thereafter, the on-site works shall be completed in accordance with details set out in the approved Plan. Within 30 days of completion of each phase of the approved rights of way improvements, the developer shall provide written confirmation of such to the Local Planning Authority.

(C) Thereafter, the relevant phase of Plan improvement works will be subject to a 12 month defect repair period. The Local Planning Authority in consultation with the Highways Authority, shall notify the developer in writing of any repairs of defects. Thereafter, the developer shall confirm in writing to the Local Planning Authority the time period for carrying out defects or repairs.

(D) Thereafter, the Local Planning Authority will confirm in writing either that the any defects or repairs have been carried out satisfactorily or details of further work that needs to be carried out.

37. Prior to the first occupation of the school hereby permitted, a School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highways Authority. Within three months of the first use of the development, the School shall submit to the Modeshift STARS – National Accreditation Scheme and, with the support of Hertfordshire County Council officers, shall undertake best practicable endeavours to promote and increase levels of sustainable and active travel in order to Page 94 improve the health and wellbeing of children and young people, as well as reduce local highway impacts arising from pick up / drop off. Within six calendar months of first occupation, the School Travel Plan shall achieve a minimum of bronze status under and in accordance with the Modeshift STARS Accreditation Framework, maintaining a minimum accreditation of bronze for 7 years. The travel plan will be up-dated annually for the lifetime of the school and will include objectives, targets, planned and completed initiatives. The role of school Travel Plan Champion shall be created and shall have the responsibility for adhering to the approved travel plan.

39. No development shall commence until a monitoring programme to assess the level of development traffic utilising the local highway network, together with a management plan has been agreed and approved in writing by the Local Planning Authority. Thereafter, the monitoring programme and management plan shall be implemented in accordance with the approved details.

Reason: To ensure that traffic levels arising from the development are monitored and the results of such monitoring can be used to inform the County Council's decisions on how to prioritise decisions on how to spend the funding it has secured under Strand 2 of the sustainable travel contributions in the Section 106 agreement, in accordance with Policies 5 and 12 of Hertfordshire's Local Transport Plan (adopted 2018).

40. (A) Notwithstanding the details indicated on the submitted drawings, no on-site works above slab level shall commence until a detailed scheme for the foot/cycle way between the site's western North Road boundary and the public highway as illustrated on drawing number 1803-60 PL02 Rev A have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority.

B) Prior to the first use of the development hereby permitted, the improvement works referred to in part A of this condition shall be completed in accordance with the approved details.

Reason: To ensure construction of a satisfactory development and that the highway improvement works are designed to an appropriate standard in the interest of highway safety and amenity in the interests of active travel and in accordance with Policy 5, 13 and 21 of Hertfordshire's Local Transport Plan (adopted 2018).

Note: the precise wording of other conditions set out in the original report may require some minor revision. As per the recommendation set out in the main report (6.1 B), Members are asked to provide delegated powers to the Development and Conservation Manager to (i) resolve outstanding matters including financial contributions and (ii) update conditions and informatives with minor amendments as required.

Decision notice informatives:

Informatives and advice from a number of technical consultees to draw attention and to clarify both other legislative requirements and planning matters that should be considered when seeking the discharge of conditions are recommended and will be included on the decision notice in event of approval.