



PLANNING AND DEVELOPMENT COMMITTEE

Date: Tuesday, 14 August 2018
Time: 6.30pm,
Location: Council Chamber
Contact: Ian Gourlay 01438 242703

Members: Councillors: D Cullen (Chair), M McKay (Vice-Chair), D Bainbridge, L Briscoe, M Downing, J Fraser, ME Gardner, J Hanafin, L Harrington, L Kelly, G Lawrence, J Lloyd and G Snell

AGENDA

PART 1

1. APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST

2. MINUTES - 24 MAY 2018

To approve as a correct record the Minutes of the previous meeting held on 24 May 2018.

Pages 5 – 10

3. 17/00543/FP - 4 FISHERS GREEN, STEVENAGE

To consider the demolition of existing dwelling and erection of 4no. three bedroom dwellings and relocation of vehicular access.

Pages 11 – 24

4. 18/00305/FP - COREYS MILL LANE, STEVENAGE

To consider an application for the conversion of existing parking lay-bys into end on parking bays with additional footpaths adjacent to the kerbs including a small kerbed build out to be constructed to protect the existing large tree.

Pages 25 – 32

5. 18/00268/FP - 85-103 QUEENSWAY, STEVENAGE

To consider the partial demolition of existing buildings to facilitate erection of new residential building comprising 39no. studio, 54no. one bed and 1no. two bed flats with under-croft car parking; retention of existing office use (Use Class B1) on upper floors; change of use of existing retail units (Use Class A1) to a mixed use development of Use Classes A1 (Shops), A2 (Professional & Financial Services), A3 (Restaurants & Cafes),

A4 (Drinking Establishments) and D2 (Gym) with associated enhancements to shop frontages; replacement canopies; public realm improvements and associated car parking and highway works.

Pages 33 – 64

6. 18/279/FPH - 85-103 QUEENSWAY, STEVENAGE

To consider the partial demolition of existing buildings and provision of undercroft car parking; retention of existing office use (Use Class B1) on upper floors; change of use of existing retail units (Use Class A1) to a mixed use development of Use Classes A1 (Shops), A2 (Professional & Financial Services), A3 (Restaurants & Cafes), A4 (Drinking Establishments) and D2 (Gym) with associated enhancements to shop frontages; replacement canopies; public realm improvements and associated car parking and highway works.

Pages 65 – 86

7. 18/00153/FPM - MBDA UK, SIX HILLS WAY, STEVENAGE

To consider the erection of a two storey modular office building with associated boundary treatments, hard landscaping and services.

Pages 87 – 104

8. 18/00000/ENF - 4 OAKDELL, STEVENAGE

To consider the retention of a timber bridge over brook.

Pages 105 – 108

9. 18/00000/ENF - BRICKDALE HOUSE, SWINGATE, STEVENAGE

To receive a report relating to the unauthorised refuse store outside of Brickdale House.

Pages 109 – 112

10. COMMUNITY INFRASTRUCTURE LEVY

To receive a presentation updating Members on the next steps of the Community Infrastructure Levy.

11. INFORMATION REPORT - DELEGATED DECISIONS

To note a report on decisions taken by the Assistant Director Planning and Regulatory in accordance with his delegated authority.

Pages 113 – 142

12. INFORMATION REPORT - APPEALS/CALLED IN APPLICATIONS

To note a report on decisions taken by the Assistant Director Planning and Regulatory in accordance with his delegated authority.

13. URGENT PART I BUSINESS

To consider any Part I Business accepted by the Chair as urgent.

14. EXCLUSION OF THE PRESS AND PUBLIC

To consider the following motions that:

1. Under Section 100(A) of the Local Government Act 1972, the press and public be excluded from the meeting for the following item of business on the grounds that it involved the likely disclosure of exempt information as described in paragraphs 1-7 of Part 1 of Schedule 12A of the Act as amended by Local Government (Access to information) (Variation) Order 2006.
2. That Members consider the reasons for the following reports (if any) being in Part II and determine whether or not maintaining the exemption from disclosure of the information contained therein outweighs the public interest in disclosure.

15. URGENT PART II BUSINESS

To consider any Part II Business accepted by the Chair as urgent.

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STEVENAGE BOROUGH COUNCIL

PLANNING AND DEVELOPMENT COMMITTEE MINUTES

Date: Thursday, 24 May 2018

Time: 6.30pm

Place: Council Chamber

Present: Councillors: David Cullen (Chair), Maureen McKay (Vice Chair), Lloyd Briscoe, Michelle Gardner, Lizzy Kelly, Graham Lawrence, John Lloyd and Graham Snell

Start / End Time: Start Time: 6.30pm
End Time: 7.30pm

1 **APOLOGIES FOR ABSENCE AND DECLARATIONS OF INTEREST**

The Chair welcomed Members of the Environment and Economy Select Committee to the meeting who had been invited specifically for the Planning Policy items at items 6 and 7 on the agenda.

Apologies for absence were submitted on behalf of Councillors D Bainbridge, L Chester, J Fraser, J Hanafin and E Harrington and Environment and Economy Members M Hurst and A Mitchell CC.

There were no declarations of interest.

At this juncture, Councillor Maureen McKay was nominated, seconded and elected as vice-chair of the Planning and Development Committee for the Municipal Year 2018/19.

2 **MINUTES - 4 APRIL 2018**

It was **RESOLVED** that the Minutes of the meeting of the Planning & Development Committee held on 4 April 2018, are approved as a correct record and signed by the Chair.

3 **18/00107/FP - 5 DITCHMORE LANE, STEVENAGE**

The Committee considered an application for the demolition of the existing rear extension and erection of a two storey extension to facilitate the creation of 4 no. one bed flats.

The application was before the Committee for determination as the applicant and landowner was Stevenage Borough Council.

The Development Manager gave an introduction to the Committee. The Committee was advised that the main issues for consideration in the determination of the

application were the acceptability of the proposal in land use policy terms, the impact on the character and appearance of the area and the amenities of neighbouring properties, the suitability of the residential environment and the impact on the highway network and car parking provision.

The Committee was advised that although the site was regarded as a windfall site, there was no detrimental effect on the environment or adjoining properties and there was access to local facilities. In terms of the character and appearance, a condition would be imposed on the application requiring details of the materials to be used.

Officers advised that following consultation with the Council's Environmental Health Section an additional condition relating to sound insulation would be included in the recommendations.

In relation to car parking it was considered that a sufficient level of parking including additional parking for the Haven was to be provided for the site.

It was RESOLVED that planning permission be granted subject to the conditions as per the recommendations in the report and subject to an additional Condition 10 as follows:

It was **RESOLVED:**

That planning permission be granted subject to the following conditions:

1. The development hereby permitted shall be carried out in accordance with the following approved plans: 17047su1 01A, 02, 03, 17047wd2.01B, 02B, 03C, 05
2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
3. No development shall take place until a schedule and samples of the materials to be used in the construction of the external surfaces of the development 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
4. Prior to the first occupation of the dwellings hereby permitted the parking spaces and turning facilities identified on drawing 17047wd2.01B shall be constructed, hardsurfaced and made ready for use to serve the occupants of those properties unless otherwise agreed in writing by the Local Planning Authority. The spaces shall be permanently retained in that form thereafter.
5. No construction work relating to this permission shall be carried out on any Sunday, Public or Bank Holiday nor at any other time except between the hours of 0730 and 1800 on Mondays to Fridays and between the hours of 0900 and 1330 on Saturdays.
6. Notwithstanding the details shown in this application, the treatment of all

boundaries including details of any walls, fences, gates or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved boundary treatments shall be completed before the use hereby permitted is commenced or before the buildings are occupied and thereafter permanently retained.

7. All areas for parking, delivery and storage areas associated with the construction of the development must be provided on land which is not public highway and the use of such areas must not interfere with the use of the public highway.
8. The cycle parking facilities identified on drawing 17047wd2.01B shall be provided prior to the first occupation of the dwellings hereby permitted and shall be permanently retained at the site.
9. The first floor window proposed in the north elevation of flat 4 serving the kitchen/dining area (nearest to the lounge) shall be fitted with obscure glazing and shall be fixed so as to be incapable of being opened below a height of 1.7 metres above finished floor level and shall be retained in that form thereafter.
10. On completion, the dwellings shall meet the following criteria, either:
 - i. with windows open for ventilation or
 - ii. with windows closed and with mechanical purge and background ventilation, sufficient to comply with the current Building Regulations.

		Noise Level (dB)
Daytime Noise (07:00 - 23:00)	Inside living areas	< 35 LAeq (16 hours)
Night-time Noise (23:00 - 07:00)	Inside bedrooms	< 30 LAeq (8 hours) < 45 L _{Amax,Fast}

Where mechanical purge ventilation is required to achieve the above standards with windows closed, this shall be designed so as to ensure that the ventilation system itself does not produce unacceptable levels of noise within each dwelling. All schemes for ventilation shall comply with the current edition of Approved Document F to the Building Regulations.

4 **18/00191/FPH - 14 LESLIE CLOSE, STEVENAGE**

The Committee considered an application for the erection of a single storey front extension.

The application was before the Committee for determination as the applicant was Stevenage Borough Council.

The Development Manager gave an introduction to the Committee. The Committee was advised that the application was considered to accord with the Council's Design Guide and Policies in terms of design, visual and neighbour amenity.

It was **RESOLVED**:

That planning permission be granted subject to the following conditions:

1. The development hereby permitted shall be carried out in general accordance with the following approved plans: 542H-C-013-100 Site Location Plan, 542H-C-013-102 Proposed Plans and Elevations, 542H-C-013-101 Existing Plans and Elevations.
2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
3. The materials to be used in the construction of the external surfaces of the single storey front extension hereby permitted shall match the materials used in the construction of the original dwelling to the satisfaction of the Local Planning Authority.

5 18/00184/FP - 455 BROADWATER CRESCENT, STEVENAGE

The Committee considered an application for the change of use of public amenity land to private residential land

The Development Manager gave an introduction to the Committee. The Committee was advised that the change of use was to residential curtilage and the construction of a hardstanding for the parking of two vehicles.

The main issue was the impact of the loss of the amenity land on the character and appearance of the area. Officers advised however, that the proposed change of use was not considered to be detrimental to the form and function of the structural open space or the character and appearance of the area.

In response to an objection received, officers advised that there was no need to remove the tree to the front of the property as the existing arrangement was acceptable.

It was **RESOLVED**:

That planning permission be granted subject to the following conditions:

1. The development hereby permitted shall be carried out in general accordance with the following approved plans: Site location plan.

2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
3. The proposed hardstanding shall be made of a porous material, or provision shall be made to direct surface water run-off from the hardstanding to a permeable or porous area or surface within the curtilage of the dwellinghouse.

6 **UPDATE ON THE LOCAL PLAN AND FUTURE PLANNING POLICY WORK**

The Planning Policy Manager gave a presentation updating Members on the Local Plan process and advising of key Planning Policy projects.

The Committee was advised that the Council was still awaiting a response from the MHCLG since the Local Plan had been placed on hold in November 2017. In response to a question, Officers advised that there had been no indication of timescales regarding the release of the Plan.

Officers informed the Committee of future Planning Policy work to be undertaken including:

- Brownfield Register;
- Self-build Register;
- Statement of Annual Community Involvement;
- Active Travel;
- Implementing the Community Infrastructure Levy (CIL); and
- Updating the Design Guide and the Parking Provision SPD's.

It was **RESOLVED** that the update be noted.

7 **REVISED STATEMENT OF COMMUNITY INVOLVEMENT (SCI)**

The Planning Policy Manager presented a revised Statement of Community Involvement (SCI) for initial comments and provided details of the timescales for this work.

The SCI set out why consultation was important, what would be consulted on, who would be consulted, when consultation and engagement would take place and how the views received would be taken into account.

Members were advised to send any comments directly to the Planning Policy Manager.

It was **RESOLVED** that the report be noted.

8 **INFORMATION REPORT - DELEGATED DECISIONS**

In response to a question, Officers agreed to send Councillor Gardner details of the illuminated signs at the Peartree Public House, Valley Way.

It was **RESOLVED** that the report is noted.

9 **INFORMATION REPORT - APPEALS/CALLED IN APPLICATIONS**

It was **RESOLVED** that the report is noted.

10 **URGENT PART I BUSINESS**

None.

11 **EXCLUSION OF THE PRESS AND PUBLIC**

Not required.

12 **URGENT PART II BUSINESS**

None.

CHAIR

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

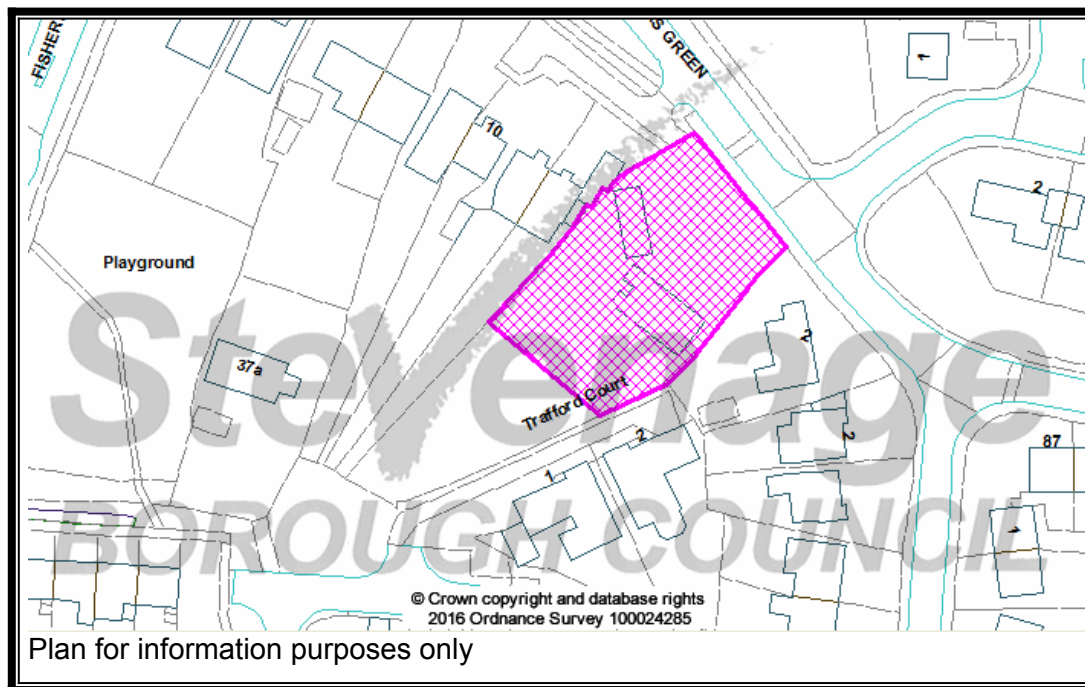
Date: 14 August 2018

Author: Dave Rusling 01438 242270

Lead Officer: Chris Berry 01438 242257

Contact Officer: Dave Rusling 01438 242270

Application No:	17/00543/FP
Location:	4 Fishers Green, Stevenage
Proposal:	Demolition of existing dwelling and erection of 4no. three bedroom dwellings and relocation of vehicular access.
Drawing Nos.:	SCUD/21805/ACCESS1
Applicant:	Mr Craig Scudder
Date Valid:	3 August 2017
Recommendation:	GRANT PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1 The application site comprises No.4 Fishers Green, which is a detached two storey dwelling located on the south west side of Fishers Green. The property is finished in white render with a brown plain roof and although attractive in appearance, is unlisted and is not located within a Conservation Area. The property is adjoined to the south by No.2, a modern, detached, 2 storey red brick property and to the north west by No.6, one half of a pair of 2 storey red brick

semi-detached properties. To the rear the site adjoins Trafford Court and backs onto a recently constructed chalet bungalow which is on land which previously formed part of the rear garden of No.4, to the rear of which is Skegness Road. To the front the property faces partly onto the Green and the residential developments of Corton Close and Sheringham Avenue.

- 1.2 Access to the site is taken directly from Fishers Green almost opposite the access to Corton Close. The site is currently enclosed by temporary protective fencing as the site is being used in conjunction with the development at the rear. A number of unprotected trees and bushes have been removed from the site.

2. RELEVANT PLANNING HISTORY

- 2.1 Planning permission granted under ref 04/00509/FP in December 2004 for erection of a detached two bed bungalow with associated garage and access.
- 2.2 Planning permission granted under ref 09/00308/FP in December 2009 for erection of a detached two bed bungalow with associated garage and access (renewal of planning permission reference 04/00509/FP).
- 2.3 Permission granted under ref 17/00306/FP in July 2017 for erection of 1no three bedroom dwelling.
- 2.4 Permission granted under ref 17/00728/COND in December 2017 for discharge of conditions 3 (materials) and 4 (landscaping) attached to planning permission reference number 17/00306/FP.

3. THE CURRENT APPLICATION

- 3.1 The current application seeks planning permission for the demolition of the existing property and for its replacement with 4no three bedroom dwellings. The submitted plans identify the dwellings in the form of 2 pairs of semi-detached properties located roughly on the footprint of the existing dwelling, albeit sited slightly forward in the street scene, forward of the main dwelling at No.6 and slightly behind No.2. It is proposed that the dwellings will be constructed out of facing brickwork with concrete roof tiles, however; the precise details can be controlled by way of a condition. The dwellings are uniform in appearance designed with hipped roofs and feature projections at the front. The overall ridge height would be 7.8m with an eaves height of 4.7m. Each property would have its own private garden area ranging between 22m and 24m in depth.
- 3.2 Access to the properties would be taken from Fishers Green via a new access which would be located southwards of the existing site access, which would be closed. This would serve a parking and turning area for 8 cars which would serve the four properties. In order to achieve the necessary visibility splay to serve the new access it will require the removal of hedging to the front of the property.
- 3.3 The application comes before the planning committee for determination as it has been called in by Councillor Fraser.

4. PUBLIC REPRESENTATIONS

- 4.1 The proposal has been publicised by way of letters to adjoining premises and a site notice was displayed to the front of the property. The occupiers of the following properties have raised objections:-

4.2 101, The Paddocks, 1, Eastbourne Avenue, 103 Wisden Road, 8, Cotney Croft, 9, Mundesley Close, 4, Skegness Road, 441, Wisden Road, 5, Broom Walk, 553, Scarborough Avenue, 16 Fishers Green, 16, Franklins Road, 165, Fairview Road, 17, Windrush Close, 18, Ashdown Road, 18, Chells Way, 19, Church Lane, 20, Gonville Crescent, 21, Hazelmere Road, 21, Hertford Road, 25, Vincent Gardens, 28, Skegness Road, 533, Scarborough Avenue, 6, Fishers Green, 9, Falcon Close, Oakview, 64-66 Hydean Way, 109, Blakeney Road, 37 Ferrier Road, 4, Skegness Road, 514, Ripon Road, 25, Alleynes Road, 1, Norton Green, 101, Verity Way, 13, Church Lane, 148, Minehead Way, 2, Mundesley Close, 20, Lomond Way, 21, Cherwell Drive, 32, Skegness Road, 34, Marlborough Road, 4 Birdwing Walk, 63, Fishers Green Road, 67, Torquay Crescent, 7, Greenfield Road, Norton Green Farm, Notion Green, Peacehaven, London Road, 10, Wood Drive, 23, Whomerley Road, 101, Mobbsbury Way, 115 Minehead Way, 127, Kimbolton Crescent, 14, Ashleigh, 142, Fairview Road, 20, King Georges Close, 22A, Weston Road, 23, Mackenzie Square, 25, Brimstone Drive, 31, Haycroft Road, 33, Bedwell Crescent, 367, Ripon Road, 411, Ripon Road, 47, Fawcett Road, 71, Elbow Lane, 9, Holly court, 9, Shoreham Close, 194, Brent Court, 97, Leaves Spring, 2, Trafford Court, 21 Hastings Close, 365, Mobbsbury Way, 44, Bude Crescent, 471, Canterbury Way, 72, Eastbourne Avenue, 8, Aldeburgh Close, 209, Fairview Road, 5, Corton Close, 155, Fairview Road, 27 Elm Walk, 510 Archer Road, 43, Walkern Road, Thornboro', Todds Green, 1, Trinity Place, 26 Julians Road, 4 Corton Close, 87 Nodes Drive, Stevenage.

4.3 49, Cording Lane, Brinsley, Layston Cottage, Hare Street, Buntingford, 3 Shelley Place, Eaton Ford, St Neots, 8, Pomona Road, Shanklin, 48 Berkley Close, Biggleswade, The Smithy, Boyton, Woodbridge, 21, Ashby Road, Stapleton, 1, George Green Bungalows, Little Hallingbury, Bishops Stortford, 12, Normans Close, Letchworth Garden City, 135, Rue de la Fabrique, Ste- Claire, Quebec, 14, Church Lane, Loughton, Milton Keynes, 14, The Pinfold, Newton Burgoland, Leicester, 141, The Park, Market Bosworth, Nuneaton, 16 Lind Street, Ryde, 17, Wheelwrights Way, Easton, Sandwich, 18, Rosella Drive, East Cowes, 20, Courtlands Drive, Biggleswade, 202, Whitehill Road, Hitchin, 22 Seafield Road, Bournemouth, 35 Fairfax Road, Teddington, 38 Wilton Road, Shanklin, 45, Old Farm Lane, Newbold Verdon, 68, Somers Road, Wellham Green, Hatfield, 72, Dunbar Road, Wood Green, London, 8, Highfield Road, Shanklin, Bowcombe Manor Lodge, Bowcombe Road, Newport, Brantwood House, Church Cottage, Wood Lane, Cadeby, Leicestershire, Flat 2, 129, Richmond Road, Roath, Cardiff, Flat 5, 1, Chapel Road, London, 11, Elizabeth Close, Dereham, 14, 261E, Northfield Avenue, Ealing, 27, Blakemore, Letchworth, 4, Grosvenor Road, West Baldock, 9, Norfolk Street, Southsea, Lime Kiln Farm, Smarden, 1, Barnwell Road, Kirkby Malley, Leicester, 13, Windsor Close, Mager Caldicot, 1, Maycroft, Letchworth, 14 Abbrook Avenue, Kingstengnton, Newton Abbott, 16A, Newbold Road, Barlestone, Nuneaton, 38, Innox Hill, Frome, 4, High Street, Graveley, 4, Lake View Park, Corner Road, Hartley Wintney, 4B, Southfield Road, Hinckley, Leicestershire, 53, Manor Gardens, Buckden, 6, Fronton Terrace, Cradoc Road, Brecon, 7, Chandlers Way, Hertford, 7, Upper Hyde Lane, Shanklin, 76C, Adelaide Road, London, 8, Brookside, Barlestone, 8, Sandham Close, Perowne Way, Sandown, 8, The Harriers, Sandy, 916, Cambridge Road, New Malden, Almshoe Bury, St Ippolyts, Hitchin, The Lodge, 38 Innox Hill, Frome, The Outspan, Wendons Ambo, Saffron Waldon, 27, Great Innings South, Watton-at-Stone, 30 Louis Road Lake, Sandown, Flat 5, 2-3, Clardend Terrace, Brighton, Shannock Farm Cottage, Isle of Whitehorn, Newton Stewart, The Old Dairy, Bill Street, Norfolk, 179, Mullway, Letchworth, 39, Watton Road, Knebworth, 4, Tormentil Grove, Stotfold, 40, Walnut Avenue, Baldock, 48, Stevenage Road, Walkern, 9A, Maple Ridge Close, Llandrindod, Wells, Powys.

4.4 The reasons for objecting were:-

Loss of Historic Building

Property should be listed.

Cannot see how more houses are of benefit.

Increase in Traffic/Highway safety problems/ need for a transport statement.

Worsening of parking problems.

Commercial gain.

Development would not fit in with surroundings/out of character.

Overdevelopment.
Loss of Trees.
Overshadowing of 6 Fishers Green.
Loss of light to Kitchen, Bedroom and workshop of 6 Fishers Green.
Impact on Flora /Fauna and Ecology. Need for a Bat Survey
Need for more Schools and Surgeries to cater for additional housing.
Property should be bought by the Council and used for educational purposes.

- 4.5 It should be noted that the vast majority of the objections above related to the loss of the existing building and the fact it ought to be listed.

5. CONSULTATIONS

5.1 Hertfordshire County Council - Highways

- 5.1.1 The property has an existing vehicle access that is to be repositioned as part of the application that is located along Fishers Green designated as the C20 Unnumbered Classified Local Distributor Road subject to a speed limit restricted to 30mph. The parking spaces and turning area to serve the dwellings are acceptable, consequently vehicles can egress the access in forward gear.
- 5.1.2 In assessing visibility along the highway from the existing access, comment that vehicle to vehicle inter-visibility and pedestrian visibility from the new access complies with the levels of visibility found in Manual for Streets
- 5.1.3 Recommend that planning permission be granted subject to conditions requiring the construction of the new access and the provision of appropriate visibility splays.

5.2 BEAMS (Council's Conservation Advisor)

- 5.2.1 It would be appropriate to consider 4 Fishers Green a 'non-designated heritage asset'. The proposed demolition of 4 Fishers Green would entail the loss of this non-designated heritage asset - in terms of NPPF paragraph 135 the proposal would directly affect the non-designated heritage asset and result in total harm. In terms of weighing the application I consider that the proposed demolition of 4 Fishers Green would be harmful and this harm would not be outweighed by the public benefit of redeveloping the site to provide 4 dwellings. I therefore recommend the application is refused.
- 5.2.2 If the application is approved this should be subject to a condition requiring a level 2/3 Historic Building Recording of the property prior to demolition.
- 5.2.3 NB. It should be noted that these comments were provided prior to Historic England undertaking an assessment as to whether the building was suitable of listing.

5.3 Historic England

- 5.3.1 Historic England received a request to list the existing property in August 2017 and following an inspection of the property in autumn last year provided their formal report on the request for listing in December 2017. The report was comprehensive and went into depth about the qualities of the building. The report is lengthy and can be viewed in full on the Council's web site. However, the relevant points are summarised below:-
- 5.3.2 The overall summary is that "The Cottage at Fishers Green has been too altered to recommend it for listing, with the later alterations also being of insufficient intrinsic quality. While the later extensions and remodelling are of some interest in illustrating how the building was adapted to changing living standards, its detrimental impact on the original vernacular fabric means that they cannot support the case for designation. While the building is of limited

interest in a national context it is of local interest as an example of a former timber framed vernacular cottage of C17 origin, albeit much altered.

5.3.3 Historic England concludes that: "After examining all the known records, and having carefully considered the architectural and historic interest of this case, the criteria for listing are not fulfilled. The Cottage is therefore, not recommended for listing."

5.3.4 The reasons given for arriving at the above conclusion are that in architectural terms "Although it is a relatively rare survival of a C17 timber-framed cottage in Stevenage, a significant proportion of its historic fabric has been eroded by successive alteration and extension. Whilst the later alterations and additions illustrate how the cottage was adapted to meet changing living standards, the surviving sections of the timber frame display little in the way of technological innovation nor high level of craftsmanship in its carpentry. Later modelling has compromised the integrity of the original lobby-entry plan."

5.3.5 With regard to the historic interest, Historic England state that:- "It no longer represents a good example of a C17 vernacular house".

5.4 Herts and Middlesex Wildlife Trust (HMWT)

5.4.1 Two ecology reports have been submitted with the application one undertaken in November 2017 and a further one in June 2018. Following an assessment of these reports HMWT made the following comments:-

5.4.2 The survey (June 2018) shows that there are not bat roosts present so an EPSM licence will not be required. However, the NPPF seeks a net gain to biodiversity and to incorporate features for biodiversity where possible (118 opportunities to incorporate biodiversity in and around developments should be encouraged); so I think that the incorporation of the habitat roosting features is still appropriate i.e. '2 habitat bat access units in the south facing brickwork of plots 1 and 3 under the roofline (pipistrelle bats).' as stated in the first report. This should be secured by condition, reason- to conserve and enhance biodiversity in accordance with the NPPF.

5.5 HCC Senior Historic Environment Advisor

5.5.1 No objection.

5.6 Parks and Amenities Section

5.6.1 Subject to the section 38 application and approval, I think this should be fine. I've not found any record of an easement, but that doesn't mean one doesn't exist. I think that as there is already currently access that has been used then this should not be an issue.

