

Meeting: Planning and Development Committee **Agenda Item:** **3**

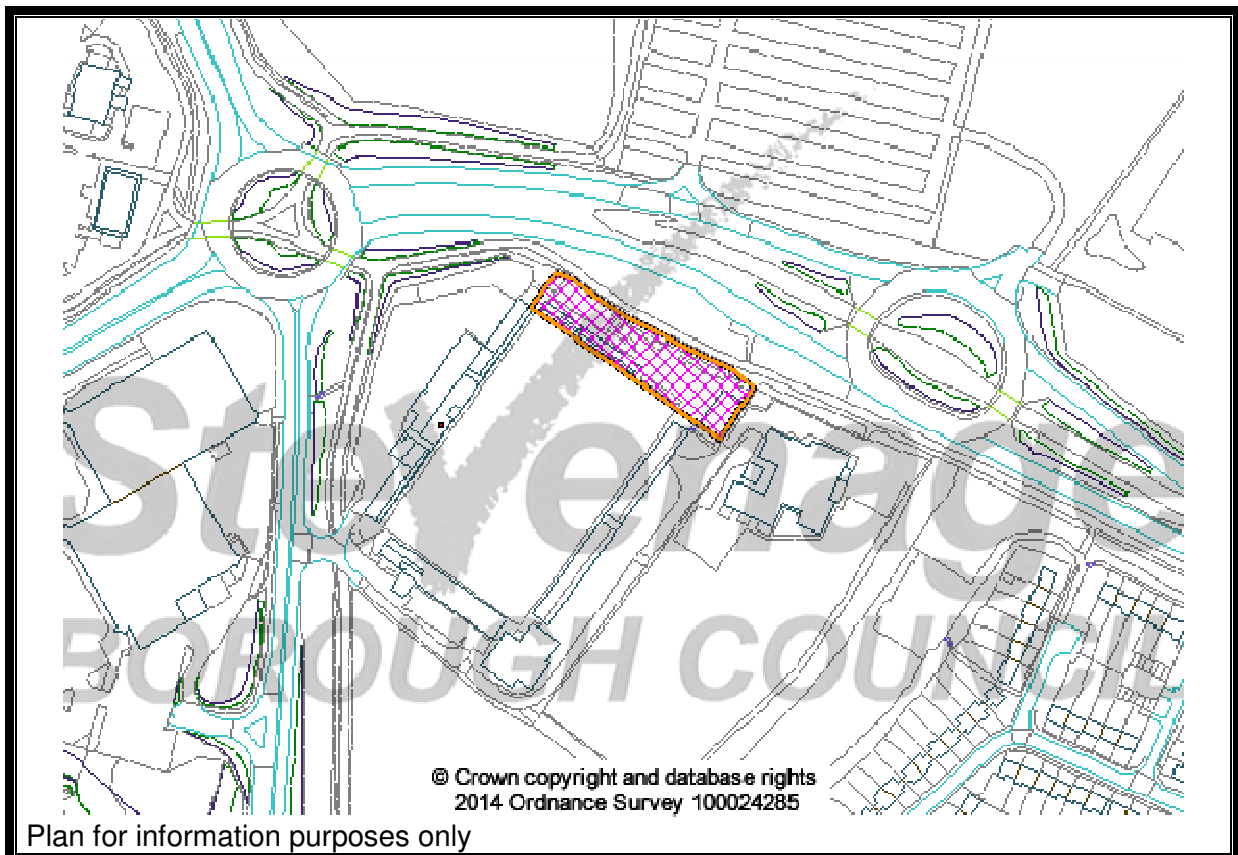
Date: 21 July 2015

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Application No.:	15/00236/FPM
Location:	Stevenage Borough Football Club, Broadhall Way, Stevenage.
Proposal:	Demolition of existing north stand and construction of replacement two tier north stand including sports, spectator, conference, meeting and leisure facilities including medical use.
Drawing Nos.:	7304-101-SK02, 7304-102-P2 and 7304-300-P2.
Applicant:	Stevenage Football Club
Date Valid:	1 May 2015
Recommendation:	GRANT PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1. The application site comprises the existing North Stand and its associated curtilage, which forms part of the Football Club. This stand currently comprises a standing terrace that has a capacity of 645 and associated paraphernalia such as turnstiles, toilets, a refreshment kiosk, storage areas, a water tank and sub-station. The application site is adjacent to the Broadhall Way cycle path to the north-east, with Broadhall Way beyond. To the east is St Margaret Clitherow Roman Catholic Primary School. To the south the application site is bordered by the East Stand and football pitch, whilst immediately to the west are more turnstiles, the West Stand and the officials' car park beyond. The Football Club site as a whole is bordered by Broadhall Way to the north, St Margaret Clitherow School buildings and playing fields to the east, Roebuck Wood to the south and Monkswood Way to the west from which vehicular access to the stadium is taken.
- 1.2. The application form states that the area of the application site is 3,000m². The current boundary treatment comprises a concrete panel wall, with the stand itself comprising of a simple steel structure, which has been painted red, with corrugated metal panels in between which are painted white. There are three trees located behind the stand and within the application site. These comprise two mature Oak trees and one Hawthorn.

2. RELEVANT PLANNING HISTORY

- 2.1. The Football Club site has a significant amount of planning history and advertisement consent applications relating to improvements and modifications to the ground. Only the most recent and relevant history is detailed below.