5.6.2 The only real query is that the access will be moved and made larger, which as SBC we don't have an issue with but should be covered by the section 38.

5.6.3 It will be worth reminding the applicant (and future residents) that vehicles are not allowed to park on the Common or on the VXO as this will be a restriction of free access.

5.7 Environmental Health Section

5.7.1 No comments received.

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 Council has now reached an advanced stage in the preparation of a new Stevenage Borough Local Plan 2011-2031. The Plan has been used as a material consideration in the determination of all planning applications registered on or after Wednesday 6 January 2016. The Plan has now been through the Examination process and the Inspector's Report was received in October 2017. This recommended approval of the Plan, subject to modifications proposed. The Plan is currently subject to a holding direction placed upon it by the Ministry of Housing Communities and Local Government (MHCLG), which prevents its adoption whilst MHCLG are considering whether or not to call it in.

6.1.2 The National Planning Policy Framework sets out that decision-takers may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies, and their degree of consistency with policies in the National Planning Policy Framework.

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, bearing in mind the positive Inspector's Report, significant weight will be afforded to policies within the emerging Local Plan.

6.2 Central Government Advice

6.2.1 A revised National Planning Policy Framework (NPPF) was published in July 2018. 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 213 of the NPPF applies which states that 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 Planning Practice Guidance must also be taken into account. It states that, where the development plan is absent, silent or the relevant policies are out of date, paragraph 11 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 Local Plan

Policy TW1: Sustainable Development;
Policy TW8: Environmental Safeguards;
Policy TW9: Quality in Design;
Policy H7: Assessment of Windfall Residential Sites;
Policy H8: Density of Residential Development;
Policy T6: Design Standard;
Policy T15: Car Parking Strategy;
Policy EN13: Trees in new development;

6.4 Stevenage Borough Local Plan 2011-2031 Publication Draft (Emerging Local Plan)

SP1 - Presumption for Sustainable Development;
SP2 - Sustainable Development in Stevenage;
SP7 - High Quality Homes;
SP8 - Good Design;
HO5 - Windfall Sites;
GD1 High Quality Design;
IT5 Parking and Access

6.5 Supplementary Planning Documents

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

7 APPRAISAL

7.1 The main issues for consideration in the determination of this application are the acceptability of the proposal in land use policy terms; impact upon the character and appearance of the area; impact upon the amenities of neighbouring properties; suitability of the residential environment, impact on the highway network and car parking provision.

7.2 Land Use Policy

7.2.1 The application site is not allocated for residential development within the District Plan Second Review 1991 – 2011 and is, therefore, regarded as a ‘windfall site’. The proposed development must, therefore, be considered having regard to policy H7 relating to windfall residential sites. In accordance with this policy, planning permission will only be granted where the site is on land classified as previously-developed or small underused urban sites; development of the site would not lead to the loss of structural open space features as defined in policy TW2; there is no detrimental effect on the environment and the surrounding or adjoining properties; there is access to local facilities; and they include opportunities to access alternative forms of travel to private motorised transport.

7.2.2 Policy H05 of the Draft Local Plan (2016) (windfall sites) generally reflects Policy H7 of the adopted Local Plan. However, this policy does stipulate that proposals should not prejudice the Council’s ability to deliver residential development on allocated sites, and, it does not overburden existing infrastructure.

7.2.3 For the purpose of clarity, the definition of previously-developed land, as stated within the NPPF, is “that which is or was occupied by a permanent structure including the curtilage of the developed land and any associated fixed surface infrastructure”. The definition of previously developed land excludes private residential gardens. The proposed dwellings would sit roughly on the footprint of the existing dwelling at the site and a previous outbuilding as well as the hardstand area to the front. Consequently, it is considered that the proposal comprises the redevelopment of primarily previously developed, brownfield land.

- 7.2.4 Policy TW2 of the District Plan relates to the structural open spaces that exist throughout the town. In this instance, the site is located in a well-established residential area and does not impact on any structural open space in the immediate locality. Policy TW3 of the Adopted Plan states that proposals will not be permitted which involve the loss of neighbourhood facilities, except where it is proven that there is no need for the facility in its existing use or any other social, community, education or leisure use. The proposed development would not result in the loss of any neighbourhood facilities.
- 7.2.5 In accordance with Policies H7 and H05, residential developments of windfall sites must have a good level of access to local facilities. In this instance, the site is in close proximity to bus stops and is in easy walking distance of the Fairview Road Small Neighbourhood Centre and Old Town High Street and the facilities therein. The application site enjoys good links to pedestrian and cycle routes. In view of the aforementioned, it is considered that the site accords with the advice in the aforementioned policies of the adopted local plan. Furthermore, it fully accords with the advice in the NPPF as it provides a sustainable form of development,
- 7.2.6 The NPPF states at paragraph 7 that the purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF also stipulates that decisions should plan an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. In addition, the Framework also set out that the sustainable development needs to be pursued in a positive way and at the heart of the framework is a “presumption on favour of sustainable development”. Paragraph 67 of the NPPF (2018) states that planning policies should identify a supply of specific deliverable sites for years one to five of the plan period, and specific deliverable sites or broad locations for grown, for years 6 to 10 and where possible, for years 11 to 15. Paragraph 73 of the same document states that “Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years’ worth of housing against their housing requirement set out in adopted strategic policies”.
- 7.2.7 In relation to five year land supply of deliverable housing, as referred to above local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years’ worth of housing against their housing requirements, but the supply of specific deliverable sites should in addition include a buffer (moved forward from later in the plan period) of:-
- a) 5% to ensure choice and competition in the market; or
 - b) 10% where the local planning authority wishes to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan, to account for any fluctuations in the market during that year; or
 - c) 20% where there has been significant under delivery of housing over the previous three years, to improve the prospect of achieving the planned supply.
- 7.2.8 The most up to date housing supply figures indicate that the Council is unable to meet its requirement to provide a five year supply of deliverable housing.
- 7.2.9 The fact that the site is considered to be in a sustainable location and that the Council is currently unable to provide a five year supply of deliverable housing sites are strong material considerations that significantly weigh in favour of the application.
- 7.2.10 Setting aside the impact upon the character an appearance of the area and the amenities of the adjoining properties, which are considered elsewhere in this report, the application is considered to be in accordance with policy H7 of the adopted local plan and H05 of the emerging local plan.

7.3 Impact upon the Character and Appearance of the Area

- 7.3.1 In terms of the character and appearance, the surrounding area is primarily residential in nature with relatively modern red brick and rendered 2 storey properties to the north and south of the application site, with similar modern properties in Corton Close and Sheringham Avenue opposite. There are also relatively new bungalows to the rear of the site in Trafford Court and further along Fishers Green Road is the recently completed development of Vincent Court. Additionally, there are a mixture of bungalows and 2 storey dwellings in Symonds Green Road. Consequently, with the exception of No.4 which is a significantly older historic property, the area comprises relatively modern 2 storey dwellings.
- 7.3.2 There is no doubt that the existing property is attractive in appearance and from the various representations received has a significant history attached to it. However, whilst there have been numerous representations submitted with the application seeking its retention, the property has been assessed by Historic England who consider that it is not worthy of listing. In view of this, the building has no formal protection which would support its long term retention. Consequently, the Council is unable to resist the demolition of the structure as to do so would be unreasonable given the decision taken by Historic England.
- 7.3.3 The application seeks the demolition of the current building at the site to be replaced by 4 three bedroom dwellings set out as two pairs of Semi-detached dwellings. As referred to in section 3 of this report, the new dwellings would be located on the footprint of the existing dwelling and a previous outbuilding at the site, albeit sited slightly forward in the street scene, forward of the main dwelling at No.6 and slightly behind No.2. However, they would be set back approximately 10m from the main highway of Fishers Green and, therefore, would not be seen as out of context with the existing building line. The introduction of 4 dwellings in lieu of the existing dwelling would clearly enclose the space which currently exists between the Cottage and the properties either side. Plot 1 would be located approximately 8.5m from No.2 Fishers Green, whilst Plot 4 would be 3.5m from the side of No.6. The separation between Plots 2 and 3 would be 2m. In terms of height, the new dwellings would have an eaves height of 4.7m and a ridge height of 7.8m. This would be in keeping with the adjoining and nearby properties some of which have accommodation in the roof. Similarly, whilst the dwelling would clearly fill the width of the plot the separation between the existing and new dwellings would not appear out of character with the area generally.
- 7.3.4 The submitted plans indicate that the proposed dwellings would be constructed out of facing brickwork with concrete roof tiles. Whilst specific details have not been provided, the surrounding properties are constructed out of either facing red brickwork or a mixture of bricks and render with brown roof tiles. The use of similar materials would be appropriate here and the precise details could be controlled by a condition. Similarly, a number of trees and landscaping have been removed at the site and to accommodate the visibility to serve the new access, the hedge to the front of the property would need to be removed. However, given this it will be a requirement of any grant of permission that some replacement landscaping be proposed at the site and again this can be covered by an appropriately worded condition.
- 7.3.5 Having regard to the above assessment, it is considered that the introduction of 2 pairs of semi-detached properties as indicated could be accommodated at the site without causing undue harm to the general character and appearance of the area.

7.4 Impact upon the Amenities of Neighbouring Properties

- 7.4.1 In assessing the impact of the proposal upon the amenities of those adjoining properties, those most affected are No.2 to the south east, No.6 to the north, properties in Trafford Court and the new dwelling which has recently been constructed to the rear of No. 4.
- 7.4.2 With regard to No.2, this is located over 8m away from the side of the nearest new dwelling and is set slightly forward and has an angled relationship with the nearest new property. This property has windows in the side which would face toward the parking area serving the new

development. At the rear the property is over 13m away from the side of Plot 1 and would be angled away. Given this relationship and separation, it is not considered that there would be an unacceptable impact on the outlook currently afforded to this property. Similarly, as only a utility room is proposed at ground floor level in the side of this property and a bathroom at first floor level, appropriate boundary treatment and the use of obscure glazing (which can be required by the imposition of a condition) would ensure that there would be no overlooking of this adjoining property.

- 7.4.3 In assessing the impact of the development upon No.6 to the north west, this is located approximately 3.5m away from the nearest new dwelling, Plot 1. This property has been extended in the past by way of replacement garage/workshop and a loft conversion. It also has a small glazed lean-to to the side of the Kitchen to the rear of the Workshop. There is also a flat roof single storey extension to the rear. Having assessed relationship between the proposed new dwelling and this property, the areas most affected are the workshop which has a window in the side and rear at ground floor, the Kitchen which has a door and window leading to the glazed lean to and window at first floor level serving a bedroom.
- 7.4.4 With regard to the workshop, this is not classed as a habitable room for planning purposes. In terms of the kitchen this does constitute a habitable room and, therefore, the impact on this room needs to be assessed. In this regard the building has a window and door in the side facing No.4 and a further window in the front elevation. The nearest new dwelling has been designed such that the rear wall is set forward of the Kitchen area. In view of this, the affected windows would not face directly onto the side of the new dwelling. Given this arrangement, coupled with the location of the property to the north, separation between the properties and the existence of an additional window serving this room, whilst there would be some loss of daylight and sunlight to this room, it is not considered to be so detrimental as to sustain the refusal of planning permission. Finally in respect of the bedroom, given that this is at first floor level and is served by a window in the front elevation, this would not be unduly affected by the proposed development by way of loss of light or outlook. As was the case with No.2, a utility room is proposed at ground floor level in the side of this property and a bathroom at first floor level. With the introduction of appropriate boundary treatment and the use of obscure glazing (which can be required by the imposition of a condition), this would ensure that there would be no overlooking of this adjoining property.
- 7.4.5 Finally, with regard to the properties to the rear in Trafford Court these are located at an angle from the new dwellings and the nearest property (No.2) is approximately 20m away. Given this level of separation and the angle, it is not considered that there will be an unacceptable loss of privacy to this dwelling. Similarly, as the back to back distance between the proposed dwellings and the new recently constructed chalet bungalow is 35m, this easily exceeds the back to back guidance of 25m as set out in the design guide.
- 7.4.6 In assessing the residential amenity afforded to the occupants of the new dwellings these all have appropriately sized rooms which accord with the standards set out in the emerging Local Plan. Furthermore, each dwelling has a garden in excess of 100sqm and a depth in excess of 10m which meets with the guidance set out in the design guide.

7.5 Highway Safety Implications

- 7.5.1 With regard to access and highway safety, the proposal involves the creation of a new access to the property which would move it further southwards from the current access, which would be closed off. Following initial concerns from the highway authority and following the receipt of a transport statement on behalf of the applicant and the repositioning of the access, the new access and the required visibility spays are now considered to be acceptable. Furthermore, the proposed turning arrangements within the site are considered to be acceptable. In view of this, the Highway Authority considers that that the proposal would not have an unreasonable impact on the safety and operation of the adjoining highway and does not wish to restrict the grant of permission subject to the imposition of a condition to secure the provision of the access and the necessary visibility spays to serve it.

7.5.2 As a further matter, a small area of the application site where the new access is proposed comprises Common Land. In view of this, the applicant is required to make an application under the Section 38 of the Commons Act to obtain the necessary consent to undertake works affecting the Common Land. The applicant has applied to The Planning Inspectorate to obtain such consent which was granted on 23 April 2018.

7.6 Car Parking

7.6.1 With regard to car parking provision, the proposal would result in the erection of 4no three bed properties at the site. In accordance with the Council's adopted car parking standards 2 spaces would be required to serve each dwelling. The submitted plans identify 8 parking spaces located to the front of the properties, four in front of plots 1 and 2 and four in front of plots 3 and 4. There would be a turning area between the two sets of parking spaces. This number of spaces would accord with the guidance in the adopted parking standards. Furthermore, HCC as Highway Authority consider the access and turning facilities to serve the parking spaces are acceptable.

7.6.2 In terms of cycling provision, each property has a significant garden area which would allow for the storage of cycles at the properties. Similarly, there is adequate room to the rear of the properties to cater for bin storage associated with the dwellings.

7.7 Other matters

7.7.1 With regard to issues raised by interested parties, the vast majority of objections related to the loss of the building and the fact it had historical and architectural interest. However, as set out elsewhere in this report, the building has been assessed by Historic England following a request that it be listed and have deemed it not worthy of listing. Consequently, the building has no statutory protection.

7.7.2 With regard to ecology and the possibility of protected species being present at the site, 2 ecology reports have been submitted following investigation of the site and the building. These have found that there may have been Bats present at the site. In view of this, and following consultation with Herts and Middlesex Wildlife Trust, it is recommended that habitat bat access units be provided in the south facing brickwork of plots 1 and 3 under the roofline to cater for the possibility of Pipistrelle bats wishing to roost at the site.

7.7.3 In respect of the comments of BEAMS, the applicant employed Albion Archaeology to undertake a heritage assessment of the existing building and the report documenting the heritage of the building, including photographs of the internal and external of the dwelling, have been forwarded to the Council for our records.

7.7.4 Finally, matters such as commercial gain and the suggestion that the Council should take on the property for education purposes are outside the control of the planning regulations.

8 CONCLUSIONS

8.1 The proposed redevelopment of the site for residential purposes complies with the National Planning Policy Framework and current Development Plan policies. Whilst the building at the site is considered by some to be historic and attractive, Historic England deems it not worthy of listing. It is considered that the proposal would have an acceptable impact on the character and appearance of the area and would not harm the amenity of neighbouring land users. Additionally, the proposed scheme would not adversely affect the operation or safety of the local highway network and would provide a sufficient level of car parking. Accordingly, it is recommended that planning permission be granted.

9 RECOMMENDATIONS

9.1 Planning permission be GRANTED subject to the following conditions:-

1. The development hereby permitted shall be carried out in accordance with the following approved plans: SCUD/21805/ACCESS1
REASON: - For the avoidance of doubt and in the interest 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. No development shall take place until a schedule and samples of the materials to be used in the construction of the external surfaces of the development 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.
4. Notwithstanding details specified in the application submission, development shall not commence until a scheme of soft and hard landscaping and details of the treatment of all hard surfaces has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of all new planting to take place including species, size and method of planting. The approved landscaping scheme shall be implemented within the first available planting season following the first occupation of the buildings or the completion of the development whichever is the sooner.
REASON:- To ensure a satisfactory appearance for the development.
5. Any trees or plants comprised within the 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 a satisfactory appearance for the development.
6. The development hereby permitted shall not be commenced until the existing access has been relocated as shown on the highway drawing number SCUD/21805/ACCESS1 and constructed to the local Planning Authority's satisfaction.
REASON: In the interests of highway safety and amenity.
7. Prior to the first occupation of the dwellings hereby permitted the parking spaces and turning facilities identified on drawing SCUD/21805/ACCESS1 shall be constructed, hardsurfaced and made ready for use to serve the occupants of those properties unless otherwise agreed in writing by the Local Planning Authority. The parking areas shall be constructed in a porous material or provision shall be made for a sustainable urban drainage system (SuDS) to be built into the hardsurfaced areas. Once provided the parking facilities shall be retained in that form and thereafter be used for the parking of vehicles.
REASON:- To ensure that adequate parking facilities are available within the site and that there is no detriment to the safety of adjoining highways
8. Before the access is first brought into use vehicle to vehicle visibility splays of 2.0 metres by 43 metres in both directions shall be provided and permanently maintained, within which there shall be no obstruction to visibility between 600 mm and 2.0 metres above the carriageway level. These measurements shall be taken from the intersection of the centre line of the permitted access with the edge of the carriageway of the highway respectively into the application site and from the intersection point along the edge of the carriageway.
REASON:- To provide adequate visibility for drivers entering and leaving the site.

9. No construction work relating to this permission shall be carried out on any Sunday, Public or Bank Holiday nor at any other time except between the hours of 0730 and 1800 on Mondays to Fridays and between the hours of 0900 and 1330 on Saturdays.
REASON: - To safeguard the amenities of the occupiers of neighbouring properties.
10. Notwithstanding the details shown in this application, the treatment of all boundaries including details of any walls, fences, gates or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The approved boundary treatments shall be completed before the use hereby permitted is commenced or before the buildings are occupied and thereafter permanently retained.
REASON:- To ensure a satisfactory standard of development in the interests of amenity.
11. Prior to the first occupation of the development hereby permitted, the developer shall install two habitat bat access units in the south facing brickwork of plots 1 and 3 under the roofline which should be integrated into the brickwork as high as possible. The precise details of units shall first be submitted to and agreed in writing by the Local Planning Authority and shall thereafter permanently retained at the premises
REASON: - To increase roosting opportunities for bats in the area.
12. The first floor windows proposed in the side elevation of the dwellings hereby permitted serving the bathrooms shall be fitted with obscure glazing and shall be fixed so as to be incapable of being opened below a height of 1.7 metres above finished floor level and shall be retained in that form thereafter.
REASON: - To safeguard the privacy of the occupiers of the proposed development and Nos 2 and 6 Fishers Green.

Pro-active Statement

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process 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) Order 2015.

INFORMATIVES

HIGHWAY INFORMATIVE: HCC recommends inclusion of the following highway informative to ensure that any works within the public highway are carried out in accordance with the provisions of the Highway Act 1980: Construction standards for new/amended vehicle access: Where works are required within the public highway to facilitate the new or amended vehicular access, the Highway Authority require the construction of such works to be undertaken to their satisfaction and specification, and by a contractor who is authorised to work in the public highway. If any of the works associated with the construction of the access affects or requires the removal and/or the relocation of any equipment, apparatus or structures (e.g. street name plates, bus stop signs or shelters, statutory authority equipment etc.) the applicant will be required to bear the cost of such removal or alteration. 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 <https://www.hertfordshire.gov.uk/droppedkerbs/> or by telephoning 0300 1234047.

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. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012. Stevenage Design Guide 2009.
4. Stevenage Borough Local Plan 2011-2031 Publication Draft.
5. Responses to consultations with statutory undertakers and other interested parties referred to in this report.
6. Central Government advice contained in the National Planning Policy Framework July 2018 and Planning Practice Guidance March 2014.

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

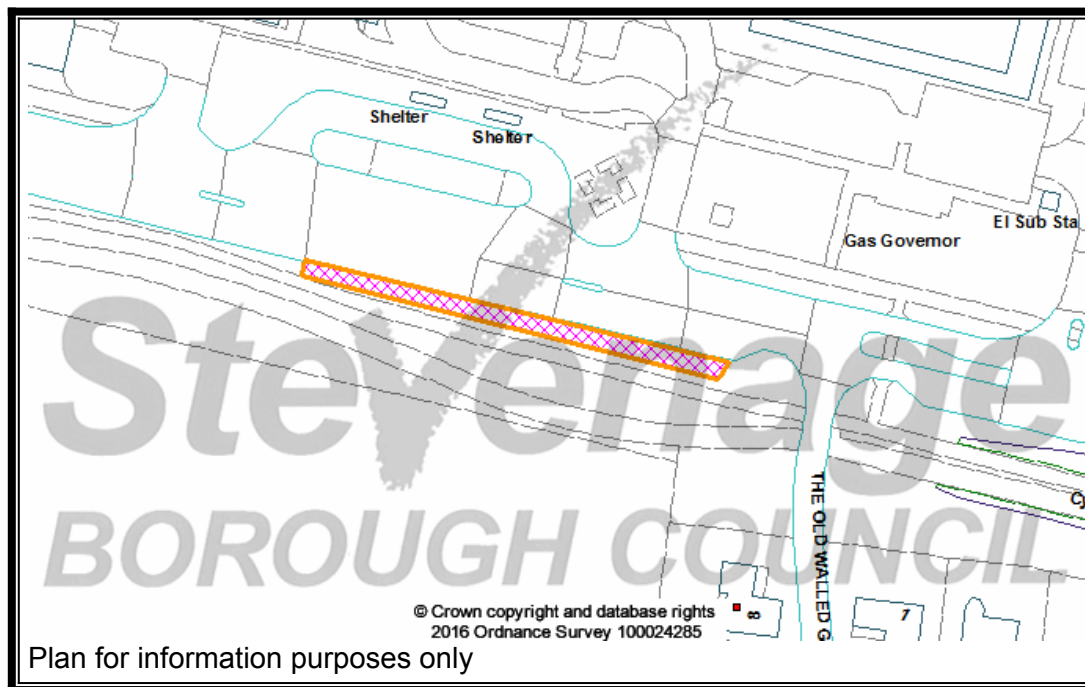
Date: 14 August 2018

Author: Dave Rusling 01438 242270

Lead Officer: Chris Berry 01438 242257

Contact Officer: Dave Rusling 01438 242270

Application No:	18/00305/FP
Location:	Coreys Mill Lane, Stevenage
Proposal:	Conversion of existing parking lay-bys and amenity land into end on parking bays with additional footpaths adjacent to the Kerbs.
Drawing Nos.:	Proposed location plan, R/153/1 and R/153/3
Applicant:	Mr Steve Bentley
Date Valid:	3 July 2018
Recommendation:	GRANT PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1 The application site comprises an area of on-street parking and associated grassed verge located on the southern side of Coreys Mill Lane. The area in question is located immediately to the west of the access onto The Old Walled Garden and extends further west for a length of approximately 75m. It has a width of between 8m at its eastern end and 5.4m at its western

end. The area in question is located opposite the bus interchange and the Taxi Rank serving the Lister Hospital.

- 1.2 As indicated above, the land comprises existing on-street parking, comprising of 12 pay and display spaces which are located parallel with the highway and would utilise some of the adjoining grass verge, which contains a mature tree and a further group of three trees. A footpath is located to the south of the application site and it is not intended to alter this as part of these proposals.

2. RELEVANT PLANNING HISTORY

- 2.1 There is no relevant planning history associated with the site.

3. THE CURRENT APPLICATION

- 3.1 The current application seeks planning permission to re-configure the existing parking bays utilising some of the adjoining amenity land/grassed verge in order to turn the spaces through 90 degrees. This will enable the number of spaces to be increased from 12 to 24. The area of soft landscaping in question would amount to approximately 270 sqm and would involve the removal of a group of three trees located within it. However, it is proposed to retain the other tree and protect with a built out kerb arrangement. The spaces will be retained as pay and display spaces and any existing parking meters or highway furniture would be relocated as part of the development.
- 3.2 The application comes before the planning committee for determination as the applicant is Stevenage Borough Council and the works are proposed on behalf of the Council by the Engineering Services Section.

4. PUBLIC REPRESENTATIONS

- 4.1 The proposal has been publicised by way of letters to adjoining premises and a site notice was displayed on a nearby lamp post. One response has been received from the occupier of 34 Whitney Drive making the following comment:- .

“This is a busy road that is often blocked one way with people trying to park side on in the existing parking. To park end on, you will need to swing round a lot wider and this will block both sides of the road. This is an accident waiting to happen. Parking should be encouraged in the hospital parking, not on a busy road. This is just another council money making operation that will inconvenience everyone who uses this road”.

5. CONSULTATIONS

5.1 Hertfordshire County Council - Highways

- 5.1.1 Hertfordshire County Council as highway authority strongly object to the proposals. By provision of additional car parking the scheme significantly undermines the objectives of the newly adopted Hertfordshire Local Transport Plan 4 which aims to promote sustainable modes of travel over the use of a private car.

5.2 SBC Parks and Amenities Section

- 5.2.1 We have studied the above application for additional parking spaces on Coreys Mill Lane and have no major concerns. Request that no areas of grass immediately about the car parking spaces and that no small pocket of grass is left which might cause maintenance issues.
- 5.2.2 The Council's Arboriculturist has assessed the trees to be lost and comments that there are three trees in this group. The nearest one to the curb is a multistem poor condition Ash tree of limited value. However, the other two trees are mature Field Maples of good overall condition and conservation value. Although not one of the highest amenity value trees in this area, the two Field Maple trees are likely the reminisce of an ancient hedgerow and their retention would be desirable.

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 Council has now reached an advanced stage in the preparation of a new Stevenage Borough Local Plan 2011-2031. The Plan has been used as a material consideration in the determination of all planning applications registered on or after Wednesday 6 January 2016. The Plan has now been through the Examination process and the Inspector's Report was received in October 2017. This recommended approval of the Plan, subject to modifications proposed. The Plan is currently subject to a holding direction placed upon it by the Ministry of Housing Communities and Local Government (MHCLG), which prevents its adoption whilst MHCLG are considering whether or not to call it in.

- 6.1.2 The National Planning Policy Framework sets out that decision-takers may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies, and their degree of consistency with policies in the National Planning Policy Framework.
- 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, bearing in mind the positive Inspector's Report, significant weight will be afforded to policies within the emerging Local Plan.

6.2 Central Government Advice

- 6.2.1 A revised National Planning Policy Framework (NPPF) was published in July 2018. 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 213 of the NPPF applies which states that 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.

6.3 Adopted Local Plan

TW2 Structural Open Space
TW8 Environmental Safeguards
TW9 Quality in Design
T6 Design Standards
T15 Car Parking Strategy
EN13 Trees in New Developments

6.4 Stevenage Borough Local Plan 2011-2031 Publication Draft (Emerging Local Plan)

GD1 High Quality Design.
NH6 General Protection for Open Space.
SP8 Good Design
IT5 Parking and Access
IT8 Public Parking Provision
NH5 Trees and Woodlands
GD1 High Quality Design

6.5 Supplementary Planning Documents

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

7 APPRAISAL

7.1 The main issues for consideration in the determination of this application are the impact of the loss of this area of amenity land on the character and appearance of the area and the acceptability of the new parking in highway safety terms.

7.2 Impact upon the Character and Appearance of the Area

7.2.1 The application site forms highway land as well as a small area of landscaped open space as defined by policy TW2 of the Local Plan. Policy TW2 states that development proposals which have an unacceptable adverse impact on structural open spaces of the town will not be permitted. The criteria used in assessing the impact that a development proposal may have are a) the size, form, function and character of the structural open space affected by the development proposal; and b) the impact of the development proposal on the structural open space.

7.2.2 Furthermore, the new emerging Local Plan Policy NH6 for general protection of open space states that the loss of unallocated open space should have regard to the quality and accessibility of the open space, whether the open space is serving its function and purpose, and whether alternate space(s) would remain available for community use.

7.2.3 The proposal involves the loss of a relatively small area of land and due to its location and limited size it is not conducive to being used as recreational open space by nearby residents. The proposal would result in the loss of a group of three trees currently within the amenity land. Following consultation with the Council's Arboriculturist, whilst no objection has been raised to the loss of one of the trees, the retention of the others would be desirable. However, if the trees are to be removed the Arboriculturist has requested the replacement of two trees to

be planted in the vicinity of the application site on Council owned land. This could be covered by the imposition of a suitably worded condition.

- 7.2.4 As only a modest area of the overall landscaped space would be lost, it is not considered that the loss of this small area of open space/amenity land would harm the character or appearance of the area but would, in fact, facilitate the provision of additional parking, which would help to alleviate the existing parking problems in the area. Furthermore, as the land is currently not used for any particular purpose, it is considered that the proposal would not harm the form or function of the open land, nor that it needs to be re-provided. Finally, it is proposed to retain a second mature tree, which is arguably the most attractive specimen within the open space which will be protected by the construction of a kerb build-out. Furthermore, it is proposed to replace the trees to be lost as part on the development.
- 7.2.5 Having regard to the above, whilst it is clear that the creation of additional car parking in lieu of the open space and the removal of the 3 trees would alter the character and appearance of the area, the works would be seen as an extension of the on street parking. Furthermore, in accordance with policy IT8 of the Emerging Local Plan, the proposal will create additional public off street parking provision in an area where there are currently severe parking problems. Finally, the use of tarmac to create the parking area and associated footpaths would complement the existing hard surface finish in the area.

7.3 Highway Safety implications

- 7.3.1 With regard to access and highway safety, the proposal involves works to Council owned land. The County Council as Highway Authority have been consulted on the application and have raised no objection to the proposal in terms of highway safety caused by the re-configuring of the car parking. However, they have raised an objection on sustainability grounds citing that the provision of additional car parking significantly undermines the objectives of the newly adopted Hertfordshire Local Transport Plan 4 (LTP4) which aims to promote sustainable modes of travel over the use of a private car.
- 7.3.2 The comments of the Highway Authority have been referred to the Council's Engineering Section, who is promoting the application. In response, they have they have confirmed that whilst they support the LTP4's objectives regarding limiting parking provision in principle, it is felt that the Hospital site is a special case due to the under-provision of on-site parking, the growing public demand and the high number of disabled visitors to the site who are dependent on travel by car. They also comment that pay and display charges were introduced to successfully limit demand for parking in Corey's Mill Lane. However, with increasing numbers of visitors to the expanding hospital it is felt that whilst there is a choice between raising charges to keep traffic flowing or increasing capacity. The latter is more preferred.
- 7.3.3 To conclude on this issue, whilst the comments of HCC as Highway Authority are noted, in this particular instance it is considered that the additional parking provision to help address an acute parking need in this location is considered acceptable.

8 CONCLUSIONS

- 8.1 The works to create the additional parking facilities is not considered to harm the form and function of the structural open space or be detrimental to the character and appearance of the area. Furthermore, the works would not cause any detriment to highway safety. Finally, whilst the comments of HCC regarding the need to move away from the dependence on the private car are noted, given the circumstances of the application as set out above and the acute need for additional car parking, it is recommended that planning permission be granted.

9 RECOMMENDATIONS

9.1 Planning permission be GRANTED subject to the following conditions:-

1. The development hereby permitted shall be carried out in accordance with the following approved plans: Proposed location plan, R/153/1 and R/153/3
REASON: - For the avoidance of doubt and in the interest 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. The materials to be used in the construction of the new parking spaces and footpath areas hereby permitted shall be as specified on the drawings and application details forming part of this application.
REASON:- To ensure the development has an acceptable appearance.
4. Prior to the first use of the parking spaces hereby permitted, details shall be submitted to and agreed in writing by the Local Planning Authority of the replacement trees and their locations in order to offset the loss of the existing trees at the site. The replacement planting shall be undertaken as agreed in the first available planting season following the completion of the works.
REASON:- To ensure a satisfactory appearance for the development.
5. If within a period of five years from the completion of the development the replacement landscaping and trees die, are removed or become seriously damaged or diseased they shall be replaced in the next planting season with ones of similar size and species, unless otherwise agreed in writing by the Local Planning Authority.
REASON:- To ensure a satisfactory appearance for the development.
6. No removal of trees 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: It is an offence under Part I, section 1(1) of the Wildlife and Countryside Act 1981 (as amended) to damage or destroy the nest of any wild bird whilst that nest is in use or being built.

Pro-active Statement

Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. 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) Order 2015.

10 BACKGROUND DOCUMENTS

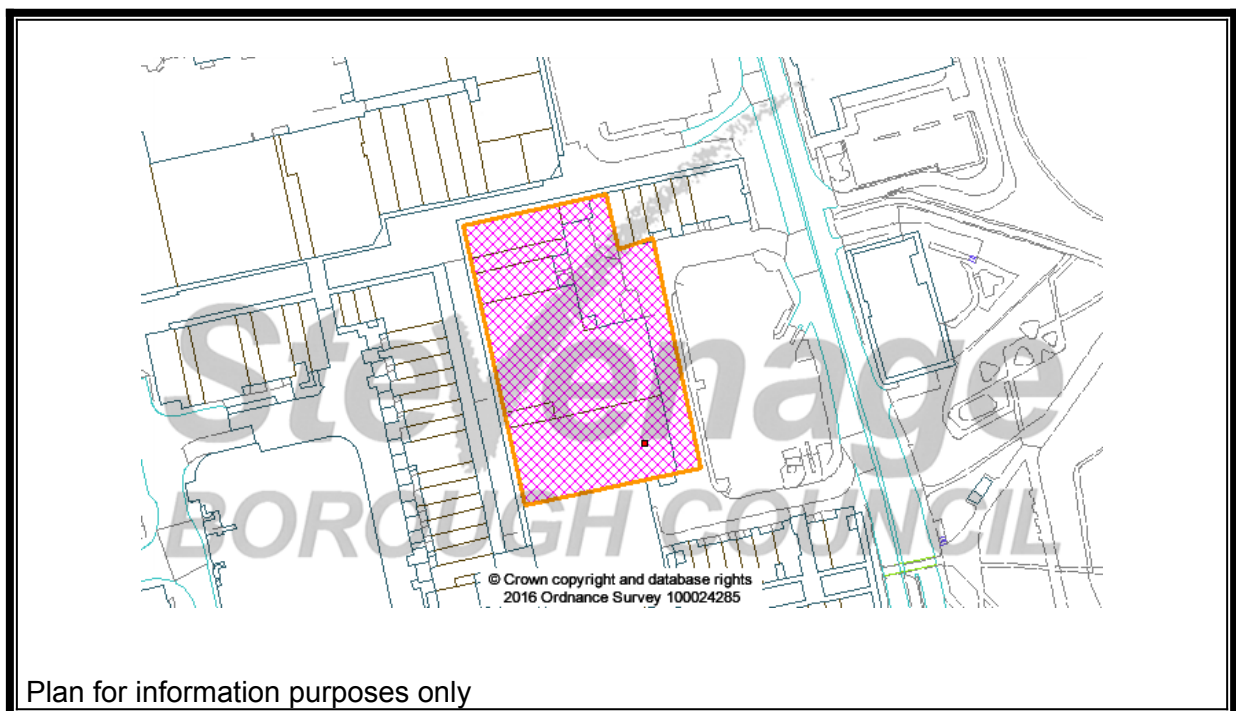
1. The application file, forms, plans and supporting documents having the reference number relating to this item.
2. Stevenage District Plan Second Review 1991-2011.
3. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012. Stevenage Design Guide 2009.
4. Stevenage Borough Local Plan 2011-2031 Publication Draft.

5. Responses to consultations with statutory undertakers and other interested parties referred to in this report.
6. Central Government advice contained in the National Planning Policy Framework July 2018 and Planning Practice Guidance March 2014.

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Meeting:	Planning and Development Committee	Agenda Item:
Date:	14 August 2018	
Author:	James Chettleburgh	01438 242266
Lead Officer:	Chris Berry	01438 242257
Contact Officer:	James Chettleburgh	01438 242266

Application No:	18/00268/FPM
Location:	85 to 103 Queensway, Stevenage, Hertfordshire, SG1 1EB.
Proposal:	Partial demolition of existing buildings to facilitate erection of new residential building comprising 39no. studio, 54no. one bed and 1no. two bed flats with under-croft car parking; retention of existing office use (Use Class B1) on upper floors; change of use of existing retail units (Use Class A1) to a mixed use development of Use Classes A1 (Shops), A2 (Professional & Financial Services), A3 (Restaurants & Cafes), A4 (Drinking Establishments) and D2 (Gym) with associated enhancements to shop frontages; replacement canopies; public realm improvements and associated car parking and highway works.
Drawing Nos.:	P1.1; P1.2; P4.1b; P4.2; P4.2.1, P4.3a; P4.4a; P4.4.1 P4.5; P5.1; P5.2; P5.3; P5.4; P5.5, P5.6; P5.7a.
Applicant:	Reef Estates
Date Valid:	24 May 2018
Recommendation:	GRANT PLANNING PERMISSION.



1. SITE DESCRIPTION

- 1.1 The application site is located at the northern end of Queensway which falls within Stevenage Town Centre. The site comprises numbers 85 (The former M&S store) to 103 (Poundland) Queensway and is part three-storey, part four storeys in height with a shopping parade at ground floor level with offices and ancillary retail floorspace located above. However, the building drops down to single-storey where it turns the corner into The Forum with this part of the building occupied by “Kaprys Polish Delicatessen”. The building itself across all of the levels is flat roofed. The Queensway elevation is predominantly constructed from concrete panels with a textured pebble dash finish, crittall windows and green tiles with a timber canopy overhanging the ground floor shopping parade. The shopping parade itself generally comprises of full height glazed shop frontages with low level stall risers and fascia signage.
- 1.2 The Marshgate elevation (rear) of the building is constructed from either grey engineering or red bricks with metal windows. At ground floor level there are single-storey projections with flat roofs comprising of plant on their respective roof areas and metal shutters and doors which form part of the service area to the building. There are also external metal staircases and an electricity sub-station. On the roof area of the former M&S building there are areas of plant and equipment located within brick enclosures.
- 1.3 To the east of the application site (rear) is the Marshgate Car Park and service road and beyond this is St George’s Way, Bowes Lyon and Town Centre Gardens. To the north of the development site is “The Forum” which is a modern two ½ storey building comprising of retail units and to the north-east is a modern, brick built, two-storey building comprising a tanning salon, hot food takeaway, a mattress store and the Job Centre. To the south/south east of the application site is Park Place which is currently undergoing extensions and external modernisation works in order to create a new residential development with ground floor retail units. To the west of the application (the front) is the main Queensway pedestrianised area of the town centre beyond which is the other part of the shopping parade with retail premises at ground floor level with ancillary retail floorspace above. To the front of the building is a metal framed, painted white, glazed canopy which over-sails the public footpath.

2. RELEVANT PLANNING HISTORY

- 2.1 There have been numerous permissions granted in the past for advertisements at the premises as well as alterations to shop fronts.
- 2.2 Planning application 18/00279/FPM seeks permission for the demolition of existing buildings and the provision of undercroft car parking, retention of existing office use (Use Class B1) on upper floors, change of use of existing retail units (Use Class A1) to a mixed use development of Use Classes A1 (Shops), A2 (Professional & Financial Services), A3 (Restaurants & Cafes), A4 (Drinking Establishments) and D2 (Gym) with associated enhancements to shop frontages, replacement canopies, public realm improvements, associated car parking and highway works. This application is pending consideration.
- 2.3 Prior approval application 18/00386/CPA seeks approval for the change of use of the second floor from use Class B1(a) (offices) to use Class C3 (residential) to provide 11 flats. This application is pending consideration.
- 2.4 Planning application 18/00390/FP seeks planning permission for the change of use of the second floor from retail (Use Class A1) to for 8 residential flats (7 x studio flats and 1 x 1 bed) including upgrade and refurbishment to stair and access to residential flats, a new lift and formation of bin and cycle store areas at ground floor. This application is pending consideration.

- 2.5 Prior approval application 18/00393/CPA seeks prior approval for the change of use from Use Class A1 (Shop) and Class A2 (Financial & Professional) to 2 no. dwelling units (Use Class C3). This application is pending consideration.

3. THE CURRENT APPLICATION

- 3.1 The current application seeks planning permission to partially demolish an area of the existing buildings to facilitate the erection of a new five storey residential building and an additional floor on the former M&S building which would comprise of 39no. studio, 54no. one bedroom and 1no. two bedroom flats with under-croft car parking. The apartments located within the new residential block would comprise of Juliette balconies. Turning to the new residential floors located on 85 Queensway (the former M&S store), these would have access to two communal garden terrace areas.
- 3.2 The new residential block would measure 25.90m in length, span 30.48m in width with an overall height of 18.25m. The new floor to the former M&S building would increase its height from 12.65m to 14.73m. The application also includes, to the rear of the site, a secure cycle parking area for 110 bike racks on a two tier system along with a secure waste and recycle store. There would also be the provision of 18 new cycle hoops for the retail units/gym, five additional staff parking spaces, the creation of 4 electric vehicle (E.V.) parking bays and replacement disabled parking and pay and display bays onto Marshgate.
- 3.3 The proposal also seeks the retention of existing office use (Use Class B1) on upper floors and a change of use of some of the existing retail ground floor units (Use Class A1) to a mixed use development of Use Classes A1 (Shops), A2 (Professional & Financial Services), A3 (Restaurants & Cafes), A4 (Drinking Establishments) and D2 (Gym). The overall retail mix for the development is set out in the table below.

Table 1: Proposed retail mix for the development.

Unit Name	Use Class	Total Gross Internal Area (GIA) (Sq.m)
85 A Queensway	A1	789.88
85 B Queensway	D2	1,633.21
85 C Queensway	A1 – A3	358.11
87 Queensway	A1	229.91
89 Queensway	A1 – A3	532.25
91 Queensway	A1	362.67
93 Queensway	A1	331.53
95 Queensway	A1	1,070.82
97 – 99 Queensway	A2	762.53
101 Queensway	A1	375.86
103 Queensway	A1 – A4	821.76

Note:- The specified uses are set out in detail under paragraph 3.3 of this report.

- 3.4 In addition, the proposed development also seeks permission for associated enhancements to shop frontages; replacement canopies; public realm improvements and associated car parking and highway works. The modernised shop frontages would comprise of uniform full height glazing frontages within metal frames and canopies which would be re clad with a perforated underside with strip lighting behind along with replacement building up lighting. The improvement works to the building would also comprise of the existing concrete panels and brickwork to be cleaned and refurbished, replacement metal cladding, and new joinery to extrude from the building line around the first and second floor windows.
- 3.5 The applicant has stated that the proposed development would be finished in high quality materials comprising of brick cladding, metal cladding, modern glass casements, recessed and glazed balcony areas, creeper walls and raised garden terraces, new paving blocks,

public seating, lights and cycle storage areas along with modern gates, fencing and bollards.

3.6 This application comes before the planning committee for consideration as it is a major application.

4. PUBLIC REPRESENTATIONS

4.1 As a major planning application, the proposal has been publicised by way of letters to adjoining premises, site notices and a press notice. At the time of drafting this report one comment on the application was received from number 69 Lonsdale Road. A summary of the comments raised are as follows:-

- The design of the development is supported especially where the development incorporates existing and surrounding architecture;
- Support the provision of new residential building but recommend affordable housing is provided;
- They do not consider Queensway to be appropriate location for A4 land use (drinking/public house) and recommend the developer to keep the proposal retail focused;
- Questions whether the developer has plans for future applications on Queensway to ensure consistency on the street.

5. CONSULTATIONS

5.1 Hertfordshire County Council as Highways Authority

5.1.1 The County Council as the Highways Authority consider the development to be in accordance with National and Local Policies. Therefore, the Highways Authority formal recommendation is that there are no objections to the development proposal subject to recommended planning conditions and a S106 agreement to address sustainable transport and a highway informative.

5.2 Hertfordshire County Council as Lead Local Flood Authority

5.2.1 The proposed drainage strategy for the southern and eastern parts of the site would be based upon attenuation and discharge at a restricted discharge rate of 4.9 l/s into Thames Water surface water sewer network system along Marshgate. The remainder of the site would be managed as is the current situation. Overall, the proposed drainage scheme will provide a significant betterment to the site by reducing the discharge rate from the southern and eastern catchment to 4.9 l/s with the provision of 313m³ of attenuation, calculated for a 1 in 100 plus 40% for climate change allowance. Subsequently, the proposed development is considered acceptable subject to conditions.

5.3 Hertfordshire County Council as Minerals and Waste Planning Authority

5.3.1 The Council needs to be aware of the Policies in regards to waste management of the site, including the re-use of unavoidable waste where possible and the use of recycled materials where appropriate to the construction. Furthermore, Waste Policy 12: Sustainable Design, Construction and Demolition require all relevant construction projects to be supported by a Site Waste Management Plan (SWMP). This aims to reduce the amount of waste produced on site and should contain information including types of waste removed from the site and where that waste is being taken to.

5.4 Hertfordshire County Council Development Services

- 5.4.1 Based on the information provided for a development of 94 dwellings, the County Council would seek financial contributions towards the library service in order to develop a community meeting/training room(s) on the first floor of Stevenage Library. In addition, monies would also be sought towards youth services in order to purchase sports equipment for the Bowes Lyon Centre or its re-provision.

5.5 Hertfordshire Constabulary as the Crime Prevention Design Service

- 5.5.1 There are no concerns with the proposed development subject to it meeting Secured by Design in line with Local and National planning policy.

5.6 Council's Environmental Health Section

- 5.6.1 Following a review of the acoustic report, it is considered that it adequately addresses noise which would be generated from traffic and services. However, the report does not adequately assess the level of noise generated from the gymnasium from noise sources such as music, raised voices, machinery and weights being dropped. In this regard, the consultant will need to address these issues prior to the commencement of development.
- 5.6.2 Given the above, it is recommended that conditions be imposed requiring that the internal noise level shall not exceed those contained in British Standard BS8233.2014 (guidance on sound insulation and noise reduction for buildings) in so far as they relate to living rooms, dining rooms and bedrooms in the residential accommodation. In addition, it appears that the internal noise levels can only be achieved with the windows closed, therefore, details will need to be provided for the proposed ventilation and thermal comfort arrangements for the development.
- 5.6.3 In terms of contamination, this should be dealt with through a "catch all" condition to cover any potential contamination. In addition, it is recommended that conditions be imposed, to mitigate the impact on nearby businesses and residents, in regards to asbestos, dust control measures, external lighting, construction method statement and a methodology for the screening of plan and machinery.

5.7 Council's Parks and Amenities Section

- 5.7.1 Financial contributions would be sought to fund improvements to play at the Town Centre Gardens and to fund outdoor sports improvements at Fairlands Valley Park. Turning to hard and soft landscaping, there are insufficient details at this stage for Stevenage Direct Services (SDS) to be able to comment fully on the soft and hard landscape details for this development. Based on the initial outline landscape proposals we can only provide broad comments. To be able to fully comment we will require detailed soft & hard landscape proposals. This should include full planting details and areas to be adopted by SDS for maintenance.
- 5.7.2 For those planted areas to be maintained by SDS the following shall apply:
- The full proposed planting plans shall be reviewed by SDS in reasonable notice and shall be subject to amendments if required.
 - Planting and top soil shall be in accordance to the relevant British Standards (BS 3882 Minimum rooting depths for turf is 600mm for shrubs)
 - Planting shall be through a geotextile weed suppressant membrane with a suitable layer of mulch applied over the top.
 - Mulch shall not contain any loose hard aggregate and methods shall be employed to prevent mulch and soil from washing onto the surrounding footpaths / hard surfaces.

- Plant selection shall be of low maintenance, year round interest, drought tolerant and ideally planted in increased density to discourage weed growth.
- Access shall also be considered for teams to carry out the maintenance of the landscaped areas.
- Planting shall be undertaken during the winter months (October to February). A minimum defect period of 12 months shall also be in place for replacement of failed planting and trees – all defects shall be resolved before handover of the landscaped areas to Stevenage Direct Services with approval from the relevant Council Officer.

5.7.3 The proposed landscaped areas around the service yard and parking area shall require suitable protection from vehicle (including HGV) damage. For example this could include the use of metal bollards. Without any protection the current proposed landscape would be very vulnerable to damage from turning and delivery vehicles. For the new landscaped areas to be maintained by SDS, sums for the future maintenance of these areas shall be considered fully. SDS are unable to maintain any planting at height – if the design incorporates such planting / landscaping (e.g. garden roof terrace) these areas shall not be maintained at a cost to SDS.

5.8 Council's Housing Section

5.8.1 The affordable housing provision is acceptable, whilst the Council would generally seek Social Rented units, the provision of Affordable Rented units is acceptable under National Policy.

5.9 Council's CCTV Section

5.9.1 The Council's CCTV section seeks the provision of a new camera near Marshgate in order to improve coverage towards the rear of the development site.

5.10 Council's Engineering Section

5.10.1 The scheme provides an opportunity to rationalise and improve the streetscape on Marshgate which is supported. Therefore, it recommended a new boundary line is created between public and private areas such that:-

- The loading zone and staff parking bays would become private (requiring the transfer of some Council land to the developer);
- The new car park to remain private and the private operator would balance the needs of residents of the new flats;
- The new footway and its verges would be adopted by the Council to become a publically maintainable street.

5.10.2 There is also a need to incorporate four electric vehicle (EV) charging points where the proposed disabled bays would be located with the provision of 2 twin-port EV charge points. The proposed disabled and pay and display bays lost from the proposed arrangement should be provided kerb-side on the northern side of the street.

5.10.3 In terms of the land transfer itself, there would need to be a fence provided along the boundary to demarcate the different ownership. There would also need to be coordination that all works in areas carried out by the developer be covered under a S278 agreement under the Highways Act which is used to secure highway improvement works, which would be managed by the Engineering Section. Beyond the S278, there would also be financial contributions sought towards the drafting and preparation of Traffic Regulation Orders as well as replacement of pay and display machines and road markings.

5.11 Thames Water

- 5.11.1 With regards to surface water drainage, it has been advised that it is for the developer to follow the sequential approach to the disposal of surface water. Where a developer proposes to discharge to a public sewer, prior approval from Thames Water Development Services will be required. The development would be expected to demonstrate what measures will be undertaken to minimise ground water discharge into the public sewer. Groundwater discharges typically from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Therefore, Thames Water recommends an informative stipulating that the developer will be required to have a "Groundwater Risk Management Permit" in order to discharge water into the sewer.
- 5.11.2 In addition to the above, as there are sewers crossing in close proximity to the site, if any significant works are to be undertaken, then there will be a requirement to minimise risk of damage. Therefore, any development must not reduce capacity, limit repair or maintenance activities, or inhibit the services of Thames Water. Furthermore, it is recommended that petrol/oil interceptors be fitted in all car parking facilities. This is to ensure that oil polluted discharges do not enter local watercourses. In regards to the waste water network and waste water processing infrastructure capacity, there are no concerns with the proposed development.

5.12 Affinity Water

- 5.12.1 No comment.

5.13 East and North Hertfordshire Clinical Commission Group

- 5.13.1 No comment.

5.14 NHS England

- 5.14.1 No comment.

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 Council has now reached an advanced stage in the preparation of a new Stevenage Borough Local Plan 2011-2031. The Plan has been used as a material consideration in the determination of all planning applications registered on or after Wednesday 6 January 2016. The Plan has now been through the Examination process and the Inspector's Report was received in October 2017. This recommended approval of the Plan, subject to modifications proposed. The Plan is currently subject to a holding direction placed upon it by the Ministry of Housing Communities and Local Government (MHCLG), which prevents its adoption whilst MHCLG are considering whether or not to call it in.

- 6.1.2 The National Planning Policy Framework sets out that decision-takers may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies, and their degree of consistency with policies in the National Planning Policy Framework.
- 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, bearing in mind the positive Inspector's Report, significant weight will be afforded to policies within the emerging Local Plan.

6.2 Central Government Advice

- 6.2.1 A revised National Planning Policy Framework (NPPF) was published in July 2018. 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 213 of the NPPF applies which states that 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 Planning Practice Guidance must also be taken into account. It states that, where the development plan is absent, silent or the relevant policies are out of date, paragraph 11 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 Local Plan

Policy TW1: Sustainable Development;
Policy TW2: Structural Open Space;
Policy TW8: Environmental Safeguards;
Policy TW9: Quality in Design;
Policy TW10: Crime Prevention;
Policy TW11: Planning Requirements;
Policy H7: Assessment of Windfall Residential Sites;
Policy H8: Density of Residential Development;
Policy H14: Benefits of Affordability;
Policy T6: Design Standard;
Policy T12: Bus Provision;
Policy T13: Cycleways;
Policy T14: Pedestrians;
Policy T15: Car Parking Strategy;
Policy TR1: Town Centre;
Policy TR3: Retail Frontages;
Policy TR4: Loss of Retail Floorspace;
Policy TR7: Loss of Office Accommodation;
Policy TR9: Town Centre Parking;
Policy EN27: Noise Pollution;
Policy EN13: Trees in new development;
Policy EN36: Water Conservation;

Policy EN38: Energy Conservation and Supply;
Policy L15: Outdoor Sports Provision in Residential Developments;
Policy L16: Children's Play Space in Residential Developments;
Policy L17: Informal Open Space in Residential Developments;
Policy L18: Open Space Maintenance.

6.4 Stevenage Borough Local Plan 2011-2031 Publication Draft (Emerging Local Plan)

Policy SP1: Presumption in favour of sustainable development;
Policy SP2: Sustainable Development in Stevenage;
Policy SP3: A strong, competitive economy;
Policy SP4: A Vital Town Centre;
Policy SP5: Infrastructure;
Policy SP6: Sustainable Transport;
Policy SP7: High Quality Homes;
Policy SP8: Good Design;
Policy SP9: Healthy Communities;
Policy SP11: Climate Change, Flooding and Pollution;
Policy TC1: Town Centre
Policy TC7: Marshgate Major Opportunity Area
Policy TC8: Town Centre Shopping Area
Policy IT3: Infrastructure
Policy IT4: Transport Assessments and Travel Plans
Policy IT5: Parking and Access
Policy IT8: Public parking provision
Policy HO1: Housing Allocations
Policy HO7: Affordable Housing Targets
Policy HO8: Affordable Housing Tenure, Mix and Design
Policy HO9: House Types and Sizes
Policy GD1: High Quality Design
Policy FP1: Climate Change

6.5 Supplementary Planning Documents

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

7. APPRAISAL

7.1 The main issues for consideration in the determination of this application are its acceptability in land use policy terms, the impact on the character and appearance of the area; the impact on both existing neighbouring amenities and future residential amenity; the effect of the proposals on the highway network; the adequacy of parking provision and flood risk.

7.2 Land Use Policy Considerations

7.2.1 The application site is identified within the Town Centre Policy Area in the Stevenage District Plan Second Review 1991-2011, where policy TR1 applies. Policy TR1 states that "Within the town centre policy area, as identified on the proposals map, permission will be granted for "inter alia" housing provided that it does not conflict with the Council's adopted vision or strategy for the town centre or other policies." However, as an unallocated housing site within the urban area of Stevenage the proposal is considered to be a 'windfall' site where policy H7 of the District Plan (Assessment of Windfall Residential Sites) applies. Policy H7 sets out a number of criteria against which proposals for residential development on sites not allocated in the District Plan will be assessed against. The proposal is subject to both the

relevant housing policies of the District Plan and the National Planning Policy Framework July 2018 (NPPF).

7.2.2 The NPPF states at paragraph 7 that the purpose of the planning system is to contribute to the achievement of sustainable development. The NPPF also stipulates that decisions should plan an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. In addition, the Framework also set out that the sustainable development needs to be pursued in a positive way and at the heart of the framework is a “presumption on favour of sustainable development”. Paragraph 67 of the NPPF (2018) states that planning policies should identify a supply of specific deliverable sites for years one to five of the plan period, and specific deliverable sites or broad locations for growth, for years 6 to 10 and where possible, for years 11 to 15. Paragraph 73 of the same document states that “Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years’ worth of housing against their housing requirement set out in adopted strategic policies”.