- 2.2. 2/0330/93 Grandstand including changing facilities and directors accommodation, new terracing, turnstiles, exits, toilets, refreshment kiosks, temporary spectator accommodation, perimeter wall, car parking and revised vehicular access. Planning permission granted 01.02.1994.
- 2.3. 2/0281/94 Extensions to North, South and East terraces; extension to West terrace to provide seating, Police control room; toilet block; 8 no. turnstiles; pedestrian access; access; extension to Fairlands Valley Car Park with vehicular access to Broadhall Way. Planning permission granted 06.12.1994.
- 2.4. 2/0242/95 Application to carry out ground improvement works authorised by planning permission 2/0281/94 unencumbered by Condition 3 requiring the extension of the Fairlands Way car park. Application withdrawn 22.08.1995.
- 2.5. 2/0374/95 Covered north and south extensions to the main West Stand, extensions to approved East, North and South standing terraces, first floor extension at rear of existing main West Stand to provide boxes, offices, press facilities and emergency facilities. Planning permission granted 22.05.1996.
- 2.6. 2/0043/98 Cantilevered roof canopy over East side terrace with 2 roof mounted floodlight pylons. Planning permission granted 14.04.1998.
- 2.7. 00/00235/FP Ground and first floor extensions at rear of West Stand to form stewards' room and ancillary accommodation. Planning permission granted 26.06.2000.
- 2.8. 01/00004/FP Extension to South Stand to provide seating and cover for existing terraces. Planning permission granted 09.03.2001.

- 2.9. 01/00475/FP South Stand extension to provide seating and roof, and undercroft office space. Planning permission granted 19.09.2001.
- 2.10. 06/00696/FP Replacement toilet and catering block and replacement of existing floodlights with 4no. 25m high floodlight columns. Planning permission granted 12.02.2007.
- 2.11. 10/00403/FP Two storey extension to create security control room, refreshments kiosk and ancillary accommodation. Planning permission granted 27.10.2010.
- 2.12. 11/00326/FP Two storey extension to the executive suite within the West Stand. Planning permission granted 20.07.2011.
- 2.13. 11/00505/FP Alterations and extension to existing car park, including the removal of trees and vegetation. Planning permission granted 06.01.2012.