7.2.3 Taking the above issues in turn, the site is considered to be in a highly sustainable location. The application site is approximately 150m from the town centre bus station and 390m from the railway station and both these modes of transport can be easily reached on foot. The application site is located in the town centre and has ready access to a range of retail and service units as well as a number of food and drink premises. The site is in close proximity to three supermarkets and there are pharmacies, a library, doctors and dental surgeries all within a short walk of the site. Finally, the nearest primary school is Brooms Barns JMI School at Homestead Moat, which is located approximately 450m from the application site to the south-east, with the nearest secondary school being The Thomas Alleyne School which is approximately 1,400m to the north of the site. As such, the application site is considered to have excellent access to local facilities and alternative forms of travel to the private car and is therefore in a highly sustainable location.

7.2.4 In relation to five year land supply of deliverable housing, as mentioned in paragraph 7.2.2 of this report, local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years’ worth of housing against their housing requirements, but the supply of specific deliverable sites should in addition include a buffer (moved forward from later in the plan period) of:-

a) 5% to ensure choice and competition in the market; or

b) 10% where the local planning authority wishes to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan, to account for any fluctuations in the market during that year; or

c) 20% where there has been significant under delivery of housing over the previous three years, to improve the prospect of achieving the planned supply.

The most up to date housing supply figures indicate that the Council is unable to meet its requirement to provide a five year supply of deliverable housing. The fact that the Council is unable to meet its requirement to provide a five year supply of housing is thus a material consideration in the assessment of the application.

7.2.5 The fact that the site is considered to be in a highly sustainable location, would constitute a sustainable form of development and that the Council is currently unable to provide a five

year supply of deliverable housing sites are strong material considerations that significantly weigh in favour of the application.

- 7.2.6 Finally, further to stating that housing is an appropriate land use in the Town Centre Inset Area, policy TR1 also states that mixed use development will be permitted provided that it does not conflict with the Council's adopted vision, strategy for the town centre or other policies. Given the proposed mixed use of retail and residential is considered to be acceptable in principle, it is then also important to assess the use against the Council's specific housing policies

7.3 Compliance with the Council's Housing Policies

- 7.3.1 As set out above, as the site is unallocated for housing within the adopted District Plan, the application site is considered to be a 'windfall' site where policy H7 of the District Plan applies. Policy H7 sets out a number of criteria against which proposals for residential development on sites not allocated in the District Plan should be assessed against.

- 7.3.2 Firstly, the application site is on previously developed land. The application site currently comprises a part single-storey, part two-storey and part three-storey building with a number of vacant retail units at ground floor level with paving and surface car parking areas to the rear of the building. As the site is currently occupied by buildings and hard surfacing, it is considered to accord with the definition of previously developed land as set out in Annex 2 of the NPPF. The NPPF states that previously developed land is land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. The NPPF also advises that a key objective is that local planning authorities should continue to make effective use of land by re-using land that has been previously developed. Further, as a previously developed site, the proposal would not result in the loss of any structural open space, which thus satisfies criterion (b) of policy H7.

- 7.3.3 Criterion (c) of Policy H7 states that there should be no detrimental effect on the environment and the surrounding or adjoining properties. This issue will be assessed in detail in the following sections considering the impact on the character and appearance of the area and the impact on neighbouring amenity.

- 7.3.4 Finally, policy H7 also requires that there is access to local facilities and that residential proposals include opportunities to access alternative forms of travel to private motorised transport. As set out above, the site has excellent access to local facilities and services and also excellent access to the public transport network and both the pedestrian and cycle networks. The site has thus been demonstrated to be in a highly sustainable location and, as such, would comply with criteria (d) and (e) of policy H7 of the District Plan.

- 7.3.5 Policy H8 of the District Plan relates to the density of residential development and states that 'in general, the net density of new housing should be within the range of 30-50 dwellings per hectare and that higher densities (50-65+ dwellings per hectare) will be encouraged in developments in the town centre, at neighbourhood centres and other locations well served by passenger transport.' The proposal is seeking 67 units on a site of 0.72 hectares which will provide a density of approximately 93 dwellings per hectare, in excess of the range set out above. However, it is recognised that this site is in a highly sustainable location, is in close proximity to other high density schemes and the high density is a result of the number of apartments proposed which would not be out of context in this location.

- 7.3.6 As demonstrated above, the proposal is in accordance with policy H7 of the Adopted District Plan; however, it is also important to consider the emerging policy position. The Stevenage Borough Local Plan 2011 – 2031, Publication Draft 2016, emerging policy SP4 promotes the

comprehensive and co-ordinated regeneration of Stevenage Central (Town Centre plus adjoining sites) and states that this should provide for 3,000 new homes. Additionally, Policy SP7 allocates the town centre for 2,950 new homes.

- 7.3.7 Further, as well as being within the defined Town Centre of the emerging Local Plan, the site is also located adjacent to the Marshgate Major Opportunity Area (MOA), where policy TC7 applies. This seeks high-density residential units, new D1, D2, leisure, cultural and civic uses and new use class A1, A3 and A4 uses. As such, whilst the proposal does not fall directly within the MOA, the principle of this mixed use proposal reflects the aspiration of this policy given the provision of enhanced retail, a new D2 leisure use and high density residential development.
- 7.3.8 It is recognised that the proposal provides for a number of studio and one bedroom units. Emerging policy HO9 requires that residential schemes provide an appropriate range of market and affordable house types and size taking into account structural imbalances in the existing housing stock, the housing needs of the Borough, the location and accessibility of the application site and recent completions, existing permissions and sites in the five-year land supply. The emerging plan makes it clear that there is a specific need to increase the number of smaller homes and apartments that are available. Whilst the proposal would provide a large number of smaller units, it is considered that the proposed mix of units is acceptable in this town centre location and is in accordance with policy HO9 of the emerging Local Plan.

Compliance with the Council's Retail Policies

- 7.3.9 The application site is identified within the Town Centre Policy Area in the Stevenage District Plan Second Review 1991-2011, where policy TR1 applies. Policy TR1 states that "Within the town centre policy area, as identified on the proposals map, permission will be granted for "inter alia" retailing, leisure, cultural, community and social uses provided that it does not conflict with the Council's adopted vision or strategy for the town centre or other policies
- 7.3.10 The ground floor retail units are designated as primary retail frontages by Policy TR3 of the District Plan, therefore, only proposals for Use Class A1 (shops) will be permitted. With respect to Policy TR4 of the same document, this states that proposals that result in the overall loss of retail (A1), food and drink (A3) and service floorspace (A2) in the town centre, will be resisted except for changes of use to social, community, leisure and cultural use. Turning to the emerging Local Plan, Policy TC8 also identifies the majority of units as falling within primary retail frontage and therefore, has the same restrictions on use. Looking at the proposed development, it would involve a change of use of the following units which fall within primary retail frontage:-
- 85 Queensway (former M&S store)) from Use Class A1 to a mixture of A1, A2, A3 and D2;
 - Unit 89 (former Select store) from Use Class A1 to a mixed use A1 to A3.
- 7.3.11 Given the above, the proposed development would result in a reduction in A1 retail floorspace which would be contrary to Policies TR3 and TC8. However, under emerging Policy TC8, planning permission would be allowed for other uses where:-
- The proposal will retain an active frontage;
 - The proposal will generate footfall equivalent to, or greater than A1 or A2 use in the equivalent location; and

- The unit has been unsuccessfully marketed for A1 or A2 use, or has remained vacant, for at least six months.

7.3.12 In regards to the first point, the premises are currently vacant and therefore, the proposed modernisation of their frontages would help to harmonise the visual appearance of the shopping parade. In addition, by allowing a more flexible use in these premises, it would help to bring back these vacant units into operation creating a more active frontage and help to draw trade down to this part of Queensway. In addition, through a more flexible use, the introduction of potentially a restaurant or café can help introduce a nighttime economy. Independent research (such as by Allegra, Killian Pretty Review and the recent Grimsey Review) has demonstrated that café's and/or coffee shops along with restaurants are social hubs which help bring people together in a safe and comfortable environment. These reports also demonstrate that they help to improve the vitality and viability of the town centre as they encourage people to stay in the centre longer.

7.3.13 Finally, the units have been vacant for more than six months having been actively marketed commercially. The M&S store (85 Queensway) has been vacant since September 2015 and has been marketed by CPRE (Commercial Property Real Estates) through online marketing brochures, A-boards and on commercial websites. Whilst the premises were used on a temporary lease, the property is now vacant with no interest in the use of the store. Turning to the former Select store (89 Queensway), this property has been vacant for over 12 months and has been actively marketed by Green and Partners (Commercial Agent) through online marketing brochures, signage and through commercial websites. The rent on this unit has also been reduced but there have been no interest in this unit.

7.2.14 In addition to the above, whilst it is not proposed to change the use of these premises, the former Rymans Stationary Store (91 Queensway) has also been vacant for a number of months and is being actively marketed for A1 retail by Green and Partners. Again, there has been no interest in leasing this property for A1 retail. In addition, whilst not part of the development site, there are a number of vacant units on the opposite side of the site along Queensway which were previously occupied by A1 retailers. Taking these matters into consideration, it demonstrates that there is a need to a more flexible usage in some of the premises in order to entice footfall along this part of Queensway and help to bring back a more active frontage.

7.2.15 In regards to the proposed change of use 103 Queensway (Poundland) from A1 to mixed use A1 to A4 unit, whilst this is occupied by an A1 retailer these premises are designated as secondary retail frontage and as such, both the adopted and emerging Local Plans do not restrict the use of premises in secondary frontages for A2, A3 and A4 uses.

7.2.16 Given the aforementioned assessment, whilst the proposal could result in the loss of A1 retail floorspace, it would help create an active frontage, have a high footfall and would bring a vacant unit into operation. Therefore, the proposed development would help to support the vitality and viability of the town centre. In this regard, the proposal is considered to comply with Policies TR3 and TR4 of the District Plan (2004), Policy TC8 of the Emerging Local Plan (2016), the NPPF (2018) and PPG (2014).

7.4 Affordable Housing and Financial Contributions

- 7.4.1 Policy HO7 of the emerging Local Plan (2016) states that planning permission will be granted for residential developments that maximise affordable housing provision. For developments on previously developed sites, 25% of the dwelling units on these sites should be affordable. In regards to the proposed development, this would equate to 24 units. Policy HO7 continues that “planning permission will be refused where these targets are not at least achieved unless:
- a) Developers robustly demonstrate that the target cannot be achieved due to site-specific constraints resulting in higher than normal costs, which affect its viability; or
 - b) Meeting the requirements would demonstrably and significantly compromise other policy objectives.”
- 7.4.2 Turning to affordable housing tenure, mix and design, Policy HO8 of the same document states that where affordable housing is secured through Policy HO7, planning permission would be granted where those dwellings:
- a. Are provided by the developer on site with at least 70% of the units being for rent and the remainder consisting of other tenures which is to be agreed with the Council’s Housing team;
 - b. Meets the requirements of Policy HO9 (House types and sizes);
 - c. Are physically indistinguishable from other types of homes and are distributed across the site to avoid over-concentration in particular; and
 - d. Will remain at an affordable price for future eligible households.
- 7.4.3 In addition to the above, paragraph 64 of the NPPF (2018) stipulates that for major developments involving the provision for housing, at least 10% of the homes should be made available for affordable home ownership (this includes shared ownership, equity loans, other low cost homes which are 20% below local market value and rent to buy). However, the aforementioned 10% requirement is part of the overall affordable housing contribution from the site.
- 7.4.4 The applicant has confirmed in writing that they will provide 25% affordable housing on site where the units will be at 80% of market rent. Whilst this is not strictly in accordance with Policy HO7 of the emerging Local Plan (2016), it would be in accordance with the definition of “affordable housing” in the framework. Following consultation with the Council’s Housing Section, the affordable housing being provided on-site is considered to be acceptable. Turning to the 10% requirement set out under paragraph 64 of the NPPF (2018), the proposed development would be classed as an exemption as it provides solely “Build to Rent” homes which are purpose built developments typically 100% rented out.
- 7.4.5 In addition to affordable housing, financial contributions are also required in accordance with the Hertfordshire County Council tool kit and contributions to Stevenage Borough Council for commuted payments. Based on the number of units proposed, the following contributions would be sought:-

Stevenage Borough Council	Financial Contribution
Open outdoor space	£4,257.04
Children's play space	£4,087.12
Sustainable Transport Infrastructure contribution for the town centre.	£35,375
Traffic Regulation Orders.	£8,000
Replacement of pay and display machine signage and road markings.	£3,000
Car parking study.	£5,000
Total	£59,719.16
Hertfordshire County Council	
Youth Facilities	£239
Library Facilities	£6,346
Travel Plan Monitoring	£6,000
Total	£12,585.00
Overall total	£72,304.16

7.4.6 In addition to the above, the Council's CCTV section is seeking the provision of a new security camera on Marshgate. Following negotiations with the applicant they have agreed to pay the aforementioned financial contributions and obligations which would be secured via a S106 agreement. In this regard, the proposed development would accord with the NPPF and the Council's adopted and emerging policies in relation to affordable housing and financial contributions.

7.5 Impact on the Character and Appearance of the Area

7.5.1 The proposal seeks to demolish part of 85 Queensway and to rationalise the parking and service areas on Marshgate. This is to facilitate the erection of a five storey residential building with undercroft car parking and an extra floor on the former M&S store to create residential apartments. The proposal would modernise and improve the appearance of the existing buildings and is considered to have a positive impact on the character and appearance of the area for the following reasons.

7.5.2 In terms of layout, the majority of the scheme utilises the existing buildings and thus has the same basic layout. However, the proposed development does comprise of residential blocks of private rent apartments comprising 39 no. studios, 54 no. one bedroom and 1 no. two bedroom apartments. The new building, as set out in paragraph 3.2 would measure approximately 25.90m in length, span 30.48m in width with an overall height of 18.25m. The proposed development also comprises an additional floor to the former M&S building which would increase its height from 12.65m to 14.73m. This is in order to create additional space for apartments on the upper floors of the building. To compare the scale and height of the proposal, the development would not be too dissimilar to Park Place which is six storeys in height and there are taller buildings within the town centre. These include Vista Towers which is a 16 storey building, The Towers which is 13 storeys and the Holiday Inn which is 7 storeys. Therefore, the proposed development would not be out of character with the wider area due to the range of building heights.

7.5.3 The existing buildings including the Queensway frontage, are now dated and do not contribute positively to the street scene. However, it is considered that the existing canopies, whilst the application site does not fall with the Town Centre Conservation Area, are a key feature of the town centre as emphasised in the Town Centre Conservation Area Management Plan SPD (2012). This is because they provide general protection along the pedestrianised precincts which define the core of Stevenage Town Centre. Therefore, the proposed development as part of the modernisation works, seeks to retain the existing canopy structure and update with new perforated cladding to the underside with strip lighting behind. Through this approach, the canopies would appear modern and slim line and would complement the rest of the modernisation of the shop frontage.

- 7.5.4 Having regard to the modernisation works, the proposal would comprise of full height modern glazing within metal frames with a new double height glazed frontage on the corner of Queensway and The Forum. The proposed works would also comprise of new metal cladding and the cleaning and refurbishment of brick work and the concrete cladding. In addition, there would be new joinery to extrude from the building line around windows in order to create variation and detail to the existing built form. There would also be new building up lights to help to create a modern environment. The overall refurbishment works would help to provide rhythm and continuity to the shop frontage with an expressed corner to create a key focal point.
- 7.5.5 In regards to the modernisation and rationalising works to the rear, this would help to enhance the overall public realm and connectivity between The Forum and the surface car park at Marshgate which currently is a poor environment. The external refurbishment works and the installation of new windows, cladding and louvres all help to enhance the visual appearance of Queensway/Marshgate. In terms of the new residential block, the use of high quality modern materials, Juliette balconies and the overall design concept with a distinctive low pitch profile roof with plant creeper fencing to help screen the undercroft car park, would create a high quality residential development. Therefore, the proposed design of the development accords with the principles of the NPPF and policy GD1 of the emerging local plan which requires high quality design. Whilst the buildings would be taller than the majority of the town centre buildings, the design does reference the proportions and simple geometric form of existing buildings in the town centre and the high quality design would ensure that the buildings themselves would have an acceptable impact on the character and appearance of the area. For a contemporary approach to work effectively, it requires the use of high quality materials. Whilst the materials that have been indicated appear appropriate, it is recommended that a condition is attached to the grant of any planning permission requiring the submission of samples of building materials.
- 7.5.6 In addition to the buildings themselves, the proposal also provides for significant improvements to the public realm in the vicinity of the application site and a landscape strategy has been submitted as part of the application. The proposals intend to revitalise the public realm through new landscaping, street furniture and use of the area with enhanced site lines and rationalising the area to create a defined public/private landscape through the use of modern fencing. This will in essence create a clear distinction between the private service yard and the public footpath. These improvement works would be secured through a S278 agreement and a specific condition regarding hard and soft landscaping can be imposed.
- 7.5.7 Having regard to the aforementioned, whilst the scheme introduces taller buildings into this part of the town, it is considered that the scale and form of the buildings would enhance this part of the town centre. The articulation and materials proposed, together with the façade improvements to the retail units along Queensway along with public realm improvements, would result in an attractive development that would significantly enhance this part of the town centre.

7.6 Impact upon Neighbouring Amenity

- 7.6.1 With regards to the impact on neighbouring amenity, the proposal would not unduly affect the operation or amenity of any of the existing neighbouring buildings. The application site is adjacent to the Marshgate surface level car park to the east, beyond which are the Town Centre Gardens. To the north and north-east of the site are the service areas and rear aspects for properties fronting onto Queensway and The Forum. In view of this, it is considered that the only development likely to be affected by the proposal is Park Place. This development is sited approximately 35m from the application site which is well in

excess of any standards set out in the Council's Design Guide SPD. Given this, it is considered that the proposed development would not have a detrimental impact on the amenities of the nearest residential properties within Park Place.

- 7.6.2 Turning to the surface level car park at Marshgate, this is identified in the emerging Local (2016) as a Major Opportunity Area as detailed under paragraph 7.3.7 of this report. In this regard, the proposed development should not sterilise the Council's ability to redevelop the car park for a mixed use development. Taking this into consideration, the applicant has drawn up a massing model of what potential development could be achieved at Marshgate. This model shows that the scheme has been designed in a way to ensure that the development does not result in any potential loss of privacy, outlook as well as sunlight and daylight issues to future occupiers and businesses of a potential Marshgate development.

7.7 Future Residential Amenity

Outlook, privacy, sunlight and daylight

- 7.7.1 In regards to outlook and privacy, the applicant has demonstrated in the Design and Access Statement that privacy and outlook of future residents of the development would not be affected by any future development which would occur on Marshgate surface car park. This is because the applicant has drawn up massing models for a potential development on the Marshgate Car Park which identifies that a building could start at low level and then have a stepped increase in height towards St George's Way. In addition, this modelling has shown that the proposed development would not result in a significant loss of sunlight or daylight which could affect future occupiers of the development.
- 7.7.2 Turning to the residential units which are being created as part of the conversion works to 85 Queensway (former M&S store) and the creation of a new floor, a number of the residential units would look out onto the Marshgate surface car park. In terms of the units being constructed to the rear, these would look onto the roof terraces where there would be no direct overlooking into habitable rooms. In addition, there would be a separation distance of between 9m to 12m between bedroom/living room windows and blank external walls of neighbouring buildings. However, at the upper level this increases to approximately 15m separation with a number of units looking over the roof of Queensway and as such would have an unobstructed outlook.
- 7.7.3 With respect to the proposed new residential block, it is noted that a number of units located to the rear of this block would look onto the rear elevation of the existing Queensway building fabric. However, there would be a separation distance of approximately 12m at the lower levels and this increases by each floor as the rear building line of Queensway is staggered back at each floor from Marshgate. This would mean the Queensway building would not appear overbearing when viewed from the habitable rooms of the residential properties. In addition, it allows for adequate daylight and sunlight to reach those apartments located to the rear of the new block. Furthermore, the applicant is looking to undertake façade treatment works including the provision of louvres in order to screen any external plant and to improve outlook when viewed from the development.
- 7.7.4 In addition to the above, the application has undertaken sunlight and daylight modelling which demonstrates that the residential apartments would all have adequate levels of natural sunlight and daylight in line BRE guidance.
- 7.7.5 Given the aforementioned assessment, it is considered that the level outlook, privacy, sunlight and daylight would be acceptable for future residents of the development in line with the Council's Design Guide SPD (2009).

Private amenity space

- 7.7.6 The Council's Design Guide States that in flatted development, the Council will aim to achieve a minimum useable communal area of 50 sq.m for schemes up to 5, plus an additional 10 sq.m per additional units over 5. Taking this into consideration, there would be a requirement to provide as a minimum, 940 sq.m of communal amenity space to serve the proposed development.
- 7.7.7 The proposed development would comprise of 2 no. roof terraces which measure a combined floor space of 517 sq.m. This equates to 56% of the required communal amenity space. In terms of private amenity space, the residential apartments in the new residential block would only comprise of Juliette balconies and not external balcony area. However, it is noted in the Council's Design Guide that upper floor flats do not generally have private amenity space. In this regard, the level of amenity provided for residents is considered to be an appropriate solution in this town centre location. In addition, the site is located in close proximity to the Town Centre Gardens and King George V playing fields.
- 7.7.8 In order to meet the requirements of policies L15 and L16 of the District Plan, commuted payments towards existing sports/open sports facilities and children's play space will be included as a provision in the S106 agreement. The nearest substantive open spaces with children's play equipment are in the Town Centre Gardens and King George V Playing Fields. In addition, Fairlands Lakes provides a wide range of sporting facilities which could be utilised by future residents. Therefore, the financial contributions (see paragraph 7.4.5 of this report) sought by the Council's Parks and Amenities Section would help to provide improved children's play space and sports/open sports facilities in the town.
- 7.7.9 Given the aforementioned assessment, it is considered that the proposed development would have adequate provision of private amenity space to serve the future occupiers of the development and is highly accessible to public open space.

Gross internal floor area

- 7.7.10 Policy GD1 of the emerging Local Plan (2016) relates to High Quality Design and it sets out the minimum gross internal floor space standards for dwellings (including apartments) which are in line with the Government's nationally described space standards. Following an assessment of the proposed floor plans, the studios, one and two bedroom apartments would meet the minimum internal floor standards as set out in the emerging Local Plan. Given this, there would be adequate living space standards for any future occupiers of these properties.

Noise

- 7.7.11 Policy EN27 of the District Plan (2004) states that for noise sensitive uses, these will only be permitted if they are located where they will not be subjected to unacceptably high levels of noise generating uses. Policy FP8 of the emerging Local Plan (2016) stipulates that permission for pollution sensitive uses will be granted where they will not be subjected to unacceptably high levels of pollution exposure from either existing, or proposed, pollution generating uses.
- 7.7.12 Taking the above policy into consideration, due to the location of the development which lies in close proximity to Marshgate car park and the service road along St George's beyond along with the proximity of existing retail activity combined with the provision of a new gym, the applicant has submitted with the application a Noise Impact Assessment.
- 7.7.13 Following consultation with the Council's Environmental Health Section, it is considered that the Noise Impact Assessment adequately assess the levels of noise which are generated from the external environment i.e. vehicle traffic. However, they consider that the Noise

Impact Assessment does not adequately assess the potential noise levels which could be generated from the proposed gym use. Notwithstanding this, the Environmental Health Section consider this can be addressed at the detailed design stage of the development. In this regard, they recommend a condition be imposed requiring submission of details to ensure internal noise level shall not exceed those contained in British Standard BS8233.2014 (guidance on sound insulation and noise reduction for buildings) in so far as they relate to living rooms, dining rooms and bedrooms in the residential accommodation.

- 7.7.14 In addition to the above, details will need to be provided as part of the development for the proposed ventilation and thermal comfort arrangements for the residential scheme in general. This requirement would also be conditioned if members were minded to grant planning permission. With these conditions in place, it will ensure that the future amenities of occupiers of the development would not be detrimentally affected by noise.

External lighting

- 7.7.15 In regards to external lighting, the applicant has not submitted any details of lighting which would be installed on the development or around the application site. However, to ensure that any external lighting does not affect the amenities of nearby residential properties, prejudices highway safety, operation of the service road or prejudice the Council's ability to deliver future residential development in the area, it is recommended a condition be imposed to any permission granted in order to deal with external lighting. This condition will require the applicant to submit details of any external lighting scheme prior to the commencement of the development on-site

7.8 Impact on the Highway Network

- 7.8.1 The application site is currently serviced from Marshgate which is a local service road off St George's Way. The proposed development would seek to create a new vehicle access/egress point onto Marshgate. However, the development does not seek to extend or alter the existing access/egress points which are connected to St. George's Way. The new access itself has been designed to meet the Department for Transport (DfT) Manual for Streets with adequate vehicle-to-vehicle visibility and pedestrian inter-visibility lines.
- 7.8.2 Looking at traffic generation, the proposed development would seek to change the amount of retail of floorspace along with the provision of a new gym. In addition, the proposal would also involve the provision of 94 dwellings and due to this change in the overall mix of development, there will be a change in the amount of trips to and from the application site. Given this, the applicant's transport consultant has produced a transport assessment which incorporates details of proposed traffic generation for weekdays and weekends using TRICS (Trip Rate Information Computer System). Looking at the existing development, the trip projections for the site are 1,898 arrivals and 1,892 departures on a typical week end day. The reason for using weekend days is because these are the days where the largest amount of vehicle traffic is generated with respect to retail in the town centre. Turning to the proposed retail aspect of the development, due to the change in the amount of retail floorspace, the amount of trips generated would reduce to 957 vehicle arrivals and 954 vehicle departures. Consequently, there would be a decrease in vehicle traffic movements.
- 7.8.3 In regards to the proposed gym, the Transport Assessment identifies that there would be 89 vehicle arrivals and 94 vehicle departures on a typical week day. The peak hour of operation is expected to be between 19.00 and 20.00, with 10 arrivals and 17 departures, totalling 27 trips per hours. With respect to the residential development, the trip projections for the 94 dwellings have the potential to generate 34 vehicle arrivals and 34 vehicle departures on a typical week day, 68 vehicle movements in total. The reason for using the week day as the base point is because this is when the highest predicted level of traffic is generated by the gym and residential development. The Transport Assessment sets out

that the peak hour for vehicle movements for the residential development to be between 16.00 and 17.00 with 6 arrivals and 3 departures, totalling 9 trips within the hour.

- 7.8.4 Taking into consideration of the above, there would be a reduction in the amount of trips is expected arrival trips to reduce by 818 and expected departure trips to reduce by 816 vehicle trips. It should be noted that due to the location of the site falling within the town centre, there would be a lot of linked trips. Following consultation with Hertfordshire County Council as Highways Authority, it is considered that the level of traffic generated by the new development would not have a significant impact on the town centre or adjacent highway network such as the existing accesses on Marshgate. However, as part of the planning application, they have submitted an initial Travel Plan which sets out measures to encourage a modal shift from use of the private car to more sustainable forms of travel. Through consultation with the Highways Authority, it is considered that a condition be imposed requiring a Full Travel Plan be submitted with all the relevant surveys undertaken using TRICS. In order to monitor the Travel Plan, the Highways Authority have also recommended a financial contribution of £6,000 which has been agreed with the developer.
- 7.8.5 Further to the above, as the proposed development would have a relatively low trip generation compared to the existing baseline traffic generated by the existing development, there would not be a significant change of impact on the highway network. However, in regards to construction traffic, as this could potentially have an impact it is recommended a condition be imposed if planning permission were to be granted. This condition would require the submission of Construction Management Plan/Method Statement to ensure construction traffic, the siting of cabins, storage of construction equipment etc. does not prejudice the safety and operation of the highway network.
- 7.8.6 Turning to highway safety, the applicant has also undertaken a review of accident data which is set out in their Highway Safety Audit. Following a review of this data as well as the safety audit itself which includes swept path analysis for small and large vehicles which would use the service areas, in conjunction with HCC as the Highways Authority, it has been demonstrated by the applicant that the development would be unlikely to exacerbate existing accident concerns.
- 7.8.7 Separate to the above, it is noted that the proposed residential part of the development would seek to create a new vehicle access/egress point from Marshgate which is owned by Stevenage Borough Council. In addition, the proposed development would seek to reconfigure the existing pay and display/disabled parking area as well as rationalise the wider streetscape. This is in order to help facilitate the delivery of the proposed scheme as well as to ensure the service yard for the retail units can become more secure via the erection of a perimeter fence. Further to this, part of the proposed development seeks to create new footpath connections and a loading bay to the rear of the building where part of this land is currently under private ownership.
- 7.8.8 Following consultation with the Council's Engineering Department, they have advised that the Council could look to adopt the areas so that they become publically maintainable. In addition, the loading zone and staff parking bays would become private (requiring the transfer of some Council owned land to the developer). This would ensure that the loading zone and staff parking located to the rear of the retail area would be maintained by the landowner and not the Council. In addition, they recommend the provision of EV charging points (4 EV bays with 2 twin-port EV charge points) into the scheme in order to support low/zero emission vehicles. Turning to the disabled bays and pay and display bays, through negotiations with the Council's Engineering Section, these would be provided kerbside along Marshgate.
- 7.8.9 Taking into consideration of the above, in order to co-ordinate and to undertake all the necessary works as advised by the Council's Engineering Department, a Section 278 agreement under the Highways Act would be needed to cover the following:-

- Construction of a footway 1.8 metres wide in 6mm DBM;
- Provision of a LOADING ONLY lay-by;
- Construction of 4 EV bays with coloured painted surfacing;
- Installation of 2 twin-port 7KW Type 2 EV charge points;
- Installation of stainless steel Sheffield type bicycle stands;
- Provision of grass verge areas (planting levels to be agreed) protected from vehicle; overrun by full height kerbs;
- Provision of a pedestrian crossing point with a kerb build-out on the northern kerb-line and associated drainage provision;
- Removal of steel fencing from Marshgate footway;
- Installation of a new Metric Pay & Display machines;

7.8.10 Beyond the S278 works, the following financial contributions (see paragraph 7.4.5 for a breakdown of the financial contributions sought) have also been sought:-

- Allowance for drafting, consulting, advertising and making of 4 Traffic Regulation Orders (TRO);
- Replacement of Pay and Display machine signage and road markings; and
- Allowance for parking studies to monitor the effect on surrounding streets. This is dealt within in more detail under section 7.9 Parking Provision of this report.

7.8.11 In summary, subject to a S106 Agreement securing the relevant monetary contributions, and, the imposition of conditions, the proposed development as advised by HCC as the Highways Authority would not have a detrimental impact on the safety and operation of the highway network. The proposal is also supported by the Council's Engineering Section.

7.9 Parking provision

Residential development

7.9.1 The Parking Provision Supplementary Planning Document sets a base standard of 1 space per one bed unit (including studio's) and 1.5 spaces for a two bed unit, which would equate to 95 parking spaces. However, the application site is in Zone 1 (identified in the SPD), where car parking provision can be reduced to 25-50% of the base car parking standard which would equate to between 24 to 48 car parking spaces. In this instance, the proposed development would comprise of 25 residential car parking spaces which would meet the standard.

7.9.2 However, as the proposed development would be unallocated, the Parking Standard SPD recommends 5% of the total number spaces be designated for disabled parking. The proposed development would comprise of 2 disabled bays in accordance with the Council's Standards.

7.9.3 Notwithstanding the above, whilst it is noted that the proposal has provided the necessary parking for the residential development, there is the potential that on-street parking could be generated on nearby residential streets in the Bedwell Area. Consequently, a financial contribution of £5,000 has been secured toward a parking survey in order to assess the impact the development may have on the residential streets of the aforementioned area. If the study identifies problems with on-street parking in the Bedwell area, it will allow the Council to consider appropriate mitigation measures accordingly. In addition to this, a financial contribution of £35,000 has been secured towards sustainable transport infrastructure within the town centre.

Retail and leisure development

- 7.9.4 In regards to the proposed gym (Use Class D2), the parking standards sets out a requirement of 1 parking space per 15m² of gross floor area. In regards to Uses Classes A1 (shops) and A2 (financial and professional services) the standard is 1 space per 30m² of floor area. In terms of Use Classes A3 (Restaurants and Cafes) A4 (Public Houses and Bars), the standard ranges from 1 space per 3m² of bar area plus 3 spaces per 4 employees to 1 space 5m² dining area plus 3 spaces per 4 employees.
- 7.9.5 Taking into consideration of the above, there would be a requirement to provide 452 car parking spaces (109 spaces for the proposed gym and approximately 343 spaces for the proposed A1 to A4 uses (worst case scenario)). However, the application is located in non-residential accessibility zone 1, therefore car parking can be reduced to 0% to 25% of the base car parking standard which would equate to between 0 and 113 spaces.
- 7.9.6 Given the above, whilst the proposed development does not seek to create any additional parking to cater for this commercial element, it would still accord with the above standards. In addition, the existing A1 premises do not have any off-street parking there are a number of surface car parks in close proximity to the application site. The site is also located within a sustainable location so it is easily accessible by foot and by public transport. In addition, as mentioned under paragraph 7.9.3 of this report, a financial contribution has been secured toward a parking survey in order to assess the impact parking may have on nearby residential streets in the Bedwell Area. Further to this and as emphasised above, there would also be a £35,000 financial contribution towards sustainable transport infrastructure.

Cycle parking

- 7.9.7 With regards to cycle parking, the minimum standard for residential development is 1 long term space per unit. Given this, the cycle store would need to provide as a minimum 94 cycle parking spaces for the residential part of the development. As the development would comprise of 110 bike racks, this would exceed the Council's Parking Standards and as such, the proposal would encourage a sustainable mode of transport other than the car.
- 7.9.8 In respect to the proposed gym and mixed use A1 to A4 units, it would be difficult to apply the relevant cycle parking standard as whilst a floor space figure has been provided for the gym, it is not known what use the units identified for mixed uses would fall into and the number of staff that would be employed. Consequently, as this is a mixed use development of retail and leisure, where cycle parking would be calculated as a whole, an assessment has to be made whether suitable provision has been made where possible.
- 7.9.9 The proposed development would seek to provide 18 cycle hoops on the footpath connection between the Forum and Marshgate. In addition, 1 cycle space for staff for the gym and cycle racks positioned in the service areas to the rear of the retail units would also be provided. Furthermore, between 1 and 2 cycle parking spaces would also be provided within the retail units themselves. Moreover, none of the existing retail units currently provide any secure or temporary cycling parking. Consequently, it can be considered that on-balance, the level of cycle parking would be appropriate for this development.

Existing pay and display and disabled parking bays

- 7.9.10 In order to facilitate the construction of the new development, it would result in the loss 7 pay and display parking bays of which 3 are disabled. In this regard, Policy TR9 of the District Plan states that proposals within the town centre will be required to provide parking in accordance with Policy T15. Additionally, within the town centre where any existing parking is necessary to meet the needs of the town these will be either required to be replaced within the development proposal or a planning obligation will be sought to ensure that it is provided elsewhere. Emerging Local Plan Policy IT8 stipulates that where a

development results in the loss of existing public car or cycle parking, permission will be granted where existing spaces are replaced within or adjacent to the new development.

7.9.11 Taking the aforementioned into consideration, the applicant has agreed in conjunction with the Council's Engineering Section to replace the pay and display parking bays and disabled bays onto Marshgate. The replacement parking would comprise of 4 disabled bays and 4 pay and display bays. In addition, the applicant will be looking to install 4 electric vehicle (E.V.) parking bays as well as additional staff parking to serve the retail units. The replacement car parking bays and new EV bays would be secured through a S278 Agreement. In addition, the new pay and display signage and markings would also be covered by a financial contribution. The aforementioned contributions are set out under paragraph 7.4.5 of this report. In addition to this, the applicant will also need to secure some of the works under a Section 278 (S278) Agreement under the Highways Act. The applicant has agreed to enter into such agreement.

7.10 Development and Flood Risk

7.10.1 The application site is situated within Flood Zone 1 which has a low probability of flooding. However, as the application is classed as a Major residential application, there is a statutory requirement to consult Hertfordshire County Council as the Lead Local Flood Authority (LLFA). The LLFA has confirmed that the applicant has provided sufficient detail to demonstrate that there is a feasible drainage scheme for the site. Accordingly, the LLFA raise no objection on flood risk grounds subject to conditions which are included in section 9.1 of this report.

7.11 Trees and Soft Landscaping

7.11.1 In regards to trees, there are some trees located on the footpath between The Forum and the surface car park on Marshgate. These trees are to be retained as part of the development proposed. In terms of landscaping, the applicant has only provided indicative landscaping plans which comprise of low level planting. Therefore, a condition would have to be imposed if permission were to be granted requiring details of the landscaping scheme. This scheme would be assessed by the Council's Parks and Amenities Section as this part of the development site would be transferred to Stevenage Borough Council and so it will be responsible for future maintenance. In addition, this will ensure that an acceptable landscaping scheme is implemented which aims to soften the appearance of the development and at the same time enhances to the visual amenities of the area.

7.12 Impact on the Environment

7.12.1 The site generally comprises of retail stores and 2 no. electricity substations with the construction of surface car parks. The applicant has therefore undertaken a Preliminary Environmental Risk Assessment to determine what levels of contamination there may be on-site. The Assessment identifies low to moderate risk from the substations along with potential pollutants from hydrocarbons, heavy metals and acids. In addition, there is also the potential for ground waters to be contaminated.

7.12.2 Taking into consideration of the above, as the assessment is only preliminary, the Council's Environmental Health Section recommends the imposition of a capture all condition regarding contamination. In this regard, the applicant will be required to submit a phase 1 contamination report which will look into contamination in more detail and if necessary, set out any remediation measures. In addition, there would be conditions set out under section 9.1 that if any suspected contamination is found during construction works, there will be a requirement to undertake a full assessment of the contamination and also send through remediation measures which have to be agreed in writing by the Council.

7.12.3 Turning to asbestos, whilst this could potentially be an issue within the existing buildings, this is generally a matter which has to be referred to the Health and Safety Executive. Therefore, whilst the Environmental Health Officer has recommended a condition on asbestos, this is a matter which cannot be controlled by planning as it is dealt with under separate environmental legislation.

7.13 Other Matters

Refuse and Recycling

7.13.1 The Stevenage Design Guide (2009) states, provision should be made within new development for the storage and collection of waste from a site. The current requirements for waste and recycling per household are as follows:-

- Residual Waste – 240 litres;
- Cans and Plastics – 55 litres;
- Paper and cardboard – 55 litres;
- Glass – 20 litres;

7.13.2 On drawing number P4.1a the applicant has detailed the location of the proposed refuse store for the residential part of the development in line with the above. In addition, the applicant has also set out details for the refuse stores associated with the commercial elements of the proposal. The bin stores have been positioned in a way which are easily accessible to the refuse collection teams and can be screened so as to not have a detrimental impact on the visual amenities of the area.

Sustainable construction and climate change

7.13.3 Policy EN36 of the District Plan states that development proposals will be encouraged to reduce water consumption and run-off by using suitable water conservation and storage measures such as the use of rainwater, water efficient devices and by recycling water. Policy EN38 of the same document states that development proposals will be expected to demonstrate that methods of maximising energy efficiency and supplying of energy in the development need to be considered. Policy FP1 of the Emerging Local Plan (2016) stipulates that planning permission will be granted for development that can incorporate measures to address adaptation to climate change. New developments will be encouraged to include measures such as:

- Ways to ensure development is resilient to likely variations in temperature;
- Reducing water consumption to no more than 110 litres per person per day, including external water use;
- Improving energy performance of buildings;
- Reducing energy consumption through efficiency measures;
- Using or producing renewable or low carbon energy from a local source; and
- Contributing towards reducing flood risk through the use of SuDS or other appropriate measures.

7.13.4 The applicant has provided as part of their Design and Access Statement details on sustainable construction and adaptation to climate change. The details provided demonstrate that the development will utilise highly efficient building fabric, low energy lighting, enhanced insulation and air tightness, water efficient appliances and systems, the roof terraces will have low water demand specifications and rely on rainwater and rain water harvesting, a sustainable drainage system which will achieve 1 in 100 year event including 40% allowance for climate change. In addition, they will look to reutilise a large part of the existing building fabric and will look to adopt a Site Waste Management Plan in order to encourage the recycling of materials and the careful handling of waste.

8. CONCLUSIONS

- 8.1 In summary, the principle of residential development has been established as being acceptable in this town centre site which does not conflict with the Council's vision and strategy for the town centre. Whilst the application site is not allocated for residential development within the adopted District Plan, a proposed mixed use development of retail and residential is considered to be acceptable. Although a high-density scheme, the location close to the town centre, bus and rail stations and cycle and pedestrian facilities represents a sustainable location, which is able to accommodate a high-density proposal. In view of this, the proposal is considered to accord with the Council's adopted District Plan policies which relate to developments in the town centre. Further, the town centre is allocated for residential development in the emerging Local Plan.
- 8.2 The design and layout of the development would not significantly harm the amenities of the occupiers of neighbouring residential properties and the residents of the proposed apartments would enjoy an acceptable level of amenity. In design terms it would represent a high quality development resulting in an attractive gateway to the town centre, which would assist in the wider aspirations of redeveloping the town centre and provide an enhancement of the public realm at and adjacent to the application site. In addition, through the modernisation of the Queensway shopping parade this would help to enhance the overall visual landscape of this part of the town centre.
- 8.3 The proposal would have adequate off-street parking in line with the Council's adopted standards as well as an appropriate level of cycle parking provision in a convenient location. Finally, issues relating to construction management, materials, public realm improvements, affordable housing and developer contributions can be satisfactorily addressed through the use of conditions or a s106 legal agreement.
- 8.4 Given the above, the proposed development accords with the Policies contained within the adopted Local Plan (2004), the Council's Emerging Local Plan (2016), the Council's Supplementary Planning Documents, the NPPF (2018) and NPPG (2014).

9. RECOMMENDATIONS

- 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:-
- Libraries and Youth Facilities;
 - The improvement of outdoor sports facilities and children's play space;
 - Contributions towards a car parking study, TROs and replacement of Pay and Display Machine Signage and Road Markings;
 - The cost of evaluating, assessing the residential Travel Plan;
 - A financial contribution towards sustainable transport infrastructure in Stevenage Town Centre; and
 - To secure the on-site provision of affordable housing.

The detail of which be delegated to the Assistant Director of Planning and Regulation in liaison with the Council's appointed Solicitor and subject to the following conditions:-

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:

P1.1; P1.2; P4.1b; P4.2; P4.2.1, P4.3a; P4.4a; P4.4.1 P4.5; P5.1; P5.2; P5.3; P5.4; P5.5, P5.6; P5.7a.

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 No development, other than works of demolition, shall commence until a schedule and sample of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.
REASON:- To ensure the finished appearance of the development enhances the visual amenities of Queensway and Marshgate.
- 4 Notwithstanding details specified in the application submission, no public realm landscaping works shall commence until a scheme of soft and hard landscaping and details of the treatment of all hard surfaces has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of all new planting to take place including species, size and method of planting. The approved landscaping scheme shall be implemented within the first available planting season following the first occupation of the buildings or the completion of the development whichever is the sooner.
REASON:- To ensure a satisfactory appearance for the development.
- 5 Any trees or plants comprised within the 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 a satisfactory appearance for the development.
- 6 Prior to the first occupation of the ground floor mixed Use Class A1 (Shop) to A3 (Restaurants and Cafes) and Use Class A1 (Shop) to A4 (Bars and Public Houses) units as detailed on drawing number P4.1b, a scheme for the installation of equipment to control the emission of fumes and smell from these premises shall be submitted to and approved in writing by the Local Planning Authority and the approved scheme shall be implemented prior to the first occupation of these units. All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the manufacturer's instructions.
REASON:- To protect the amenities of the occupiers of adjoining properties and the development.
- 7 No demolition or construction work relating to this permission shall be carried out on any Sunday, Public or Bank Holiday nor at any other time, except between the hours of 0730 and 1800 on Mondays to Fridays and between the hours of 0830 and 1300 on Saturdays, unless otherwise agreed in writing by the Local Planning Authority. These times apply to work which is audible at the site boundary.
REASON: - To safeguard the amenities of the occupiers of neighbouring properties.
- 8 No development, including site clearance or demolition works, shall commence until a Construction Management Plan/Method Statement shall be submitted to and approved in

writing by the local planning authority in consultation with the highways authority. Thereafter, the construction of the development shall only be carried out in accordance with the approved Statement.

The Construction Management/Method Statement shall address the following matters:-

- (i) Details of a construction phasing program (including any pre-construction, demolition or enabling works);
- (ii) Hours of construction operations including times of deliveries and removal of waste;
- (iii) Site set up and general arrangements for storing plant including cranes, materials, machinery and equipment, temporary offices and other facilities, construction vehicle parking and loading/unloading and vehicle turning area;
- (iv) Access and protection arrangements around the site for pedestrians, cyclists and other road users;
- (v) Details of provisions for temporary public car parking during construction;
- (vi) The location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures;
- (vii) Screening and hoarding details;
- (viii) End of day tidying up procedures;
- (ix) Construction and storage compounds (including areas designated for car parking);
- (x) Siting and details of wheel washing facilities;
- (xi) Cleaning of site entrances, site tracks and the adjacent public highway;
- (xii) Disposal of surplus materials and;
- (xiii) Post construction restoration/reinstatement of the working areas, reinstate construction access.

REASON:- To minimise the impact of construction vehicles and to maintain the amenities of the local area.

- 9 Within 6 months of implementing the permission hereby approved, the applicant shall submit a final Travel Plan with the object of reducing residents travelling to the development by private car which shall be implemented after its approval in writing by the Local Planning Authority in consultation with the Highways Authority.

REASON:- To encourage the use of sustainable transport modes, as well as promoting the available alternatives to the car.

- 10 No residential dwellings in the development hereby permitted shall be occupied until the relevant access and car parking areas have been fully constructed, surfaced and permanently marked out. The car parking areas so provided shall be maintained and retained permanently and shall be used for no other purpose at any time.

REASON:- To ensure that adequate access and parking is provided at all times so that the development does not prejudice the free flow of traffic or the conditions of general safety along the adjacent highway. Due to retail and office tenants remaining in occupation throughout the redevelopment and a requirement for section completion of vacant retail units prior to completion of the residential, rear car parking and public realm elements of the development.

- 11 The development permitted by this planning permission shall be carried out in accordance with the letter Ref: 18021/QueenswayStevenage/PG, carried out by GDP Limited dated 26/06/2018, and the following mitigation measures detailed within the drainage strategy:

- 1. Providing a minimum attenuation of 313m³ to ensure no increase in surface water run off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
- 2. Implementing appropriate drainage strategy based on attenuation by using sub-base lined permeable pavement, attenuation tank and green roofs as indicated on

drawing no. 18021-200 – Surface Water Drainage Strategy – General Arrangement dated 29/06/2018, and discharged into Thames Water surface water sewer system.

3. Limiting surface water discharge off the southern and eastern site at a maximum allowable discharge rate of 4.9 l/s for any rainfall event up to the 1 in 100 year plus 40% for climate change event.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied with the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON:- To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site. In addition, to reduce the risk of flooding to the proposed development and the surrounding area.

- 12 No development shall take place until the final design of the drainage scheme is completed and agreed by Thames Water and sent to the Local Planning Authority for written approval. The scheme shall also include:-
 - Confirmation on the final discharge rate for the whole site with contribution of each sub-catchment (western, eastern and southern) with figures supported by drainage calculations presented in a manner that the link can be made with specific locations on drawings.
 - Formal permission to continue using the existing connection to the public surface water sewer from the water company that must include figures;
 - Engineering details of all SuDS features should be provided in line with the SuDS Manual (CIRIA C-753).

REASON:- To prevent the increase risk of flooding, both on and off site.

- 13 Upon completion of the development a final management and maintenance plan must be supported by a full set of as-built drawings, a post construction location plan of the SuDS components cross-referenced with a maintenance diagram to secure the operation of the scheme throughout its lifetime.

REASON:- To prevent the increase risk of flooding, both on and off site.

- 14 No development, including site clearance or demolition works, shall commence until a scheme has been submitted to and agreed in writing by the Local Planning Authority for ensuring that internal noise levels do not exceed those specified in BS8233:2014 in so far as to the living rooms, dining rooms and bedrooms in the residential development. In addition, details shall also be provided with respect to ventilation and thermal comfort arrangements which would be utilised within the residential development. The development shall thereafter be implemented in accordance with the approved scheme unless otherwise agreed in writing by the Local Planning Authority.

REASON:- To ensure that residents of the development do not suffer undue noise disturbance from traffic on the adjoining highway and the operation of nearby businesses including the gymnasium.

- 15 No development, including site clearance or demolition works, shall commence until a scheme of dust control measures has been submitted to and approved in writing by the Local Planning Authority in consultation with the Environmental Health Department and shall be adhered to throughout the construction period. Dust and airborne particulates from operations on site shall be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust.

REASON:- To minimise the impact on the amenity and operation of neighbouring properties and to protect the wider environment.

- 16 No external lighting shall be installed on site unless details of such lighting, including the intensity of illumination and predicted light contours, have first been submitted to, and approved in writing the Local Planning Authority prior to first occupation of the development. Any external lighting shall accord with the details so approved.

REASON:- In order to protect the amenities and operations of neighbouring properties and to ensure any external lighting does not prejudice highway safety.

- 17 No development, including site clearance or demolition works, shall commence until a methodology for the screening or enclosure of plant and machinery to be used during the construction period shall be submitted to and approved by the Local Planning authority before works are commenced. The siting of plant and machinery shall be away from noise sensitive areas wherever possible. Vehicles and machines in intermittent use shall be shut down in the intervening periods between works.

REASON:- In order to protect the amenities and operations of neighbouring properties.

- 18 No development shall take place until a detailed Site Waste Management Plan (SWMP) to detail how waste materials generated as a result of the proposed demolition and/or construction methods shall be disposed of, and detail the level and type of soil to be imported to the site as part of the development has been submitted to and approved in writing by the Local Planning Authority.

REASON:- In order to reduce the level of waste generated during the demolition and construction phases of the development and to recycle all waste where possible.

- 19 No development shall take place until a site investigation of the nature and extent of contamination has been carried out in accordance with a methodology which has previously been submitted to and approved in writing by the local planning authority. The results of the site investigation shall be made available to the local planning authority before any development begins. If any significant contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The site shall be remediated in accordance with the approved measures before the properties are occupied.

If, during the course of development, any contamination is found which has not been identified in the site investigation, additional measures for the remediation of this contamination shall be submitted to and approved in writing by the local planning authority. The remediation of the site shall incorporate the approved additional measures.

REASON:- To prevent harm to human health and pollution of the water environment in accordance with Government policy set out in the National Planning Policy Framework.

- 20 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 21, which is subject to the approval of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 22.

REASON:- To prevent harm to human health and pollution of the water environment in accordance with Government policy set out in the National Planning Policy Framework.

- 21 A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historic environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

REASON:- To prevent harm to human health and pollution of the water environment in accordance with Government policy set out in the National Planning Policy Framework.

- 22 The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.
REASON:- To prevent harm to human health and pollution of the water environment in accordance with Government policy set out in the National Planning Policy Framework.
- 23 Prior to the first occupation/use of the dwellings and development hereby permitted the approved secure cycle parking areas and public cycle parking shall be constructed in accordance with the details submitted with this planning application and shall be permanently retained in that form.
REASON:- To ensure that there is sufficient cycle parking provision in accordance with the Council's adopted standards is maintained for all dwellings and the development as a whole on site in perpetuity.
- 24 Prior to the first occupation/use of the dwellings and development hereby permitted the approved refuse/recycle stores shall be constructed in accordance with the details submitted with this planning application and shall be permanently retained in that form.
REASON:- To ensure that there is sufficient cycle parking provision in accordance with the Council's adopted standards is maintained for all dwellings and the development as a whole on site in perpetuity.
- 25 No development, including site clearance or demolition works, shall commence until a detailed Demolition and Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Method Statement shall detail and advise of the measures in accordance with the best practicable means to be used to minimise construction noise and vibration likely to affect adjacent residential premises. The approved Statement shall be adhered to throughout the construction period.
REASON:- In order to protect the amenities and operations of neighbouring properties.

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 2015.

INFORMATIVE

Hertfordshire County Council as Highways Authority

Prior to commencement of the development the applicant shall contact Network Management North at NM.North@hertfordshire.gov.uk or call on 0300 1234 047 to obtain the requirements to arrange a site visit to agree a condition survey of the approach of the highway leading to the development likely to be used for delivery vehicles to the development. Under the provisions of Section 59 of the Highways Act 1980 the developer may be liable for any damage caused to the public highway as a result of traffic associated with the development. Herts County Council may require an Officer presence during movements of larger loads.

Environmental Health Department

Measures must be taken to minimise noise nuisance to the residential flats which will be above the commercial units. This particularly applies to the gym, and to any plant installation whereby noise and vibration must be attenuated. If any food businesses are planned for the commercial units, suitable and sufficient ventilation must be part of the design, to prevent odour.

Thames Water

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

In the car parking areas, it is recommended that a petrol/oil interceptor be fitted to ensure that local watercourses are not polluted from potential oil polluted discharges.

Hertfordshire Constabulary Crime Prevention Design Advisor.

The proposed development should achieve Secured by Design (SBD) accreditation in order for it to comply with current Building Regulations. The Police Crime Prevention Design Advisor can be contracted by telephone on 01707 355227 or by email on mark.montgomery@herts.pnn.police.uk.

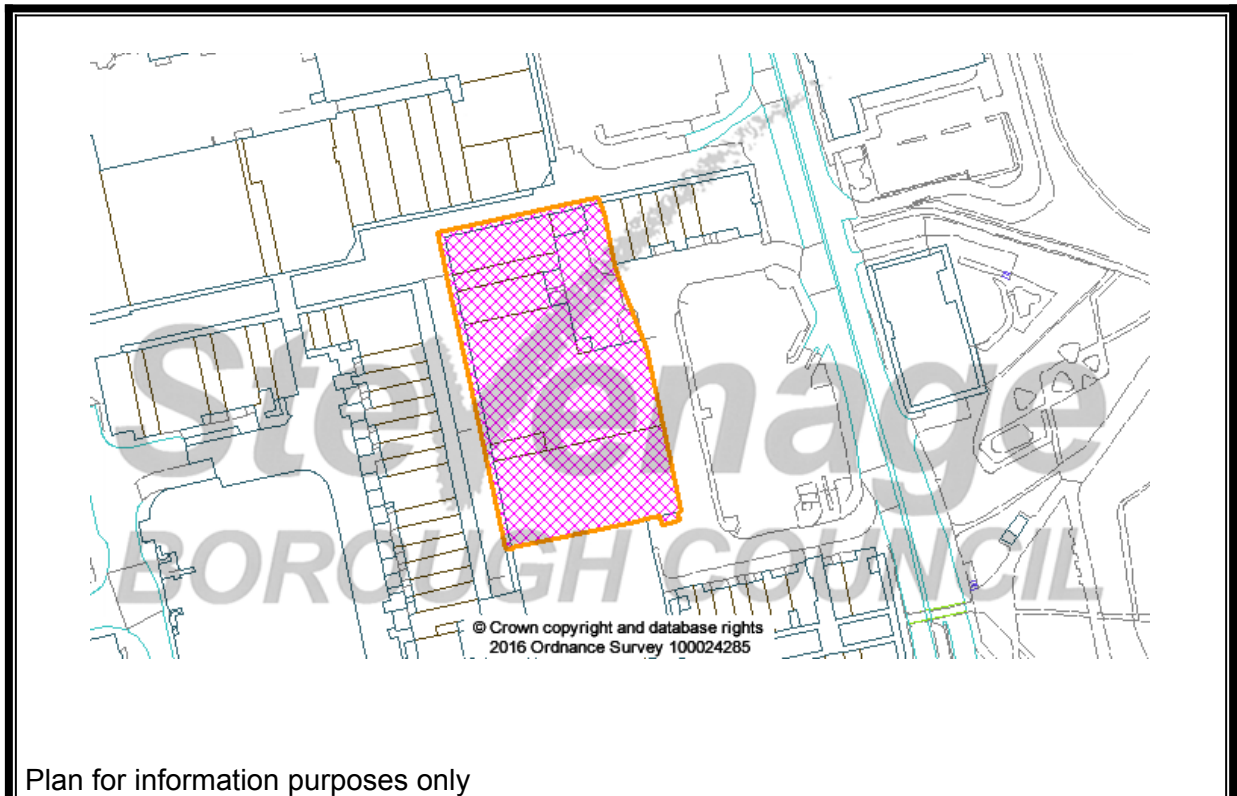
10. BACKGROUND DOCUMENTS

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. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012.
4. Stevenage Borough Local Plan 2011-2031 Publication Draft.
5. Responses to consultations with statutory undertakers and other interested parties referred to in this report.
6. Central Government advice contained in the National Planning Policy Framework July 2018 and Planning Policy Guidance March 2014.