3. THE CURRENT APPLICATION

- 3.1. The current application seeks planning permission for the demolition of the existing North Stand and construction of a replacement two tier North Stand providing for sports, spectator, conference, meeting, leisure and medical facilities. The new stand would be a tiered stand accommodating 1,546 seats and specifically would include a members' bar/conference facility, kitchen, meeting rooms and toilets on the first floor level. At ground floor the stand would accommodate new toilets, a refreshment kiosk, meeting rooms, a reception, medical rooms and offices. The ground floor of the new stand would have an area of 861.5m², the first floor 554.9m² and the terrace would have an area of 735.75m² equating to a total floor area of 2,152m².
- 3.2. The new stand would utilise silver grey, smooth, metal, insulated cladding panels, with facing brickwork to the end elevations and feature elements on the main, northern elevation. The entrance atrium would comprise a powder coated aluminium frame with double glazed blue tinted glass. The northern elevation would also utilise glazing, curtain walling and a 'Kingspan' walling system in white and red. Finally, the roof would comprise of a grey, single ply membrane system.
- 3.3. The North Stand would increase the capacity of the ground by 901 spectators. Currently the existing standing terrace has a capacity of 645, whereas the new stand would accommodate 1,546 seats providing for 16 wheelchair spaces and 16 adjacent helper seats.
- 3.4. The proposal would not alter the parking arrangement and the existing vehicular access to the stadium would remain unchanged.
- 3.5. During the application process it has been clarified that the three existing trees on the application site, which comprise the two Oak trees and one Hawthorn, would need to be removed to facilitate the development.

4. PUBLIC REPRESENTATIONS

- 4.1. The application has been publicised by site notices posted at the site, a press notice as well as letters to adjacent occupiers. At the time of drafting this report one letter of representation has been received from the Head Teacher of the St Margaret Clitherow Roman Catholic Primary School. The School does not have objections to the actual proposed new stand but are concerned about the impact and the safety of users of their

site during building works. It is stated that the site location plan includes the service road as within Stevenage Football Club's boundary. This road is also the only vehicular and emergency access to St Margaret Clitherow School (this was not mentioned in the Highways report). If this is used by heavy plant the road will need to be reinstated by the Football Club. It is also questioned if there will be controlled vehicle access to the site so that it does not interfere with the children and staff coming into and leaving the school. Finally it is stated that currently the area adjacent to the road is used for parking at school drop off and pick up times and there will be an impact. If this amenity area is lost it will create tremendous problems for young people trying to gain access to the school. The School are happy to be kept informed and to work with the football club and the contractor but are still currently concerned.

5. CONSULTATIONS

5.1. Hertfordshire County Council as Highway Authority

5.1.1 Hertfordshire County Council as Highway Authority considers that the development is unlikely to result in a material increase or change in character of traffic in the vicinity of the site on match days and therefore has no objections on highway grounds subject to a planning condition requiring a construction management plan.

5.2. Environmental Health

5.2.1 No comments as at the time of drafting the report.

5.3. Herts Fire and Rescue Service

5.3.1 The existing access for a fire appliance is considered to be satisfactory. Additionally, the existing water supplies (fire hydrants) are considered to be satisfactory.

5.4. Arboricultural Officer

5.4.1 There are three trees in this area which will have to be removed in order to allow space for the proposed north stand. While the middle one, the Hawthorn is in poor condition, the large, mature Oak trees either side are of good condition and quite possibly part of an old hedge line. Both trees are of good amenity value and being Oaks, they bring a great contribution from a wildlife perspective too.

I would therefore suggest that the two Oak trees are not removed.

If however, it is decided that building the North Stand is something that the council is minded to approve, I can see two options in dealing with the trees: either modifying the construction and pruning back the two Oaks to accommodate it or, removing the two Oak trees and replacing them with 2 or 3 large Oak trees of an instant impact (35 cm girth or above). Of course, any tree work would have to be funded by the applicant.

5.5. Hertfordshire County Council as Lead Local Flood Authority

5.5.1 In the absence of a surface water drainage assessment or drainage strategy, object to this application and recommend refusal of planning permission until a satisfactory surface water drainage assessment or drainage strategy has been submitted.

5.6. Hertfordshire Constabulary

- 5.6.1 Following a recent meeting with a representative from the Club the concerns that the Police Crime Prevention Design Service had regarding the proposed new North Stand are being addressed. The local Crime Prevention Design Advisor will now be working alongside the club to assist them addressing the issues around paragraphs 58 & 69 of the National Planning Policy framework.

As a result of this the CPDA is now in a position to support the application.