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Meeting:	Planning and Development Committee	Agenda Item:
Date:	14 August 2018	
Author:	James Chettleburgh	01438 242266
Lead Officer:	Chris Berry	01438 242257
Contact Officer:	James Chettleburgh	01438 242266

Application No:	18/00279/FPM
Location:	85 to 103 Queensway, Stevenage, Hertfordshire, SG1 1EB.
Proposal:	Partial demolition of existing buildings and provision of car parking; retention of existing office use (Use Class B1) on upper floors; change of use of existing retail units (Use Class A1) to a mixed use development of Use Classes A1 (Shops), A2 (Professional & Financial Services), A3 (Restaurants & Cafes), A4 (Drinking Establishments) and D2 (Gym) with associated enhancements to shop frontages; replacement canopies; public realm improvements and associated car parking and highway works.
Drawing Nos.:	P1.1; P1.2; P4.1a; P4.2; P4.3; P5.1; P5.2; P5.3; P5.4; P5.6.
Applicant:	Reef Estates
Date Valid:	24 May 2018
Recommendation:	GRANT PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1 The application site is located at the northern end of Queensway which falls within Stevenage Town Centre. The site comprises numbers 85 (The former M&S store) to 103 (Poundland) Queensway and is part three-storey, part four storeys in height with a shopping parade at ground floor level with offices and ancillary retail floorspace located above. However, the building drops down to single-storey where it turns the corner into The Forum with this part of the building occupied by “Kaprys Polish Delicatessen”. The building itself across all of the levels is flat roofed. The Queensway elevation is predominantly constructed from concrete panels with a textured pebble dash finish, crittall windows and green tiles with a timber canopy overhanging the ground floor shopping parade. The shopping parade itself generally comprises of full height glazed shop frontages with low level stall risers and fascia signage.
- 1.2 The Marshgate elevation (rear) of the building is constructed from either grey engineering or red bricks with metal windows. At ground floor level there are single-storey projections with flat roofs comprising of plant on their respective roof areas and metal shutters and doors which form part of the service area to the building. There are also external metal staircases and an electricity sub-station. On the roof area of the former M&S building there are areas of plant and equipment located within brick enclosures.
- 1.3 To the east of the application site (rear) is the Marshgate Car Park and service road and beyond this is St George’s Way, Bowes Lyon and Town Centre Gardens. To the north of the development site is “The Forum” which is a modern two ½ storey building comprising of retail units and to the north-east is a modern, brick built, two-storey building comprising a tanning salon, hot food takeaway, a mattress store and the Job Centre. To the south/south east of the application site is Park Place which is currently undergoing extensions and external modernisation works in order to create a new residential development with ground floor retail units. To the west of the application (the front) is the main Queensway pedestrianised area of the town centre beyond which is the other part of the shopping parade with retail premises at ground floor level with ancillary retail floorspace above. To the front of the building is a metal framed, painted white, glazed canopy which over-sails the public footpath.

2. RELEVANT PLANNING HISTORY

- 2.1 There have been numerous permissions granted in the past for advertisements at the premises as well as alterations to shop fronts.
- 2.2 Planning application 18/00268/FPM seeks permission for the partial demolition of existing buildings to facilitate erection of new residential building comprising 39no. studio, 54no. one bed and 1no. two bed flats with under-croft car parking; retention of existing office use (Use Class B1) on upper floors; change of use of existing retail units (Use Class A1) to a mixed use development of Use Classes A1 (Shops), A2 (Professional & Financial Services), A3 (Restaurants & Cafes), A4 (Drinking Establishments) and D2 (Gym) with associated enhancements to shop frontages; replacement canopies; public realm improvements and associated car parking and highway works. This application is pending consideration.
- 2.3 Prior approval application 18/00386/CPA seeks approval for the change of use of the second floor from use Class B1(a) (offices) to use Class C3 (residential) to provide 11 flats. This application is pending consideration.
- 2.4 Planning application 18/00390/FP seeks planning permission for the change of use of the second floor from retail (Use Class A1) to for 8 residential flats (7 x studio flats and 1 x 1 bed) including upgrade and refurbishment to stair and access to residential flats, a new lift and formation of bin and cycle store areas at ground floor. This application is pending consideration.

- 2.5 Prior approval application 18/00393/CPA seeks prior approval for the change of use from Use Class A1 (Shop) and Class A2 (Financial & Professional) to 2 no. dwelling units (Use Class C3). This application is pending consideration.

3. THE CURRENT APPLICATION

- 3.1 The current application seeks planning permission to partially demolish an area of the existing buildings to facilitate the erection of a surface car park, retention of existing office use (Use Class B1) on upper floors and a change of use of some of the existing retail units (Use Class A1) to a mixed use development of Use Classes A1 (Shops), A2 (Professional & Financial Services), A3 (Restaurants & Cafes), A4 (Drinking Establishments) and D2 (Gym). The overall retail mix for the development is set out in the table below.

Table 1: Proposed retail mix for the development.

Unit Name	Use Class	Total Gross Internal Area (GIA) (Sq.m)
85 A Queensway	A1	789.88
85 B Queensway	D2	1,633.21
85 C Queensway	A1 – A3	358.11
87 Queensway	A1	229.91
89 Queensway	A1 – A3	532.25
91 Queensway	A1	362.67
93 Queensway	A1	331.53
95 Queensway	A1	1,070.82
97 – 99 Queensway	A2	762.53
101 Queensway	A1	375.86
103 Queensway	A1 – A4	821.76

Note:- The specified uses are set out in detail under paragraph 3.1 of this report.

- 3.2 In addition, the proposed development also seeks permission for associated enhancements to shop frontages; replacement canopies; public realm improvements and associated car parking and highway works. The modernised shop frontages would comprise of uniform full height glazing frontages within metal frames and canopies which would be reclad with a perforated underside with strip lighting behind along with replacement building up lighting. The improvement works to the building would also comprise of the existing concrete panels and brickwork to be cleaned and refurbished, replacement metal cladding, and new joinery to extrude from the building line around the first and second floor windows.
- 3.3 This application comes before the planning committee for consideration as it is a major application.

4. PUBLIC REPRESENTATIONS

- 4.1 As a major planning application, the proposal has been publicised by way of letters to adjoining premises, site notices and a press notice. At the time of drafting this report no comments or representations have been received.

5. CONSULTATIONS

5.1 Hertfordshire County Council as Highways Authority

- 5.1.1 The County Council as the Highways Authority consider the development to be in accordance with National and Local Policies. Therefore, the Highways Authority formal

recommendation is that there are no objections to the development proposal subject to recommended planning conditions and a highway informative.

5.2 Hertfordshire County Council as Lead Local Flood Authority

5.2.1 The proposed drainage strategy for the southern and eastern parts of the site would be based upon attenuation and discharge at a restricted discharge rate of 4.9 l/s into Thames Water surface water sewer network system along Marshgate. The remainder of the site would be managed as is the current situation. Overall, the proposed drainage scheme will provide a significant betterment to the site by reducing the discharge rate from the southern and eastern catchment to 4.9 l/s with the provision of 313m³ of attenuation, calculated for a 1 in 100 plus 40% for climate change allowance. Subsequently, the proposed development is considered acceptable subject to conditions.

5.3 Hertfordshire County Council as Minerals and Waste Planning Authority

5.3.1 The Council needs to be aware of the Policies in regards to waste management of the site, including the re-use of unavoidable waste where possible and the use of recycled materials where appropriate to the construction. Furthermore, Waste Policy 12: Sustainable Design, Construction and Demolition require all relevant construction projects to be supported by a Site Waste Management Plan (SWMP). This aims to reduce the amount of waste produced on site and should contain information including types of waste removed from the site and where that waste is being taken to.

5.4 Hertfordshire Constabulary as the Crime Prevention Design Service

5.4.1 There are no concerns with the proposed development subject to it meeting Secured by Design in line with Local and National planning policy.

5.5 Council's Environmental Health Section

5.5.1 The proposed development is considered to be acceptable. However, in terms of contamination, this should be dealt with through a "catch all" condition to cover any potential contamination. In addition, it is recommended that conditions be imposed, to mitigate impact on nearby businesses and residents, in regards to asbestos, dust control measures, external lighting, construction method statement and a methodology for the screening of plan and machinery.

5.6 Council's CCTV Section

5.6.1 The Council's CCTV section seeks the provision of a new camera near Marshgate in order to improve coverage towards the rear of the development site.

5.7 Council's Engineering Section

5.7.1 The scheme provides an opportunity to rationalise and improve the streetscape on Marshgate which is supported. Therefore, it recommended a new boundary line is created between public and private areas such that:-

- The loading zone and staff parking bays would become private (requiring the transfer of some Council land to the developer);
- The new car park to remain private and the private operator would balance the needs of residents of the new flats;
- The new footway and its verges would be adopted by the Council to become a publically maintainable street.

5.7.2 There is also a need to incorporate four electric vehicle (EV) charging points where the proposed disabled bays would be located with the provision of 2 twin-port EV charge points. The proposed disabled and pay and display bays lost from the proposed arrangement should be provided kerb-side on the northern side of the street.

5.7.3 In terms of the land transfer itself, there would need to be a fence provided along the boundary to demarcate the different ownership. There would also need to be coordination that all works in areas carried out by the developer be covered under a S278 agreement under the Highways Act which is used to secure highway improvement works, which would be managed by the Engineering Section. Beyond the S278, there would also be financial contributions sought towards the drafting and preparation of Traffic Regulation Orders as well as replacement of pay and display machines and road markings.

5.8 Council's Parks and Amenities Section

5.8.1 In regards to the proposed hard and soft landscaping, there are insufficient details at this stage for Stevenage Direct Services (SDS) to be able to comment fully on the soft and hard landscape details for this development. However the initial outline landscape proposals we can only provide broad comments. To be able to fully comment we will require detailed soft & hard landscape proposals. This should include full planting details and areas to be adopted by SDS for maintenance.

5.8.2 For those planted areas to be maintained by SDS the following shall apply:

- The full proposed planting plans shall be reviewed by SDS in reasonable notice and shall be subject to amendments if required.
- Planting and top soil shall be in accordance to the relevant British Standards (BS 3882 Minimum rooting depths for turf is 600mm for shrubs)
- Planting shall be through a geotextile weed suppressant membrane with a suitable layer of mulch applied over the top.
- Mulch shall not contain any loose hard aggregate and methods shall be employed to prevent mulch and soil from washing onto the surrounding footpaths / hard surfaces.
- Plant selection shall be of low maintenance, year round interest, drought tolerant and ideally planted in increased density to discourage weed growth.
- Access shall also be considered for teams to carry out the maintenance of the landscaped areas.
- Planting shall be undertaken during the winter months (October to February). A minimum defect period of 12 months shall also be in place for replacement of failed planting and trees – all defects shall be resolved before handover of the landscaped areas to Stevenage Direct Services with approval from the relevant Council Officer.

5.8.3 The proposed landscaped areas around the service yard and parking area shall require suitable protection from vehicle (including HGV) damage. For example this could include the use of metal bollards. Without any protection the current proposed landscape would be very vulnerable to damage from turning and delivery vehicles. For the new landscaped areas to be maintained by SDS, sums for the future maintenance of these areas shall be considered fully. SDS are unable to maintain any planting at height – if the design incorporates such planting / landscaping (e.g. garden roof terrace) these areas shall not be maintained at a cost to SDS.

5.9 Thames Water

5.9.1 With regards to surface water drainage, it has been advised that it is for the developer to follow the sequential approach to the disposal of surface water. Where a developer proposes to discharge to a public sewer, prior approval from Thames Water Development Services will be required. The development would be expected to demonstrate what measures will be undertaken to minimise ground water discharge into the public sewer.

Groundwater discharges typically from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Therefore, Thames Water recommends an informative stipulating that the developer will be required to have a "Groundwater Risk Management Permit" in order to discharge water into the sewer.

- 5.9.2 In addition to the above, as there are sewers crossing in close proximity to the site, if any significant works are to be undertaken, then there will be a requirement to minimise risk of damage. Therefore, any development must not reduce capacity, limit repair or maintenance activities, or inhibit the services of Thames Water. Furthermore, it is recommended that petrol/oil interceptors be fitted in all car parking facilities. This is to ensure that oil polluted discharges do not enter local watercourses. In regards to the waste water network and waste water processing infrastructure capacity, there are no concerns with the proposed development.

5.10 Affinity Water

- 5.10.1 No comment.

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 Council has now reached an advanced stage in the preparation of a new Stevenage Borough Local Plan 2011-2031. The Plan has been used as a material consideration in the determination of all planning applications registered on or after Wednesday 6 January 2016. The Plan has now been through the Examination process and the Inspector's Report was received in October 2017. This recommended approval of the Plan, subject to modifications proposed. The Plan is currently subject to a holding direction placed upon it by the Ministry of Housing, Communities and Local Government (MHCLG), which prevents its adoption whilst MHCLG are considering whether or not to call it in.

- 6.1.2 The National Planning Policy Framework sets out that decision-takers may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies, and their degree of consistency with policies in the National Planning Policy Framework.
- 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, bearing in mind the positive Inspector's Report, significant weight will be afforded to policies within the emerging Local Plan.

6.2 Central Government Advice

- 6.2.1 A revised National Planning Policy Framework (NPPF) was published in July 2018. 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 213 of the NPPF applies which states that 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 Planning Practice Guidance must also be taken into account. It states that, where the development plan is absent, silent or the relevant policies are out of date, paragraph 11 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 Local Plan

Policy TW1: Sustainable Development;
Policy TW2: Structural Open Space;
Policy TW8: Environmental Safeguards;
Policy TW9: Quality in Design;
Policy TW10: Crime Prevention;
Policy TW11: Planning Requirements;
Policy T6: Design Standard;
Policy T12: Bus Provision;
Policy T13: Cycleways;
Policy T14: Pedestrians;
Policy T15: Car Parking Strategy;
Policy TR1: Town Centre;
Policy TR3: Retail Frontages;
Policy TR4: Loss of Retail Floorspace;
Policy TR7: Loss of Office Accommodation;
Policy TR9: Town Centre Parking;
Policy EN27: Noise Pollution;
Policy EN13: Trees in new development;
Policy EN36: Water Conservation;
Policy EN38: Energy Conservation and Supply;
Policy L18: Open Space Maintenance.

6.4 Stevenage Borough Local Plan 2011-2031 Publication Draft (Emerging Local Plan)

Policy SP1: Presumption in favour of sustainable development;
Policy SP2: Sustainable Development in Stevenage;
Policy SP3: A strong, competitive economy;
Policy SP4: A Vital Town Centre;
Policy SP5: Infrastructure;
Policy SP6: Sustainable Transport;
Policy SP8: Good Design;
Policy SP11: Climate Change, Flooding and Pollution;
Policy TC1: Town Centre
Policy TC7: Marshgate Major Opportunity Area
Policy TC8: Town Centre Shopping Area
Policy IT3: Infrastructure
Policy IT4: Transport Assessments and Travel Plans
Policy IT5: Parking and Access

Policy IT8: Public parking provision
Policy GD1: High Quality Design
Policy FP1: Climate Change

6.5 Supplementary Planning Documents

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

7. APPRAISAL

7.1 The main issues for consideration in the determination of this application are its acceptability in land use policy terms, the impact on the character and appearance of the area; the impact on existing neighbouring amenities; the effect of the proposals on the highway network; the adequacy of parking provision and flood risk.

7.2 Land Use Policy Considerations

7.2.1 The application site is identified within the Town Centre Policy Area in the Stevenage District Plan Second Review 1991-2011, where policy TR1 applies. Policy TR1 states that “Within the town centre policy area, as identified on the proposals map, permission will be granted for “inter alia” retailing, leisure, cultural, community and social uses provided that it does not conflict with the Council’s adopted vision or strategy for the town centre or other policies

7.2.2 The ground floor retail units are designated as primary retail frontages by Policy TR3 of the District Plan, therefore, only proposals for Use Class A1 (shops) will be permitted. With respect to Policy TR4 of the same document, this states that proposals that result in the overall loss of retail (A1), food and drink (A3) and service floorspace (A2) in the town centre, will be resisted except for changes of use to social, community, leisure and cultural use. Turning to the emerging Local Plan, Policy TC8 also identifies the majority of units as falling within primary retail frontage and therefore, has the same restrictions on use. Looking at the proposed development, it would involve a change of use of the following units which fall within primary retail frontage:-

- 85 Queensway (former M&S store)) from Use Class A1 to a mixture of A1, A2 and A3 and D2;
- Unit 89 (former Select store) from Use Class A1 to a mixed use A1 to A3.

7.2.3 Given the above, the proposed development would result in a reduction in A1 retail floorspace which would be contrary to Policies TR3 and TC8. However, under emerging Policy TC8, planning permission would be allowed for other uses where:-

- The proposal will retain an active frontage;
- The proposal will generate footfall equivalent to, or greater than A1 or A2 use in the equivalent location; and
- The unit has been unsuccessfully marketed for A1 or A2 use, or has remained vacant, for at least six months.

7.2.4 In regards to the first point, the premises are currently vacant and therefore, the proposed modernisation of their frontages would help to harmonise the visual appearance of the shopping parade. In addition, by allowing a more flexible use in these premises, it would help to bring back these vacant units into operation creating a more active frontage and help to draw trade down to this part of Queensway. In addition, through a more flexible use, the

introduction of potentially a restaurant or café can help introduce a nighttime economy. Independent research (such as by Allegra, Killian Pretty Review and the recent Grimsey Review) has demonstrated that café's and/or coffee shops along with restaurants are social hubs which help bring people together in a safe and comfortable environment. These reports also demonstrate that they help to improve the vitality and viability of the town centre as they encourage people to stay in the centre longer.

7.2.5 Finally, the units have been vacant for more than six months having been actively marketed commercially. The M&S store (85 Queensway) has been vacant since September 2015 and has been marketed by CPRE (Commercial Property Real Estates) through online marketing brochures, A-boards and on commercial websites. Whilst the premises were used on a temporary lease, the property is now vacant with no interest in the use of the store. Turning to the former Select store (89 Queensway), this property has been vacant for over 12 months and has been actively marketed by Green and Partners (Commercial Agent) through online marketing brochures, signage and through commercial websites. The rent on this unit has also been reduced but there has been no interest in this unit.

7.2.6 In addition to the above, whilst it is not proposed to change the use of these premises, the former Rymans Stationary Store (91 Queensway) has also been vacant for a number of months and is being actively marketed for A1 retail by Green and Partners. Again, there has been no interest in leasing this property for A1 retail. In addition, whilst not part of the development site, there are a number of vacant units on the opposite side of the site along Queensway which were previously occupied by A1 retailers. Taking these matters into consideration, it demonstrates that there is a need to a more flexible usage in some of the premises in order to entice footfall along this part of Queensway and help to bring back a more active frontage.

7.2.7 In regards to the proposed change of use 103 Queensway (Poundland) from A1 to mixed use A1 to A4 unit, whilst this is occupied by an A1 retailer these premises are designated as secondary retail frontage and as such, both the adopted and emerging Local Plans do not restrict the use of premises in secondary frontages for A2, A3 and A4 uses.

7.2.8 Given the aforementioned assessment, whilst the proposal could result in the loss of A1 retail floorspace, it would help create an active frontage, have a high footfall and would bring a vacant unit into operation. Therefore, the proposed development would help to support the vitality and viability of the town centre. In this regard, the proposal is considered to comply with Policies TR3 and TR4 of the District Plan (2004), Policy TC8 of the Emerging Local Plan (2016), the NPPF (2018) and PPG (2014).

7.3 Financial Contributions

7.3.1 Financial contributions have been sought by the Council's Engineering Section in relation to the proposed highway rationalisation works (these works are set out in more detail in section 7.6 Impact on the Highway Network of this report). The financial contributions sought would be as follows:-

Stevenage Borough Council	Financial Contribution
Traffic Regulation Orders.	£8,000
Replacement of pay and display machine signage and road markings.	£3,000
Overall total	£11,000

7.3.2 In addition to the above, the Council's CCTV section is seeking the provision of a new security camera on Marshgate. Following negotiations with the applicant they have agreed

to pay the aforementioned financial contributions and obligations which would be secured via a S106 agreement. In this regard, the proposed development would accord with the NPPF and the Council's adopted and emerging policies in relation to financial contributions.

7.4 Impact on the Character and Appearance of the Area

- 7.4.1 The existing buildings including the Queensway frontage, are now dated and do not contribute positively to the street scene. However, it is considered that the existing canopies, whilst the application site does not fall with the Town Centre Conservation Area, are a key feature of the town centre as emphasised in the Town Centre Conservation Area Management Plan SPD (2012). This is because they provide general protection along the pedestrianised precincts which define the core of Stevenage Town Centre. Therefore, the proposed development as part of the modernisation works, seeks to retain the existing canopy structure and update with new perforated cladding to the underside with strip lighting behind. Through this approach, the canopies would appear modern and slim line and would complement the rest of the modernisation of the shop frontage.
- 7.4.2 Having regard to the modernisation works, the proposal would comprise of full height modern glazing within metal frames with a new double height glazed frontage on the corner of Queensway and The Forum. The proposed works would also comprise of new metal cladding and the cleaning and refurbishment of brickwork and the concrete cladding. In addition, there would be new joinery to extrude from the building line around windows in order to create variation and detail to the existing built form. There would also be new building up lights to help to create a modern environment. The overall refurbishment works would help to provide rhythm and continuity to the shop frontage with an expressed corner to create a key focal point.
- 7.4.3 In regards to the modernisation and rationalising works to the rear, this would help to enhance the overall public realm and connectivity between The Forum and the surface car park at Marshgate which is currently is a poor environment. The external refurbishment works and the installation of new windows, cladding and louvres all help to enhance the visual appearance of Queensway/Marshgate. Therefore, the proposed design of the development accords with the principles of the NPPF and policy GD1 of the emerging local plan which requires high quality design. For a contemporary approach to work effectively, it requires the use of high quality materials. Whilst the materials that have been indicated appear appropriate, it is recommended that a condition is attached to the grant of any planning permission requiring the submission of samples of building materials.
- 7.4.4 In addition to the above, the proposal also provides for significant improvements to the public realm in the vicinity of the application site and a landscape strategy has been submitted as part of the application. The proposals intend to revitalise the public realm through new landscaping, street furniture and use of the area with enhanced site lines and rationalising the area to create a defined public/private landscape through the use of modern fencing. This will, in essence, create a clear distinction between the private service yard and the public footpath. These improvement works would be secured through a S278 agreement and a specific condition regarding hard and soft landscaping will be imposed.
- 7.4.5 Having regard to the aforementioned, it is considered that the articulation and materials proposed, together with the façade improvements to the retail units along Queensway and public realm improvements, would result in an attractive development that would significantly enhance this part of the town centre.

7.5 Impact upon Neighbouring Amenity

- 7.5.1 With regards to the impact on neighbouring amenity, the proposal would not unduly affect the operation or amenity of any of the existing neighbouring buildings. The application site

is adjacent to the Marshgate surface level car park to the east, beyond which are the Town Centre Gardens. To the north and north-east of the site are the service areas and rear aspects for properties fronting onto Queensway and The Forum. In view of this, it is considered that the only development likely to be affected by the proposal is Park Place. This development is sited approximately 35m from the application site which is well in excess of any standards set out in the Council's Design Guide SPD. Given this, it is considered that the proposed development would not have a detrimental impact on the amenities of the nearest residential properties within Park Place.

External lighting

- 7.5.2 In regards to external lighting, the applicant has not submitted any details of lighting which would be installed on the development or around the application site. However, to ensure that any external lighting does not affect the amenities of nearby residential properties, prejudices highway safety, operation of the service area or prejudice the Council's ability to deliver future residential development in the area, it is recommended that a condition be imposed to any permission granted in order to deal with external lighting. This condition will require the applicant to submit details of any external lighting scheme prior to the commencement of the development on-site

7.6 Impact on the Highway Network

- 7.6.1 The application site is currently serviced from Marshgate which is a local service road off St George's Way. The proposed development would seek to create a new vehicle access/egress point onto Marshgate. However, the development does not seek to extend or alter the existing access/egress points which are connected to St. George's Way. The new access itself has been designed to meet the Department for Transport (DfT) Manual for Streets with adequate vehicle-to-vehicle visibility and pedestrian inter-visibility lines.
- 7.6.2 Looking at traffic generation, the proposed development would seek to change the amount of retail of floorspace along with the provision of a new gym. Due to this change in the overall mix of development, there will be a change in the amount of trips to and from the application site. Given this, the applicant's transport consultant has produced a transport assessment which incorporates details of proposed traffic generation for weekdays and weekends using TRICS (Trip Rate Information Computer System). Looking at the existing development, the trip projections for the site are 1,898 arrivals and 1,892 departures on a typical weekend day. The reason for using weekend days is because these are the days where the largest amount of vehicle traffic is generated with respect to retail in the town centre. Turning to the proposed retail aspect of the development, due to the change in the amount of retail floorspace, the amount of trips generated would reduce to 957 vehicle arrivals and 954 vehicle departures. Consequently, there would be a decrease in vehicle traffic movements.
- 7.6.3 In regards to the proposed gym, the Transport Assessment identifies that there would be 89 vehicle arrivals and 94 vehicle departures on a typical week day. The reason for using the week day as the base point is because this is when the highest predicted level of traffic is generated by the gym. The peak hour of operation for the gym is expected to be between 19.00 and 20.00, with 10 arrivals and 17 departures, totalling 27 trips per hours.
- 7.6.4 Taking into consideration of the above, there would be a reduction in the amount of trips where the total arrival trips would reduce by 852 and expected departure trips should reduce by 850 vehicle trips. It should be noted that due to the location of the site falling within the town centre, there would be a lot of linked trips. Following consultation with Hertfordshire County Council as Highways Authority, it is considered that the level of traffic generated by the new development would not have a significant impact on the town centre or adjacent highway network such as the existing accesses on Marshgate.

- 7.6.5 Further to the above, as the proposed development would have a relatively low trip generation compared to the existing baseline traffic generated by the existing development, there would not be a significant change of impact on the highway network. However, in regards to construction traffic, as this could potentially have an impact it is recommended a condition be imposed if planning permission were to be granted. This condition would require the submission of a Construction Management Plan/Method Statement to ensure construction traffic, the siting of cabins, storage of construction equipment etc. does not prejudice the safety and operation of the highway network.
- 7.6.6 Turning to highway safety, the applicant has also undertaken a review of accident data which is set out in their Highway Safety Audit. Following a review of this data as well as the safety audit itself which includes swept path analysis for small and large vehicles which would use the service areas, in conjunction with HCC as the Highways Authority, it has been demonstrated by the applicant that the development would be unlikely to exacerbate existing accident concerns.
- 7.6.7 Separate to the above, it is noted that the proposed development would seek to create new vehicle access/egress point from Marshgate which is owned by Stevenage Borough Council. In addition, the proposed development would seek to reconfigure the existing pay and display/disabled parking area as well as rationalise the wider streetscape. This is in order to help facilitate the delivery of the proposed scheme as well as to ensure the service yard for the retail units can become more secure via the erection of a perimeter fence. Further to this, part of the proposed development seeks to create new footpath connections and a loading bay to the rear of the building where part of this land is currently under private ownership.
- 7.6.8 Following consultation with the Council's Engineering Department, they have advised that the Council could look to adopt the areas so that they become publically maintainable. In addition, the loading zone and staff parking bays would become private (requiring the transfer of some Council owned land to the developer). This would ensure that the loading zone and staff parking located to the rear of the retail area would be maintained by the landowner and not the Council. In addition, they recommend the provision of EV charging points (4 EV bays with 2 twin-port EV charge points) into the scheme in support low/zero emission vehicles. Turning to the disabled bays and pay and display bays, through negotiations with the Council's Engineering Section, these would be provided kerbside along Marshgate.
- 7.6.9 Taking into consideration of the above, in order to co-ordinate the above and to undertake all the necessary works as advised by the Council's Engineering Department, a Section 278 agreement will need to cover the following:-
- Construction of a footway 1.8 metres wide in 6mm DBM;
 - Provision of a LOADING ONLY lay-by;
 - Construction of 4 EV bays with coloured painted surfacing;
 - Installation of 2 twin-port 7KW Type 2 EV charge points;
 - Installation of stainless steel Sheffield type bicycle stands;
 - Provision of grass verge areas (planting levels to be agreed) protected from vehicle; overrun by full height kerbs;
 - Provision of a pedestrian crossing point with a kerb build-out on the northern kerb-line and associated drainage provision;
 - Removal of steel fencing from Marshgate footway;
 - Installation of a new Metric Pay & Display machines;
- 7.6.10 Beyond the S278 works, the following financial contributions (see paragraph 7.3.1 for a breakdown of the financial contributions sought) have also been sought:-

- Allowance for drafting, consulting, advertising and making of 4 Traffic Regulation Orders (TRO);
- Replacement of Pay and Display machine signage and road markings; and

7.6.11 In summary, subject to a S106 Agreement securing the relevant monetary contributions, and, the imposition of conditions, the proposed development as advised by HCC as the Highways Authority would not have a detrimental impact on the safety and operation of the highway network.