6. RELEVANT PLANNING POLICIES

6.1 Background to the Development Plan

- 6.1.1 In the determination of planning applications development must be in accordance with the statutory development plan unless material considerations indicate otherwise. For Stevenage the statutory development plan comprises:

- Hertfordshire Waste Development Framework 2012 and Hertfordshire Waste Site Allocations Development Plan Document (adopted 2012 and 2014);
- Hertfordshire Minerals Local Plan 2002 – 2016 (adopted 2007); and
- The Stevenage District Plan Second Review 2004.

The former Stevenage Draft Core Strategy and Development Management Policies were withdrawn on 1st February 2012. However, the Site Specific Policies Plan, the Old Town Area Action Plan and the Gunnels Wood Area Action Plan have all been approved locally by the Council's executive as material considerations in the determination of planning applications and continue to be used for Development Management purposes. Additionally, the Council's Interim Planning Policy Statement adopted in April 2012 is a material consideration in the determination of planning applications registered on or after the 18 April 2012.

- 6.1.2 Where a Development Plan Document has been submitted for examination but no representations have been made in respect of relevant policies, then considerable weight may be attached to those policies because of the strong possibility that they will be adopted. The converse may apply if there have been representations which oppose the policy. However, much will depend on the nature of those representations and whether there are representations in support of particular policies.
- 6.1.3 In considering the policy implications of any development proposal the Local Planning Authority will assess each case on its individual merits, however where there may be a conflict between policies in the existing Development Plan and policies in any emerging Development Plan Document, the adopted Development Plan policies currently continue to have greater weight.

6.2 Central Government Advice

- 6.2.1 In March 2012 the National Planning Policy Framework (NPPF) was published and in doing so it replaced many documents including all Planning Policy Guidance Notes and Planning Policy Statements. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. Annex 1 of the NPPF provides guidance on how existing local plan policies which have been prepared prior to the publication of the NPPF should be treated. Paragraph 215 of the NPPF applies which states that only due weight should be afforded to the relevant policies in the adopted local plan according to their degree of consistency with it.
- 6.2.2 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate

otherwise. The NPPF is itself a material consideration. Given that the advice that the weight to be given to relevant policies in the local plan will depend on their degree of consistency with the NPPF, it will be necessary in the determination of this application to assess the consistency of the relevant local plan policies with the NPPF. The NPPF applies a presumption in favour of sustainable development.

- 6.2.3 In addition to the NPPF advice in the National Planning Practice Guidance (March 2014) also needs to be taken into account. It states that, where the development plan is absent, silent or the relevant policies are out of date, paragraph 14 of the National Planning Policy Framework requires the application to be determined in accordance with the presumption in favour of sustainable development unless otherwise specified.

6.3. Adopted District Plan

TW8	Environmental Safeguards
TW9	Quality in Design
TW11	Planning Requirements
EN10	Green Links
EN16	Countryside Heritage Site
L5	Modernisation, Enhancement or Redevelopment of Leisure Facilities
L11	Fairlands Valley Park
T13	Cycleways
T14	Pedestrians
T15	Car Parking Strategy

6.4. Supplementary Planning Documents

Parking Provision Supplementary Planning Document January 2012
Stevenage Design Guide October 2009

6.5 Interim Planning Policy Statement for Stevenage April 2012

IP02	Planning Requirements
IP05	Transports Assessments and Travel Plan

7. APPRAISAL

- 7.1 The main issues for consideration are: the acceptability of the proposal in land use policy terms; the impact on the character and appearance of the area, the impact on the highway network, parking provision and the requirement for a surface water drainage assessment.

7.2. Land Use Policy Considerations

- 7.2.1 The application site is undesignated in the Stevenage District Plan Second Review 1991-2011, although it is immediately to the south of the Fairlands Valley Green Link. As an existing, undesignated leisure site policy L5 of the District Plan applies to this proposal. Policy L5 states "Proposals for the modernisation, enhancement or redevelopment of leisure facilities for increased leisure activities will be considered favourably."
- 7.2.2 Accordingly, the proposal to redevelop the North Stand is considered to be acceptable in principle and in accordance with policy L5 of the District Plan as it would modernise and enhance an existing leisure facility.

7.2.3 Additionally, the proposal would also accord with the National Planning Policy Framework (NPPF) which states that development proposals that accord with the development plan should be approved without delay and that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

7.2.4 Given this assessment, the principle of the redevelopment of the North Stand is considered to be acceptable.

7.3. Impact on the Character and Appearance of the Area

7.3.1 In relation to the impact of the development on the character and appearance of the area, the redevelopment proposal is considered to have a positive impact. The existing concrete panel fence with the corrugated sheet metal stand behind now looks dated and tired and does not contribute positively to the area. The new stand proposed, with the use of modern materials, would represent a significant visual improvement over the existing structure. The proposal would also complement the other stands around the Football Club which have all now been redeveloped or improved. In particular, the proposed stand would adopt a similar style, design and use of materials as the West Stand which has recently been modernised. With the use of a condition to specifically control the detail of the materials to be used, the proposed building would have a positive visual impact in the area.

7.3.2 It has been clarified through the application process that the three existing trees on site could not be retained should the development go ahead. The Council's Arboricultural Officer has confirmed that whilst the Hawthorn is in a poor condition, the two large, mature Oak trees are in a good condition, are of good amenity value and bring a great contribution from a wildlife perspective as well. As it is evident that the development could not proceed with the trees left in situ, the Local Planning Authority has to come to a decision as to whether the trees should be retained and protected, or if the benefits from the proposed development outweigh the loss of these trees.

7.3.3 In this instance, it is considered that the benefits of allowing the proposed development outweigh the loss of these trees. It has been shown above that the built form of the development would have a positive impact on the character and appearance of the area through a modern appearance and the use of modern materials. Additionally, the Football Club is a significant leisure facility in the Borough, generating a number of visitors from both inside the Borough and from further afield. As a significant visitor attraction it is considered important that it has a suitable appearance with an appropriate range of facilities for those visiting the facility. The proposal is considered to achieve this. Finally, the applicant has agreed to provide two replacement Oak trees of the minimum recommended girth of 35cm, such that they have an instant impact. Whilst these will not be able to be provided on the application site, it is considered that a suitable site in close proximity to the Football Club could be found, which would assist in mitigating the loss of the existing trees. This can be covered by a condition. It is considered to be unfortunate that the existing trees on the application site cannot be retained. However, the benefits of the proposal in terms of its improved appearance and range of facilities and the mitigation that is to be provided with the replacement Oak trees, is considered to be sufficient to outweigh the retention of these trees in this instance.

7.4. Impact on the Highway Network

7.4.1 The application has been considered by Hertfordshire County Council as Highway Authority. The Highway Authority has advised that the proposal is unlikely to significantly alter the traffic generation of vehicles to the site considering the sustainability of the site being located near to the town centre and would thus not have a detrimental impact on highway safety. Additionally, it is stated that the adjacent highway network would have sufficient capacity to accommodate the future traffic levels generated by the development. As the Highway Authority consider that the proposal would be unlikely to result in a material increase or change in character of traffic in the vicinity of the site on match days, they raise no objections on highway grounds subject to a condition requiring the submission of a construction traffic management plan.

7.5. Parking Provision

7.5.1 In relation to car parking, it is known that the Football Club does not have its own designated supporter car park and relies on parking provided in the Council's Fairlands Valley car park for supporters on match days. The existing capacity of the North Stand has been clarified as 645 spectators. The current proposal provides for 1,546 spectators (1514 seated plus 16 wheelchair spaces and 16 helper seats). The proposal would thus lead to an increase in capacity at the ground of 901 spectators (1,546 – 645). However, it is recognised that the Local Planning Authority does not have any parking standards specifically for a football stadium set out in the Parking Provision Supplementary Planning Document (SPD).

7.5.2 Whilst the proposal would increase the capacity of the stadium, it has been demonstrated in the application that the average attendances for the past 7 seasons have ranged between 1,950 in the season 2008/09 and 3,559 in 2011/12, still well short of the stadium's current capacity of 6,722. These figures are set out to demonstrate that the ground is rarely used to capacity and that there is presently latent capacity in the ground.