7.7 Parking provision

7.7.1 In regards to the proposed gym (Use Class D2), the parking standards sets out a requirement of 1 parking space per 15m² of gross floor area. In regards to Uses Classes A1 (shops) and A2 (financial and professional services) the standard is 1 space per 30m² of floor area. In terms of Use Classes A3 (Restaurants and Cafes) A4 (Public Houses and Bars), the standard ranges from 1 space per 3m² of bar area plus 3 spaces per 4 employees to 1 space 5m² dining area plus 3 spaces per 4 employees.

7.7.2 Taking into consideration of the above, there would be a requirement to provide 452 car parking spaces (109 spaces for the proposed gym and approximately 343 spaces for the proposed A1 to A4 uses (worst case scenario)). However, the application is located in non-residential accessibility zone 1, therefore car parking can be reduced to 0% to 25% of the base car parking standard which would equate to between 0 and 113 spaces.

7.7.3 Given the above, the proposed development seeks to provide 31 parking spaces which would serve the gym and 4 employee parking spaces to serve the other retail units. Whilst the proposed development would have limited additional parking being created, it would still accord with the above standards. In addition, the existing A1 premises do not comprise of off-street and there are a number of surface car parks in close proximity to the application site. The site is also located within a sustainable location so it is easily accessible by foot and by public transport.

7.7.4 With regards to cycle parking for the proposed gym and mixed use A1 to A4 units, it would be difficult to apply the relevant cycle parking standard as whilst a floor space figure has been provided for the gym, it is not known what use the units identified for mixed uses would fall into and the number of staff that would be employed. Consequently, as this is a mixed use development of retail and leisure, where cycle parking would be calculated as a whole, an assessment has to be made whether suitable provision has been made where possible.

7.7.5 The proposed development would seek to provide 18 cycle hoops on the footpath connection between the Forum and Marshgate. In addition, 1 cycle space for staff for the gym and cycle racks positioned in the service areas to the rear of the retail units would also be provided. Furthermore, between 1 and 2 cycle parking spaces would also be provided within the retail units themselves. Moreover, none of the existing retail units currently provide any secure or temporary cycling parking. Consequently, it can be considered that on-balance, the level of cycle parking would be appropriate for this development.

Existing pay and display and disabled parking bays

7.7.6 In order to facilitate the construction of the new development, it would result in the loss 7 pay and display parking bays of which 3 are disabled. In this regard, Policy TR9 of the District Plan states that proposals within the town centre will be required to provide parking in accordance with Policy T15. Additionally, within the town centre where any existing parking is necessary to meet the needs of the town will be either required to be replaced within the development proposal or a planning obligation will be sought to ensure that it is provided elsewhere. Emerging Local Plan Policy IT8 stipulates that where a development

results in the loss of existing public car or cycle parking, permission will be granted where existing spaces are replaced within or adjacent to the new development.

7.7.7 Taking into consideration of the above, the applicant has agreed in conjunction with the Council's Engineering Section to replace the pay and display parking bays and disabled bays onto Marshgate. The replacement parking would comprise of 4 disabled bays and 4 pay and display bays. In addition, the applicant will be looking to install 4 electric vehicle (E.V.) parking bays as well as additional staff parking to serve the retail units. The replacement car parking bays and new EV bays would be secured through a S278 agreement. Separately, the new pay and display signage and markings and the preparation of the TROs would be covered by a financial contribution. The aforementioned contributions are set out under paragraph 7.3.1 of this report. In addition to this, the applicant will also need to secure some of the works under a Section 278 (S278) Agreement under the Highways Act. The applicant has agreed to secure a S278 with the Council's Engineering Section.

7.8 Development and Flood Risk

7.8.1 The application site is situated within Flood Zone 1 which has a low probability of flooding. However, as the application is classed as a Major residential application, there is a statutory requirement to consult Hertfordshire County Council as the Lead Local Flood Authority (LLFA). The LLFA has confirmed that the applicant has provided sufficient detail to demonstrate that there is a feasible drainage scheme for the site. Accordingly, the LLFA raise no objection on flood risk grounds subject to conditions which are included in section 9.1 of this report.

7.9 Trees and Soft Landscaping

7.9.1 In regards to trees, there are some trees located on the footpath between The Forum and the surface car park on Marshgate. These trees are to be retained as part of the development proposed. In terms of landscaping, the applicant has only provided indicative landscaping plans which comprise of low level planting. Therefore, a condition would have to be imposed if permission were to be granted requiring details of the landscaping scheme. This scheme would be assessed by the Council's Parks and Amenities Section as this part of the development site would be transferred to Stevenage Borough Council and so it will be responsible for maintenance. In addition, this will ensure that an acceptable landscaping scheme is implemented which strikes to balance between softening the appearance of the development and at the same time enhances to the visual amenities of the area.

7.10 Impact on the Environment

7.10.1 The site generally comprises of retail stores and 2 no. electricity substations with the construction of surface car parks. The applicant has therefore undertaken a Preliminary Environmental Risk Assessment to determine what levels of contamination there may be on-site. The Assessment identifies low to moderate risk from the substations along with potential pollutants from hydrocarbons, heavy metals and acids. In addition, there is also the potential for ground waters to be contaminated.

7.10.2 Taking into consideration of the above, as the assessment is only preliminary the Council's Environmental Health Section recommends the imposition of a capture all condition regarding contamination. In this regard, the applicant will be required to submit a phase 1 contamination report which will look into contamination in more detail and if necessary, set out any remediation measures. In addition, there would be conditions set out under section 9.1 that if any suspected contamination is found during construction works, there will be a requirement to undertake a full assessment of the contamination and also send through remediation measures which have to be agreed in writing by the Council.

7.10.3 Turning to asbestos, whilst this could potentially be an issue within the existing buildings, this is generally a matter which has to be referred to the Health and Safety Executive. Therefore, whilst the Environmental Health Officer has recommended a condition on asbestos, this is a matter which cannot be controlled by planning as it is dealt with under separate environmental legislation.

7.11 Other Matters

Refuse and Recycling

7.11.1 The Stevenage Design Guide (2009) states, provision should be made within new development for the storage and collection of waste from a site. The applicant has submitted details including the location of the proposed bin stores which would serve the retail units and the proposed gym. These have been positioned so that they are easily accessible to the refuse collection service and would be screened behind enclosures. This ensures the public realm is not affected by the development.

Sustainable construction and climate change

7.11.2 Policy EN36 of the District Plan states that development proposals will be encouraged to reduce water consumption and run-off by using suitable water conservation and storage measures such as the use of rainwater, water efficient devices and by recycling water. Policy EN38 of the same document states that development proposals will be expected to demonstrate that methods of maximising energy efficiency and supplying of energy in the development need to be considered. Policy FP1 of the Emerging Local Plan (2016) stipulates that planning permission will be granted for development that can incorporate measures to address adaptation to climate change. New developments will be encouraged to include measures such as:

- Ways to ensure development is resilient to likely variations in temperature;
- Reducing water consumption to no more than 110 litres per person per day, including external water use;
- Improving energy performance of buildings;
- Reducing energy consumption through efficiency measures;
- Using or producing renewable or low carbon energy from a local source; and
- Contributing towards reducing flood risk through the use of SuDS or other appropriate measures.

7.11.3 The applicant has provided as part of their Design and Access Statement details on sustainable construction and adaptation to climate change. The details provided demonstrate that the development will utilise highly efficient building fabric, low energy lighting, enhanced insulation and air tightness, water efficient appliances and systems and a sustainable drainage system which will achieve 1 in 100 year event including 40% allowance for climate change. In addition, they will look to reutilise a large part of the existing building fabric as well as they have not exceeded their intended design life and will look to adopt a Site Waste Management Plan in order to encourage the recycling of materials and the careful handling of waste.

8. CONCLUSIONS

8.1 In summary, the principle of a mixed use retail development has been established as being acceptable on this town centre site which does not conflict with the Council's vision and strategy for regenerating the town centre. In view of this, the proposal is considered to accord with the Council's adopted District Plan policies which relate to developments in the town centre.

- 8.2 The design and layout of the development would not significantly harm the amenities of the occupiers of neighbouring residential properties. In design terms it would represent a high quality development resulting in an attractive gateway to the town centre, which would assist in the wider aspirations of redeveloping the town centre and provide an enhancement of the public realm at and adjacent to the application site. In addition, through the modernisation of the Queensway shopping parade this would help to enhance the overall visual landscape of this part of the town centre.
- 8.3 The proposal would have adequate off-street parking in line with the Council's adopted standards as well as an appropriate level of cycle parking provision in a convenient location. Finally, issues relating to construction management, materials, public realm improvements and developer contributions can be satisfactorily addressed through the use of conditions or a S106 legal agreement.
- 8.4 Given the above, the proposed development accords with the Policies contained within the adopted Local Plan (2004), the Council's Emerging Local Plan (2016), the Council's Supplementary Planning Documents, the NPPF (2018) and NPPG (2014).

9. RECOMMENDATIONS

- 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:-
- Contributions towards TROs and replacement of Pay and Display Machine Signage and Road Markings; and
 - Secure provision of a CCTV camera.

The detail of which be delegated to the Assistant Director of Planning and Regulation in liaison with the Council's appointed Solicitor and subject to the following conditions:-

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:

P1.1; P1.2; P4.1a; P4.2; P4.3; P5.1; P5.2; P5.3; P5.4; P5.6.

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 No development, other than works of demolition, shall commence until a schedule and sample of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

REASON:- To ensure the finished appearance of the development enhances the visual amenities of Queensway and Marshgate.

- 4 Notwithstanding details specified in the application submission, no public realm landscaping works shall commence until a scheme of soft and hard landscaping and details of the treatment of all hard surfaces has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of all new planting to take place including species, size and method of planting. The approved landscaping scheme shall be

implemented within the first available planting season following the first occupation of the buildings or the completion of the development whichever is the sooner.

REASON:- To ensure a satisfactory appearance for the development.

- 5 Any trees or plants comprised within the 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 a satisfactory appearance for the development.

- 6 Prior to the first occupation of the ground floor mixed Use Class A1 (Shop) to A3 (Restaurants and Cafes) and Use Class A1 (Shop) to A4 (Bars and Public Houses) units as detailed on drawing number P4.1b, a scheme for the installation of equipment to control the emission of fumes and smell from these premises shall be submitted to and approved in writing by the Local Planning Authority and the approved scheme shall be implemented prior to the first occupation of these units. All equipment installed as part of the scheme shall thereafter be operated and maintained in accordance with the manufacturer's instructions.

REASON:- To protect the amenities of the occupiers of adjoining properties and the development.

- 7 No demolition or construction work relating to this permission shall be carried out on any Sunday, Public or Bank Holiday nor at any other time, except between the hours of 0730 and 1800 on Mondays to Fridays and between the hours of 0830 and 1300 on Saturdays, unless otherwise agreed in writing by the Local Planning Authority. These times apply to work which is audible at the site boundary.

REASON:- To safeguard the amenities of the occupiers of neighbouring properties.

- 8 No development, including site clearance or demolition works, shall commence until a Construction Management Plan/Method Statement shall be submitted to and approved in writing by the local planning authority in consultation with the highways authority. Thereafter, the construction of the development shall only be carried out in accordance with the approved Statement.

The Construction Management/Method Statement shall address the following matters:-

- (i) Details of a construction phasing program (including any pre-construction, demolition or enabling works);
- (ii) Hours of construction operations including times of deliveries and removal of waste;
- (iii) Site set up and general arrangements for storing plant including cranes, materials, machinery and equipment, temporary offices and other facilities, construction vehicle parking and loading/unloading and vehicle turning area;
- (iv) Access and protection arrangements around the site for pedestrians, cyclists and other road users;
- (v) Details of provisions for temporary public car parking during construction;
- (vi) The location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures;
- (vii) Screening and hoarding details;
- (viii) End of day tidying up procedures;
- (ix) Construction and storage compounds (including areas designated for car parking);
- (x) Siting and details of wheel washing facilities;
- (xi) Cleaning of site entrances, site tracks and the adjacent public highway;
- (xii) Disposal of surplus materials and;
- (xiii) Post construction restoration/reinstatement of the working areas, reinstate construction access.

REASON:- To minimise the impact of construction vehicles and to maintain the amenities of the local area.

- 9 Prior to the first use of the gym hereby permitted the relevant access and car parking areas shall have been fully constructed, surfaced and permanently marked out. The car parking areas so provided shall be maintained and retained permanently and shall be used for no other purpose at any time.

REASON:- To ensure that adequate access and parking is provided at all times so that the development does not prejudice the free flow of traffic or the conditions of general safety along the adjacent highway.

- 10 The development permitted by this planning permission shall be carried out in accordance with the letter Ref: 18021/QueenswayStevenage/PG, carried out by GDP Limited dated 26/06/2018, and the following mitigation measures detailed within the drainage strategy:

1. Providing a minimum attenuation of 313m³ to ensure no increase in surface water run off volumes for all rainfall events up to and including the 1 in 100 year + climate change event.
2. Implementing appropriate drainage strategy based on attenuation by using sub-base lined permeable pavement, attenuation tank and green roofs as indicated on drawing no. 18021-200 – Surface Water Drainage Strategy – General Arrangement dated 29/06/2018, and discharged into Thames Water surface water sewer system.
3. Limiting surface water discharge off the southern and eastern site at a maximum allowable discharge rate of 4.9 l/s for any rainfall event up to the 1 in 100 year plus 40% for climate change event.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied with the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON:- To prevent flooding by ensuring the satisfactory disposal and storage of surface water from the site. In addition, to reduce the risk of flooding to the proposed development and the surrounding area.

- 11 No development shall take place until the final design of the drainage scheme is completed and agreed by Thames Water and sent to the Local Planning Authority for written approval. The scheme shall also include:-

- Confirmation on the final discharge rate for the whole site with contribution of each sub-catchment (western, eastern and southern) with figures supported by drainage calculations presented in a manner that the link can be made with specific locations on drawings.
- Formal permission to continue using the existing connection to the public surface water sewer from the water company that must include figures;
- Engineering details of all SuDS features should be provided in line with the SuDS Manual (CIRIA C-753).

REASON:- To prevent the increase risk of flooding, both on and off site.

- 12 Upon completion of the development a final management and maintenance plan must be supported by a full set of as-built drawings, a post construction location plan of the SuDS components cross-referenced with a maintenance diagram to secure the operation of the scheme throughout its lifetime.

REASON:- To prevent the increase risk of flooding, both on and off site.

- 13 No development, including site clearance or demolition works, shall commence until a scheme of dust control measures has been submitted to and approved in writing by the Local Planning Authority in consultation with the Environmental Health Department and shall be adhered to throughout the construction period. Dust and airborne particulates from

operations on site shall be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust.

REASON:- To minimise the impact on the amenity and operation of neighbouring properties and to protect the wider environment.

- 14 No external lighting shall be installed on site unless details of such lighting, including the intensity of illumination and predicted light contours, have first been submitted to, and approved in writing the Local Planning Authority prior to first occupation of the development. Any external lighting shall accord with the details so approved.

REASON:- In order to protect the amenities and operations of neighbouring properties and to ensure any external lighting does not prejudice highway safety.

- 15 No development, including site clearance or demolition works, shall commence until a methodology for the screening or enclosure of plant and machinery to be used during the construction period shall be submitted to and approved by the Local Planning authority before works are commenced. The siting of plant and machinery shall be away from noise sensitive areas wherever possible. Vehicles and machines in intermittent use shall be shut down in the intervening periods between works.

REASON:- In order to protect the amenities and operations of neighbouring properties.

- 16 No development shall take place until a detailed Site Waste Management Plan (SWMP) to detail how waste materials generated as a result of the proposed demolition and/or construction methods shall be disposed of, and detail the level and type of soil to be imported to the site as part of the development has been submitted to and approved in writing by the Local Planning Authority.

REASON:- In order to reduce the level of waste generated during the demolition and construction phases of the development and to recycle all waste where possible.

- 17 No development shall take place until a site investigation of the nature and extent of contamination has been carried out in accordance with a methodology which has previously been submitted to and approved in writing by the local planning authority. The results of the site investigation shall be made available to the local planning authority before any development begins. If any significant contamination is found during the site investigation, a report specifying the measures to be taken to remediate the site to render it suitable for the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The site shall be remediated in accordance with the approved measures before the properties are occupied.

If, during the course of development, any contamination is found which has not been identified in the site investigation, additional measures for the remediation of this contamination shall be submitted to and approved in writing by the local planning authority. The remediation of the site shall incorporate the approved additional measures.

REASON:- To prevent harm to human health and pollution of the water environment in accordance with Government policy set out in the National Planning Policy Framework.

- 18 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 19, which is subject to the approval of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 20.

REASON:- To prevent harm to human health and pollution of the water environment in accordance with Government policy set out in the National Planning Policy Framework.

- 19 A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historic environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
REASON:- To prevent harm to human health and pollution of the water environment in accordance with Government policy set out in the National Planning Policy Framework.
- 20 The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.
REASON:- To prevent harm to human health and pollution of the water environment in accordance with Government policy set out in the National Planning Policy Framework.
- 21 Prior to the first occupation of the development hereby permitted the approved secure cycle parking areas and public cycle parking shall be constructed in accordance with the details submitted with this planning application and shall be permanently retained in that form.
REASON:- To ensure that there is sufficient cycle parking provision in accordance with the Council's adopted standards is maintained for all dwellings and the development as a whole on site in perpetuity.
- 22 Prior to the use of the development hereby permitted the approved refuse/recycle stores shall be constructed in accordance with the details submitted with this planning application and shall be permanently retained in that form.
REASON:- To ensure that there is sufficient cycle parking provision in accordance with the Council's adopted standards is maintained for all dwellings and the development as a whole on site in perpetuity.
- 23 No development, including site clearance or demolition works, shall commence until a detailed Demolition and Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Method Statement shall detail and advise of the measures in accordance with the best practicable means to be used to minimise construction noise and vibration likely to affect adjacent residential premises. The approved Statement shall be adhered to throughout the construction period.
REASON:- In order to protect the amenities and operations of neighbouring properties.

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 2015.

INFORMATIVE

Hertfordshire County Council as Highways Authority

Prior to commencement of the development the applicant shall contact Network Management North at NM.North@hertfordshire.gov.uk or call on 0300 1234 047 to obtain the requirements to arrange a site visit to agree a condition survey of the approach of the highway leading to the development likely to be used for delivery vehicles to the development. Under the provisions of Section 59 of the Highways Act 1980 the developer may be liable for any damage caused to the public highway as a result of traffic associated with the development. Herts County Council may require an Officer presence during movements of larger loads.

Thames Water

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwgriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

In the car parking areas, it is recommended that a petrol/oil interceptor be fitted to ensure that local watercourses are not polluted from potential oil polluted discharges.

Hertfordshire Constabulary Crime Prevention Design Advisor.

The proposed development should achieve Secured by Design (SBD) accreditation in order for it to comply with current Building Regulations. The Police Crime Prevention Design Advisor can be contracted by telephone on 01707 355227 or by email on mark.montgomery@herts.pnn.police.uk.

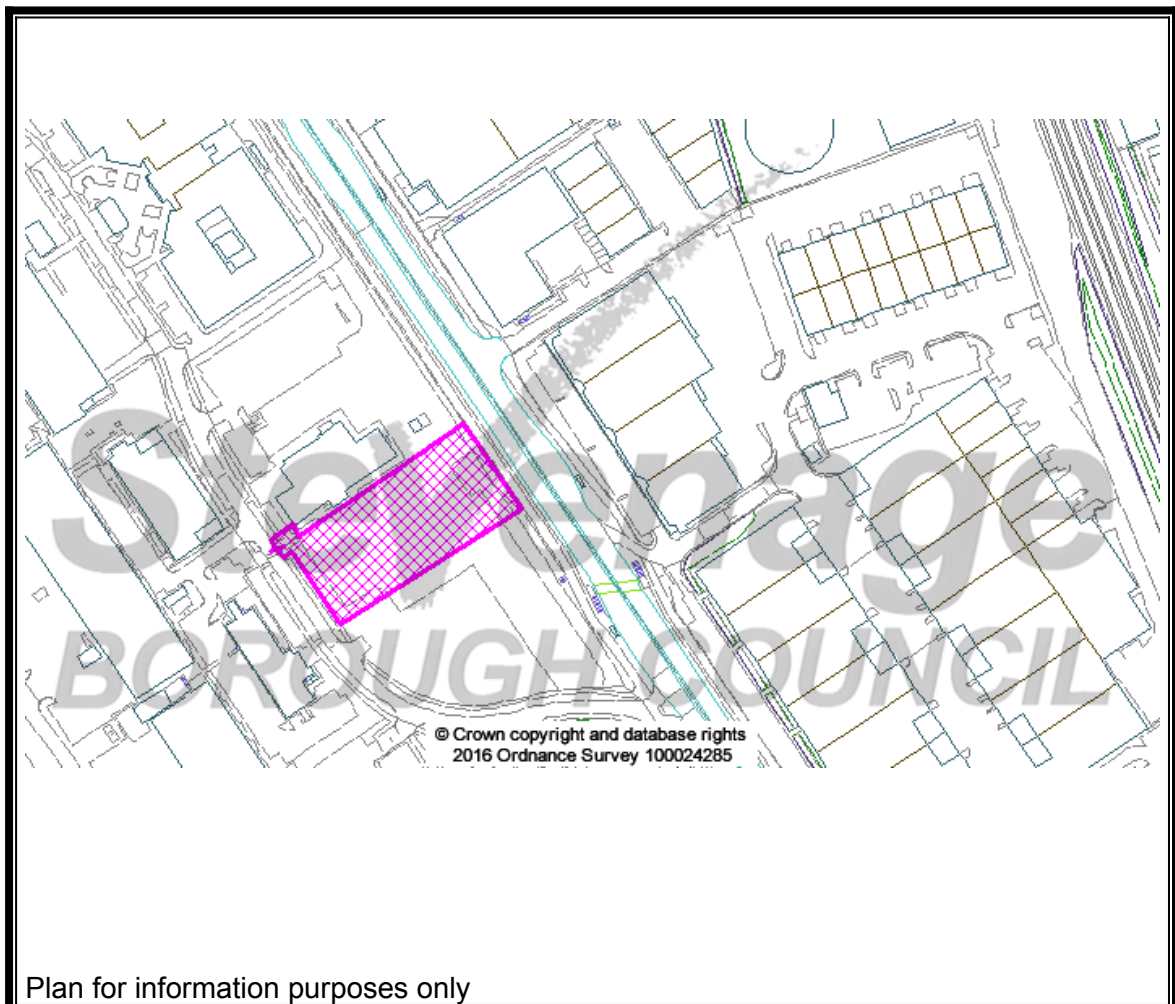
10. BACKGROUND DOCUMENTS

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. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012.
4. Stevenage Borough Local Plan 2011-2031 Publication Draft.
5. Responses to consultations with statutory undertakers and other interested parties referred to in this report.
6. Central Government advice contained in the National Planning Policy Framework July 2018 and Planning Policy Guidance March 2014.

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Meeting: Planning and Development Committee **Agenda Item:**
Date: 14 August 2018
Author: James Chettleburgh 01438 242266
Lead Officer: Chris Berry 01438 242257
Contact Officer: James Chettleburgh 01438 242266

Application Nos:	18/00153/FPM
Location:	MBDA UK, Six Hills Way, Stevenage, Herts, SG1 2DA
Proposal:	Erection of a two storey modular office building with associated boundary treatments, hard landscaping and services.
Drawing Nos.	919 A000 B; 919 A001 B; 919 A002 K; 919 A010 B; 919 A020 B; 919 A040; 919 CM01-01; S170283-111B; S170283-112B; S170283-311A; P2484-01-01 C; P2484-04 C; P2484-08-01 C; P2484-08-02 B; P2484-09-01 A; P2484-09-02 A.
Applicant:	MBDA UK
Date Valid:	26 March 2018
Recommendation:	GRANT TEMPORARY PLANNING PERMISSION



1. SITE DESCRIPTION

- 1.1 The application site is located on the western side of Gunnels Wood Road which falls within the Gunnels Wood Employment Area. The application site and its immediate surrounding area comprises the MBDA UK complex which consists of two-storey warehousing and industrial units, modern three-storey office buildings, waste storage compound, portakabins and surface car parking. The warehouse and industrial buildings are generally uniform in design, constructed from profiled sheet metal cladding and windows which run horizontally within the elevations. The buildings also have industrial roller shutters on the western elevation. The office buildings are modular in form and constructed from either brick or steel frames with large areas of glazing. The MBDA site is currently accessed from Six Hills Way and Gunnels Wood Road.
- 1.2 The surrounding area is characterised by a mixture of office, light industrial and warehouse developments. To the south of the application site is the Ford car dealership showroom. The site comprises a two-storey showroom which is constructed from profiled steel cladding with a large glazed frontage. On the rear and eastern elevations are roller shutters for the service areas. To the west of the application site is the A1(M) motorway and to the east is Gunnels Wood Road. To the north of the site is Six Hills Way beyond which is the office complex (Farnham House) which houses Hertfordshire County Council. This is a three storey brick built building with undercroft car parking. There is also Campus Six immediately adjacent to Farnham House which comprises a number of modern office buildings which are constructed from brick with large glazed areas on the facade.

2. RELEVANT PLANNING HISTORY

- 2.1 Planning application 99/00265/FP sought permission for the installation of a satellite dish on the roof. This application was granted planning permission in August 1999.
- 2.2 Planning application 00/00041/OP was an outline application for the Construction of New Offices, Two Hotels and Industrial/Warehouse Buildings including Refurbishment of 3 Existing Buildings. This application was granted outline planning permission in July 2000.
- 2.3 Reserved matters application 00/00227/RM sought approval of details Pursuant to Outline Planning Permission involving the Erection of Gateway Office Building, Two Industrial/Warehouse Buildings, a Multistorey Car Park and New Entrance/Exhibition Space to Existing Office Buildings B1 and B2. The reserved matters application was approved in July 2000.
- 2.4 Reserved matters application 00/00272/RM sought approval of details pursuant to outline planning permission involving the erection of new office and amenity buildings. The reserved matters application was approved in October 2000.
- 2.5 Reserved matters application 00/00354/RM sought approval of details for construction of new office building, two industrial units and alterations to existing industrial unit. The reserved matters application was approved in October 2000.
- 2.6 Reserved matters application 00/00468/RM sought approval of details for construction of office building and spine road. The reserved matters application was approved in December 2000.