7.5.3 Given that the Local Planning Authority does not have parking standards for a football stadium, that the average attendance figures are significantly below the current capacity of the ground, there is latent capacity and that the ground is rarely at capacity, it is not considered that the proposal would result in a requirement for additional car parking in its own right. If the stadium had been operating near to or at capacity in recent seasons, it could be argued that there would be an additional car parking requirement as a result of this proposal. Notwithstanding this, the proposal is an opportunity to seek improvements to the existing car parking arrangement.

7.5.4 It is known that a number of regular supporters of the Football Club do not use the Fairlands Valley car park due to the length of time it can take to egress the car park after a game, given that only one egress point on to Broadhall Way is open after a game. However, there is a second egress point that leads from the eastern side of the car park down to the redundant roundabout. Works to upgrade this egress route would allow this second egress route to be brought into use, thereby reducing the time it takes to get out of the car park, thus making it more attractive for supporters and potentially reducing the amount of on-street parking in nearby residential areas. The improvement works to this second egress point would total approximately £7,100 and this can be secured through a s106 legal agreement to be attached to the grant of planning permission. The 106 agreement can also secure the appropriate marshalling of this egress point on match days.

- 7.5.5 In addition to this financial contribution it is also considered to be appropriate to require the preparation and implementation of a Travel Plan, to further encourage supporters, employees and officials to travel by sustainable modes of transport to and from the football ground. This can be a condition of any planning permission and is a requirement for large scale developments set out in both the Interim Planning Policy Statement for Stevenage (IPPS), policy IP05 and the Local Transport Plan for Hertfordshire.
- 7.5.6 Finally, to ensure that the site can be suitably accessed by bicycle and in accordance with policy T13 of the District Plan, it is considered that a condition should be attached requiring a scheme for cycle parking to serve the development.

7.6. Other Issues

- 7.6.1 Hertfordshire County Council as Lead Local Flood Authority (LLFA) has objected to the application and recommend refusal of planning permission as the application is not accompanied by a surface water drainage assessment or drainage strategy. A drainage assessment is required for all major planning applications as from the 6th April 2015 and which is set out in the National Planning Policy Guidance (NPPG).
- 7.6.2 However, in this instance, it is considered that the proposal would redevelop an area that currently comprises an existing building and hard standing and there is the potential to improve drainage in the new scheme by the use of sustainable drainage techniques. Further discussion has taken place with the LLFA and it is considered that a condition on any planning permission, requiring a surface water drainage assessment to be submitted and approved prior to any works commencing on site, would be a reasonable approach in this instance.
- 7.6.3 In section 4 of this report it has been shown that the St Margaret Clitherow Roman Catholic Primary School does not object to the proposal but raises safety concerns during any construction phase. These are legitimate concerns and it is considered that a condition requiring a construction management plan should be attached to any grant of planning permission. The construction management plan should address hours of working (avoiding deliveries during school opening and closing times where possible), noise, dust, the siting of a contractors' compound, health and safety issues and liaison with the School. Vehicle movements, including HGV movements, would be addressed in the construction management plan, requested as a condition by the Highway Authority.

8. CONCLUSIONS

- 8.1 In the light of the foregoing appraisal, the proposed redevelopment of the North Stand is considered to be acceptable in principle and in accordance with both policy L5 of the District Plan and the National Planning Policy Framework. Additionally, the new building would have a positive impact on the character and appearance of the area and would represent a visual improvement over the existing Stand and boundary treatment. Whilst the loss of the mature Oak trees is unfortunate, it is considered that the benefits of the proposal outweigh the loss of these trees and their loss can be mitigated in part by replacement planting in a suitable location. The Highway Authority has raised no objection to the proposal subject to a condition and finally, in relation to parking it is not considered that the proposal in its own right results in a requirement for additional car parking. However there is an opportunity to seek improvements to the existing supporter car park, to seek a Travel Plan to encourage sustainable modes of travel to the site and also to get some dedicated cycle parking at the ground. With these measures to be secured the

proposal is considered to be acceptable and accordingly, it is recommended that planning permission be granted.

9. RECOMMENDATION

9.1 That planning permission be granted subject to the applicant having first entered into and completed a s106 legal agreement to secure / provide financial contributions towards:-

- Improvement works necessary to bring the second egress point of Fairlands Valley car park into use and to secure its stewarding on match days.

The detail of which would be delegated to the Head of Planning, Regeneration and Transport in liaison with the Head of Legal Services and subject to the following conditions:-

1. The development hereby permitted shall be carried out in accordance with the following approved plans: 7304-101-SK02, 7304-102-P2 and 7304-300-P2.

REASON: - For the avoidance of doubt and in the interests of proper planning.

2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: - To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

3. Prior to the first use of the new North Stand details of secure cycle parking facilities shall be submitted to and approved in writing by the Local Planning Authority. The works, as agreed, shall be carried out prior to the first occupation of the building and permanently retained thereafter.

REASON: - To promote access to the development by cyclists.

4. Construction of the approved development shall not 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. Thereafter the construction of the development shall only be carried out in accordance with the approved Plan. The Construction Traffic Management Plan shall include construction vehicle numbers, routing of construction traffic and the management of junctions to and crossings of the public highway and other rights of way.

REASON: - To facilitate the free and safe flow of other traffic on the highway and the safety and convenience of pedestrians and people with a disability.

5. No construction shall take place until a schedule and samples of the materials to be used in the construction of the external surfaces of the building hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

REASON: - To ensure the development has an acceptable appearance.

6. No development shall commence until a Code of Construction Practice has been submitted to and approved in writing by the Local Planning Authority. This shall include measures during the demolition and construction process to minimise the amount of dust generated, minimise the amount of noise generated, to prevent mud, soil and other materials from the site being deposited on the highway, identify a suitable contractors' compound and a methodology for the screening or enclosure of plant and machinery to be used, identify the hours of operation and detail construction methods. The approved Code of Construction Practice shall be implemented in full for the full duration of the construction activity relating to this permission at this site.

REASON: - To prevent harm to human health, to minimise the impact of construction vehicles and to maintain the amenity of the local area.

7. No development shall take place until a scheme for replacement planting (identifying a suitable location for two new Oak trees of a minimum of 35cm girth) has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented prior to occupation of the new North Stand.

REASON: - To ensure suitable mitigation for the loss of the existing trees on the application site.

8. Any trees comprised within the approved scheme of landscaping, which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed in writing by the Local Planning Authority.

REASON: - To ensure the continued suitable mitigation for the loss of the existing trees on the application site.

9. No development shall commence until a Travel Plan, with the object of reducing supporters, employees and officials travelling to the development by private car, has been submitted to and approved in writing by Local Planning Authority. The Travel Plan shall be implemented in accordance with the approved scheme on the occupation of the new North Stand unless otherwise agreed in writing with the Local Planning Authority.

REASON: - To promote sustainable transport measures for supporters, employees and officials.

10. No removal of trees, scrub or hedges, shall be carried out on site between the 1st March and 31st August inclusive in any year, unless searched beforehand by a suitably qualified ornithologist.

REASON: - Nesting birds are protected from disturbance under the Wildlife & Countryside Act 1981 (as amended).

11. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a surface water drainage scheme for the site. The approved scheme shall be implemented as approved and shall be completed prior to first occupation of new North Stand.

REASON: - To prevent the increased risk of flooding, to improve and protect water quality and also to improve habitat and amenity.

Pro-active Statement

Planning permission has been granted for this proposal. The Council acted pro-actively through early engagement with the applicant at the pre-application stage which led to improvements to the scheme. The Council has therefore acted pro-actively in line with the requirements of the National Planning Policy Framework (paragraphs 186 and 187) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012.

10. BACKGROUND DOCUMENTS

1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. Stevenage District Plan Second Review 1991-2011.
3. Central Government Advice contained in the National Planning Policy Framework March 2012 and National Planning Policy Guidance March 2014.
4. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012 and the Stevenage Design Guide adopted October 2009.
5. Responses to consultations with statutory undertakers and other interested parties referred to in this report.
6. Interim Planning Policy Statement for Stevenage April 2012.
7. Letters received containing representations referred to in this report.
8. The Local Transport Plan for Hertfordshire 2011-2031.