- 2.7 Reserved matters application 01/00330/RM sought approval for the construction new fuel cell and plant unit and 2 no. electrical substations. The reserved matters application was approved in October 2001.
- 2.8 Reserved matters application 03/00264/RM sought approval for the erection of a four storey, 115 bedroom hotel pursuant to outline permission (reference number 00/00041/OP) granted 25.07.00. The reserved matters application was granted in July 2003.
- 2.9 Reserved matters application 05/00124/RM sought approval for the erection of building for B1 use on Plot 1700 and relocation of car parking to rear of Plot 1400. The reserved matters application was granted in May 2005.
- 2.10 Planning application 05/00303/FP sought permission for the removal of condition 9 of planning permission reference number 00/00041/OP which requires that 10m wide strip alongside A1(M) be retained free of development. This application was granted planning permission in August 2005.
- 2.11 Planning permission 05/00388/FP sought permission for the re-clad of the existing building and erection of a parapet wall. This application was granted planning permission in September 2005.
- 2.12 Planning permission 05/00410/FP sought permission for the erection of a temporary building for storage use. This application was granted planning permission in October 2005.
- 2.13 Reserved matters application 06/00025/RM sought approval of details for the erection of storage (Class B8)/Office (Class B1(a)) building. The reserved matters application was approved in March 2006.
- 2.14 Planning application 07/00089/FP sought permission for the erection of building with 100 square metre floorspace to accommodate a new computer suite on Plot 5000/5050 and erection of new fence around existing waste compound on Plot 1700. This application was not proceeded with and withdrawn in March 2007.
- 2.15 Planning application 07/00183/FP sought permission for the provision of fence to waste compound; Plot 5050 - erection of new computer room. This application was granted planning permission in May 2007.
- 2.16 Planning application 07/00427/FP sought permission for the erection of temporary building for office/light workshop on part of Plot 4000 and erection of 2.5m fence along northern and western plot boundaries. This application was granted planning permission in August 2007.
- 2.17 Planning application 07/00521/FP sought permission for the enclosure of open courtyard to provide presentation, display and spill out space. This application was granted planning permission in October 2007.
- 2.18 Planning application 07/00600/FP sought permission for the erection of security control room. This application was granted planning permission in November 2007.
- 2.19 Planning application 08/00547/FP sought permission for the erection of 10no. storage containers, 10no. 4.8m high floodlights, 1no. pole mounted CCTV camera and new 2.4m high fencing around storage compound. This application was granted planning permission in January 2009.

- 2.20 Planning application 09/00088/FP sought permission for the erection of 9no. storage containers, 1no. modular unit, 10no. 4.8m high floodlights, 1no. pole mounted CCTV camera and new 2.4m high fencing around storage compound. This application was granted planning permission in April 2009.
- 2.21 Planning application 10/00008/FP sought permission for the erection of modular extension to temporary building on plot 4000 to house equipment associated with the site landscaping operations. This application was granted planning permission in March 2010.
- 2.22 Planning application 12/00039/FP sought permission for the erection of a single storey detached storage building. This application was granted planning permission in February 2012.
- 2.23 Planning application 16/00032/FPM for the erection of an industrial building for B1/ B2 Use Class (Business/General Industry) unit, with associated security fence, parking, and external works. This application was granted planning permission in May 2016.
- 2.24 Planning application 16/00176/FP sought permission for the relocation of existing waste storage facility including the construction of open fronted storage sheds and hardstandings for the placement of roll on, roll off skips. This application was granted planning permission in June 2016.
- 2.25 Planning application 16/00223/FP sought permission for the erection of a portable office accommodation to include welfare facilities, a new standalone hand car wash facility and parking for 65 rental spaces. This application was withdrawn in May 2016.
- 2.26 Planning application 17/00138/FP sought permission to vary condition 11 (drainage strategy) attached to planning permission 16/00032/FPM. This application was granted in April 2017.
- 2.27 Planning application 17/00501/FP sought permission for the erection of a single storey Use Class B1/B2 (Business/General Industry) unit. This application was granted planning permission in September 2017.
- 2.28 Lawful Development Certificate application 17/00632/CLPD sought to determine whether or not the construction of a mezzanine floor extension to an existing industrial unit required planning permission. This application was granted in November 2017.
- 2.29 Planning application 17/00633/FP sought permission for the installation of new windows to south western elevation. This application was granted planning permission in November 2017.
- 2.30 Discharge of condition application 18/00105/COND sought to discharge condition 13 (Landscaping) attached to planning permission number 16/00032/FPM. This application was granted in March 2018.
- 2.31 Planning application 18/00303/OP seeks outline permission for the erection of a new data centre and associated infrastructure with all matters reserved. This application is pending consideration.

3. THE CURRENT APPLICATION

- 3.1 An application has been submitted to the Council for the proposed erection of a two-storey flat roof modular office building to serve MBDA. The proposed building would measure approximately 43.82m in length and span 24.93m in width with a floor area of approximately 2,142.2 sq.m over the two floors. In terms of height, the proposed building as measured from finished ground floor level would be approximately 7.37m.

The proposal also comprises the erection of security fencing and additional secure cycle parking provision.

- 3.2 The application comes before the planning committee for consideration as it is a major application.

4. PUBLIC REPRESENTATIONS

- 4.1 As a major planning application, the proposal has been publicised by way of letters to adjoining premises, site notices and a press notice. At the time of drafting this report no responses have been received.

5. CONSULTATIONS

5.1 Hertfordshire County Council as Highways Authority

- 5.1.1 It is considered that the proposed development would not significantly increase the traffic generation or the vehicle movement to the development. Furthermore, the proposed development would not have a significant effect on the safety and operation of the adjoining highway network. However, they recommend a condition in regards to construction management and to secure agreement with the applicant to provide improved lighting to the Six Hills Way underpass.

5.2 Lead Local Flood Authority

- 5.2.1 It is considered that the proposed drainage scheme which has been submitted to the Council is acceptable subject to the imposition of a condition on any permission issued. This condition will require the drainage scheme to be constructed in accordance with the details submitted with the application prior to the occupation of the development.

5.3 Environmental Health Department

- 5.3.1 It is recommended that if planning permission was to be granted, conditions should be imposed to any permission issued. These conditions relate to contamination and hours of construction.

5.4 Thames Water

- 5.4.1 The developer will need to follow the sequential approach to the disposal of surface water. In regards to the waste water network and waste water process infrastructure capacity, there are no concerns with the proposed development.

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 Council has now reached an advanced stage in the preparation of a new Stevenage Borough Local Plan 2011-2031. The Plan has been used as a material

consideration in the determination of all planning applications registered on or after Wednesday 6 January 2016. The Plan has now been through the Examination process and the Inspector's Report was received in October 2017. This recommended approval of the Plan, subject to modifications proposed. The Plan is currently subject to a holding direction placed upon it by the Ministry of Housing, Communities and Local Government (MHCLG), which prevents its adoption whilst MHCLG are considering whether or not to call it in.

- 6.1.2 The National Planning Policy Framework sets out that decision-takers may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies, and their degree of consistency with policies in the National Planning Policy Framework.
- 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, bearing in mind the positive Inspector's Report, significant weight will be afforded to policies within the emerging Local Plan.

6.2 Central Government Advice

- 6.2.1 A revised National Planning Policy Framework (NPPF) was published in July 2018. 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 213 of the NPPF applies which states that 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 Planning Practice Guidance must also be taken into account. It states that, where the development plan is absent, silent or the relevant policies are out of date, paragraph 11 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

TW1: Sustainable Development;
TW8: Environmental Safeguards;
TW9: Quality in Design;
E2: Employment Areas;
E4: Acceptable Uses in Employment Areas;
T6: Design Standards;
T12: Bus provision;
T13: Cycleways;
T14: Pedestrians;
T15: Car Parking Strategy;
EN27: Noise pollution.

6.4 Stevenage Borough Local Plan 2011-2031 Publication Draft (Emerging Local Plan)

SP1: Presumption in favour of sustainable development;
SP2: Sustainable development in Stevenage;
SP3: A strong, competitive economy;
SP8: Good design;
SP11: Climate change, flooding and pollution;
EC1: Allocated sites for employment development;
EC2: Gunnels Wood Employment Area and Edge-of-Centre Zone;
EC4: Remainder of Gunnels Wood;
EC5: Active frontages and gateways;
IT5: Parking and Access;
FP1: Climate Change;
FP2: Flood risk in Flood Zone 1;
FP5: Contaminated Land;
FP7: Pollution;

6.5 Supplementary Planning Documents

Parking Provision SPD (2012)

APPRAISAL

7.1 The main issues for consideration in the determination of the application are its acceptability in land use policy terms, impact on visual amenity; Impact on residential amenities; parking provision; means of access and highway safety; impact on the environment and flood risk.

7.2 Land use policy considerations

7.2.1 The application site is designated within the Gunnels Wood Employment Area where policies E2 and E4 of the Stevenage District Plan Second Review 1991-2011 adopted 2004 apply. Policy E2 seeks to protect the Gunnels Wood area for employment uses and Policy E4 sets out acceptable uses in employment areas and specifically states “in the employment areas already designated a range of employment uses within the B1, B2 and B8 use classes will be encouraged. Policies EC1 and EC4 of the Stevenage Borough Local Plan 2011 – 2031 Publication Draft – January 2016 generally reflects the above Policies as it sets the acceptable uses within the employment area.

7.2.2 The National Planning Policy Framework 2018 (NPPF) states that significant weight should be placed on both the need to support economic growth and productivity taking into account both local business needs and wider opportunities for development. The application site is located within land under the ownership of MBDA which is an established employment based operator. The proposed development seeks to erect a two-storey modular office building for staff that will be relocated from the existing office space within the MBDA campus. This is because some of the floorspace within the campus will be reconfigured for specialist activities and therefore, the proposed office building will allow MBDA to continue to operate whilst specific areas of floorspace within the campus are undergoing reconfiguration.

7.2.3 Given the above, it can be seen from this assessment that the proposal fully accords with the land use policies in the adopted Local Plan, Emerging Local Plan and is also supported by the NPPF.

7.3 Impact on visual amenity

- 7.3.1 Paragraph 127 of the NPPF 2018 stipulates that planning decisions should ensure developments function well and add to the overall quality of the area, not just in short term but over the lifetime of the development. It also sets out that development should be visually attractive as a result of good architecture, layout and appropriate and effective landscaping is sympathetic to local character and history, including the surrounding built environment and landscape setting. In addition, the NPPF sets out that developments should establish or maintain a strong sense of place, using arrangements of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit. It also stipulates that development should optimise the potential of the site to accommodate and sustain an appropriate mix of development and finally, create places that are safe, inclusive and accessible.
- 7.3.2 Paragraph 130 of the NPPF states that “permission should be refused for development of poor design that fail to make available opportunities available for improving the character and quality of an area and the way it functions”.
- 7.3.3 Policy TW9 of the District Plan (2004) requires all forms of development to meet a high standard of design which includes form of built development, elevational treatment and materials along with how the development would integrate with the urban fabric, its relationship between buildings, landscape design and relevant aspects of sustainable design as well. Policy GD1 of the emerging Local Plan (2016) generally reflects the above policy. Turning to Gunnels Wood Road specifically, emerging Policy EC5: Active frontages and gateways states that planning permission for the (re-) development of sites with a frontage along, in this case Gunnels Wood Road, will be granted where:-
- a. Proposals face directly onto the identified road and provide active frontages and natural surveillance;
 - b. Buildings are not set back significantly from the identified road;
 - c. Car parking and service areas are located away from the street frontage of the identified road;
 - d. On corner plots, where the roads intersect, schemes incorporate landmark architecture and gateway features wherever this would be compatible with the proposed use(s).
- 7.3.4 The application site is located on land which is owned and operated by MBDA. The application site which consists of grass land and hardsurfacing is bordered by a modern three-storey office building and mature landscaping which runs parallel with Gunnels Wood Road and an internal road. The site itself is partially enclosed by a 2.4m high security fence painted black. To the west and south-west of the application site are three-storey office buildings, business and industrial units and surface car parking.
- 7.3.5 The existing warehouse and industrial buildings are generally uniform in design, constructed from profiled sheet metal cladding and windows which run horizontally within the elevations. The buildings also have roller shutters on the western elevation. The existing offices within the MBDA campus are generally modern in design and articulated in built form, constructed from either brick or steel cladding, with large areas of glazing and full height glazed entrance features.
- 7.3.6 The proposed development is located in close proximity to the modern three-storey office building, approximately 41m from the cycle track which runs along the edge of Gunnels Wood Road. The proposed development seeks the erection of a detached two-storey modular office building with associated plant and equipment (dimensions

specified under paragraph 3.1 of this report). The building would be constructed from powder coated steel with metal ribbed cladding with the roof finished in a single-ply membrane. The rainwater good and guttering would be PVC finished in black and white PVCu windows and steel doors.

- 7.3.7 The development would appear to be of a very simplistic design which lacks any visually attractive architectural features due to the lack of articulated or recessed features, a lack of a defined top, middle and bottom and would appear overly horizontal with no real vertical emphasis. In addition, the proposed development does not have a properly defined entrance feature which is a key element of good design. Furthermore, due to the proposed development being set back from Gunnels Wood Road, it does not create an active frontage or help to form any kind of natural surveillance. Moreover, the development does not really reflect the modern, high quality design of the existing offices within the MBDA campus. In addition, as the building would be visible in part from the public realm, it would harm the visual amenities of Gunnels Wood Road. Consequently, the proposed development fails to meet the key objective of the NPPF which is to deliver development which is of high quality design. In addition, it fails to meet the Council's objectives in the Emerging Local Plan which is to encourage high quality development which fronts onto Gunnels Wood Road forming a key gateway feature.
- 7.3.8 Turning to the proposed security fencing, this would be 2.4m high galvanised steel wire finished in green. The fence would enclose the new office development and it would be tied into the existing security fencing on site and would reflect its design. Therefore, the proposed fence would not be out of character with the existing security fencing on the site.
- 7.3.9 Notwithstanding the above, MBDA has emphasised the importance of delivering this development in order to meet their business and commercial needs. In addition, they have advised that they need to deliver a development within a short period of time in order to meet their business requirements. Consequently, MBDA are utilising these modular offices as they are generally constructed in a factory and delivered on-site reducing construction timeframes from that of a traditional build. However, MBDA has confirmed that they will be working closely with the Council in order to deliver a high quality, comprehensive form of development on this site which is also allocated in the Emerging Local Plan (2016) under Policy EC1 for 4,000 sq.m of B1(b) (research and development) and B1(c) (light industry).
- 7.3.10 Having regard to the aforementioned, whilst the proposed development is not considered to be of high quality design and it fails to meet the objectives of both the Emerging Local Plan (2016) and the NPPF (2018), the operational needs of MBDA are noted. Consequently, if planning permission were to be granted, it is recommended that it should only be for a temporary period. This is in order to minimise the impact of the character and appearance of the site and the visual amenities of Gunnels Wood Road that may arise from a more prolonged siting and occupation of the modular office building. In addition, it would allow MBDA to continue to operate and meet their commercial business needs whilst a more comprehensive form of development is brought forward for this site. Following discussions with MBDA it has been agreed that a period of 2 years would give them the flexibility to create the required floor space whilst being able to look at a more permanent design solution to cater for the employment needs moving forward.

7.4 Impact on residential amenity

- 7.4.1 The application site is located within the established employment area of Gunnels Wood Road. Given this, combined with the fact that the nearest residential properties in Norton Green are located 430m away and positioned the other side of the A1(M),

the proposed development would not have a detrimental impact on the residential amenities of the nearest residential properties.

7.5 Parking Provision

- 7.5.1 The Council's Parking Standards SPD (2012) sets out the maximum level of parking requirements for Class B1a (office) developments. The car parking standards which are required for such development is 1 space per 30m² of gross floor area. In this regard, a maximum of 72 spaces would be required to serve the proposed development. However, given the application site is located within a non-residential accessibility zone, the requirement can be reduced to between 75% and 100% of the maximum giving a requirement of between 54 spaces to 72 spaces.
- 7.5.2 The proposed development as set out in the applicants Travel Plan does not seek to create any additional employment. This is because the proposed development, as set out in paragraph 7.2.2, will provide office space for existing staff who are being relocated from within the existing MBDA campus. This is due to some existing office space being reconfigured for specialist activities which are to be conducted on the site and which would be occupied by existing staff. Notwithstanding this, there is a significant amount of off-street parking (including disabled parking) available within the MBDA campus which would be accessible to persons who will be working within the new office building. In terms of the siting of the building itself, this is on an area of unused brownfield scrub land and therefore, it does not result in the loss of any existing parking within the site.
- 7.5.3 In terms of cycle parking, the Parking Standards SPD requires 1 short-term space per 500m² of gross floor area plus 1 long-term space per 10 full time staff. Taking this into consideration, there would be a requirement of 4 cycle spaces. The proposed development seeks to provide 48 additional secure cycle parking spaces to the north of the existing office building as detailed on the submitted drawings. In addition, the applicant will also be providing shower facilities within the new offices. Given this, whilst the applicant is not providing any additional off-street parking, they are seeking to encourage staff to cycle to the offices in order to encourage a modal shift from the private car in order to become more sustainable. However, to ensure that this cycle parking is made available prior to the first use of the development; it is recommended that a condition be imposed to require the secure cycle parking to be constructed out in accordance with the submitted details.

7.6 Means of access and highway safety

- 7.6.1 The application site would be served by the existing access road off the A1072 Gunnels Wood Road which is a designated distributor Road. The existing access and egress arrangement off Gunnels Wood Road is of an industrial standard so it is currently of sufficient width to accommodate the traffic generated from the site. The proposed development does not seek to amend or alter this existing arrangement.
- 7.6.2 Turning to highway safety, the existing access currently has sufficient vehicle-to-vehicle visibility due to the road's industrial design. The access road also comprises the combined verge and cycleway/footway which runs parallel with Gunnels Wood Road. Again, due to the design of this road, there is currently a wide envelope that provides an acceptable level of pedestrian visibility. Taking this into consideration, the existing arrangement as considered by Hertfordshire County Council (HCC) as the Highways Authority accords with the standards set out in the Manual for Streets.
- 7.6.3 Turning to the traffic generation from the development, the applicant has confirmed in writing that the proposed development will not generate any additional employment.

The proposed development is only to support the existing operations of the MBDA site. Taking this into consideration, the proposed development would not change the level of traffic which is currently generated from the application site. In terms of access for emergency vehicles, it is considered that all parts of the building are within 45 metres from the principal road or internal access road. In addition, the geometrical layout of the internal roads would be able to accommodate the safe manoeuvrability of emergency vehicles within the site without prejudicing highway safety.

- 7.6.4 In relation to pedestrian access, the proposed development seeks to retain the existing access point from Gunnels Wood Road. Therefore, persons cycling to work would still be able to access the site from Gunnels Wood Road. However, in order to improve the environment to encourage for pedestrians and cyclists (which is being encouraged by the applicant as part of their Green Travel Plan) into the site as well as encourage a modal shift, HCC as the Highways Authority recommend an upgrade to lighting to the existing underpasses on Six Hills Way. This can be secured via a condition if planning permission were to be granted.
- 7.6.5 Taking into consideration of the above, the proposed development as confirmed by HCC as the Highways Authority would not have a detrimental impact on the safety and operation of the highway network. However, they recommend a condition requiring the submission of a detailed Construction Management/Method Statement for the construction phase of the development. This is to ensure that construction traffic and associated constructed works are managed in way to not prejudice the safety and operation of the highway network.

7.7 Impact on the environment

- 7.7.1 The application site is located on previously developed land so there is the potential presence of contamination. Taking this into consideration, the Council's Environmental Health Officer has recommended that a condition be imposed stipulating that during the construction phase of the development, if any contamination is identified they will be required to undertake an investigation and to provide any relevant remediation measures which has to be agreed in writing by the Council. This will ensure that in the event any potential contaminants are identified, they are mitigated against and that the health of person(s) working on-site (both construction contractors and office works) the wider environment and buildings are protected.
- 7.7.2 Separate to the above, it is recommended that a condition be imposed restricting the hours of construction on-site. This is to ensure that the amenities and operation of nearby businesses are protected during the construction phase of the development.

7.8 Development and flood risk

- 7.8.1 The application site is located in Flood Zone 1 within the Environment Agency's flood risk map. Flood Zone 1 is defined as land having less than 1 in 100 annual probability of flooding. Therefore, all developments are generally directed to Flood Zone 1. Notwithstanding this, the application which has been submitted to the Council is classified as a Major, therefore, in line with the Town and Country Planning (General Development) (Procedure) (England) Order 2015, the applicant has provided a Sustainable Urban Drainage Strategy.
- 7.8.2 The Sustainable Urban Drainage Strategy (SuDS) would comprise of an underground attenuation tank with a controlled discharge system in place. The system has been designed to ensure that surface water run off generated on site can be managed within the boundary without causing flooding on and off site for rainfall events up to 1 in 100

years plus 30% for climate change, with greenfield discharge rates to the surface water sewer of 1.9 l/s for the site.

7.8.3 Following consultation with the Lead Local Flood Authority (LLFA), they have advised that the applicant has provided an appropriate sustainable drainage scheme. Furthermore, the LLFA has also recommended that a condition be imposed to require the development to be carried out in accordance with the drainage strategy.

7.9 Trees and Landscaping

7.9.1 There are currently no trees or areas of substantial soft landscaping within the development site which would be affected by the development. However, there is a mature hedgerow which runs along the western boundary of the MBDA site which forms a natural screen. This hedgerow will be retained as part of the development to ensure that it is generally screened from the public realm.

7.10 Other matters

Sustainable construction and climate change

7.10.1 Policy EN36 of the District Plan states that development proposals will be encouraged to reduce water consumption and run-off by using suitable water conservation and storage measures such as the use of rainwater, water efficient devices and by recycling water. Policy EN38 of the same document states that development proposals will be expected to demonstrate that methods of maximising energy efficiency and supplying of energy in the development need to be considered. Policy FP1 of the Emerging Local Plan (2016) stipulates that development that planning permission will be granted for development that can incorporate measures to address adaptation to climate change. New developments will be encouraged to include measures such as:

- Ways to ensure development is resilient to likely variations in temperature;
- Reducing water consumption to no more than 110 litres per person per day, including external water use;
- Improving energy performance of buildings;
- Reducing energy consumption through efficiency measures;
- Using or producing renewable or low carbon energy from a local source; and
- Contributing towards reducing flood risk through the use of SuDS or other appropriate measures.

7.10.2 The applicant has confirmed that due to the modular construction of the building and its design, it would achieve high levels of air tightness and thermal insulation. The development would have a suitable sustainable drainage system in order to reduce the risks of surface water flooding. In addition, the building would utilise energy efficient lighting and water efficient systems with the toilets and shower rooms. Given the aforementioned measures, the proposed development would be considered to be adaptable to climate change and would be a sustainable form of development.

8 CONCLUSIONS

8.1 In principle, it is considered that the proposed development would be acceptable within the established employment area of Gunnels Wood Road. However, it is considered that the proposed development is of a substandard design in this visually important gateway site on Gunnels Wood Road with a lack of active frontage and articulation. Notwithstanding this, due to commercial and business requirements of the applicant, it

is considered that as a compromise a temporary permission be granted. This will ensure that there is not a permanent impact on the visual amenities on the area whilst allowing the applicant in conjunction with the Council will look to secure a comprehensive, high quality form of development on the application site in the longer term.

8.2 In terms of impact on residential amenity, due to the development's siting and position and separation distance to the nearest residents in Norton Green, the proposal would not harm the amenities of residential properties. In addition, the proposed development, subject to conditions, would not prejudice the safety and operation of the highway network. Further to this, the proposed development, subject to appropriate conditions, would ensure that land contamination, if found, can be adequately controlled by the Council. Finally, in relation to SuDS, the proposed development would have adequate SuDS scheme which would ensure that surface water run-off is managed on the site and does not overload the existing mains sewer or cause flooding related issues.

8.2 Given the above, the proposed development accords with the Policies contained within the adopted Local Plan (2004), the Council's Draft Local Plan (2016), the Council's Supplementary Planning Documents, the NPPF (2018) and PPG (2014).

9 RECOMMENDATIONS

9.1 That planning application be GRANTED subject to the following conditions:

1. The development hereby permitted shall be carried out in accordance with the following approved plans:

919 A000 B; 919 A001 B; 919 A002 K; 919 A010 B; 919 A020 B; 919 A040; 919 CM01-01; S170283-111B; S170283-112B; S170283-311A; P2484-01-01 C; P2484-04 C; P2484-08-01 C; P2484-08-02 B; P2484-09-01 A; P2484-09-02 A.

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

2. Following a period 2 years from the completion of the development, in which confirmation of completion of the development shall be submitted to the Local Planning Authority in writing, the building hereby permitted shall be removed and the land restored to its former condition in accordance with a scheme of works to be submitted to and approved in writing by the Local Planning Authority.

REASON:- The development is of a temporary nature required in association with the delivery of new office accommodation within the MBDA site. The approved time period shall allow sufficient time for a comprehensive office development to come forward, whilst minimising any detrimental impact on the character and appearance of the site and the visual amenities of Gunnels Wood Road that may arise from a more prolonged siting and occupation of the modular office building.

3. The proposed development hereby permitted shall be constructed in accordance with the details as specified in the application submission unless otherwise agreed in writing by the Local Planning Authority.

REASON:- To ensure the temporary developments visual impact on the street scene of Gunnels Wood Road is minimalised.

4. Prior to the first use of the modular offices hereby permitted, the proposed secure cycle parking area as detailed on drawing numbers 919L A 010 B and

919 L 002 J shall be erected and thereafter retained during the lifetime of the development and shall not be used for any other purpose.

REASON:- To ensure that there sufficient cycle parking to serve the development in accordance with the Council's Parking Standards.

5. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of this condition which are as follows:-

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems.

Where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 6, which is subject to the approval of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 7.

REASON:- To prevent harm to human health and pollution of the water environment in accordance with Government policy set out in The National Planning Policy Framework.

6. A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historic environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

REASON:- To prevent harm to human health and pollution of the water environment in accordance with Government policy set out in The National Planning Policy Framework.

7. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

REASON:- To prevent harm to human health and pollution of the water environment in accordance with Government policy set out in The National Planning Policy Framework.

8. No demolition or construction works relating to this permission shall be carried out on any Sunday or Bank Holiday, nor before 07.30 hours or after 18.00 hours on any weekdays, nor on any Saturday before 09.00 hours or after 13.00 hours. The hours specified relate to works which are audible at the site boundary.

REASON:- To protect the amenities of adjoining land users.

9. The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment and Drainage Strategy Rev. A dated 20/04/2018, produced by AVIE Consulting Ltd, and in accordance with the Drawing No. P2484-01-01 Rev C – Proposed drainage layout, date 20.04.2018, and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run off generated by the critical storm events so that it will not exceed the greenfield run off rate during the 1 in 100 year event plus 30% climate change event.
2. Providing storage to ensure no increase in surface water run off volumes for all rainfall events up to and including the 1 in 100 year + climate change event of total storage volume in underground cellular attenuation tank.
3. Discharge of surface water from the private drain at greenfield run off rate into the Thames Water sewer network.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON:- To prevent flooding by ensuring the satisfactory disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.

10. The surface water drainage strategy hereby permitted shall be managed and maintained in accordance with the “Attenuation Management Plan for Building 1400 MBDA Systems” prepared by Elliott dated 18 May 2018 (document reference: S170283 Rev A – 18/05/18).

REASON:- To ensure that the attenuation system is properly maintained and remain efficient in order to prevent flooding and to satisfactorily dispose of surface water runoff.

11. The security fencing which will enclose the modular office building shall be constructed in accordance with approved drawing 919L A 040 and retained for the duration of the building being in place.

REASON:- In order to protect the visual amenities of the site and the overall street scene of Gunnels Wood Road.

12. Prior to the first use of the development hereby permitted, details shall be submitted to and agreed in writing by the Local Planning Authority of the lighting improvements to be proposed to the underpass to Six Hills Way which

adjoins the application site. The lighting details and any maintenance shall be carried out in accordance with the approved scheme.

REASON: In order to enhance the appearance and lighting of the underpass for current and future users.

13. All hard surfacing comprised in the approved details of landscaping shall be carried out within three months of the first occupation of the building(s) or the completion of the development, whichever is the sooner.

REASON:- To ensure the proper completion of the hard landscaping in the interests of visual amenity.

14. Prior to the commencement of the development, a Construction Management Plan shall be 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 statement. The Construction Management Plan/Method Statement shall address the following matters:-

(i) Details of a construction phasing programme (including any pre-construction, demolition or enabling works);

(ii) Hours of construction operations including times of deliveries and removal of waste;

(iii) Site set up and general arrangements for storing plan including cranes, materials, machinery and equipment, temporary offices and other facilities, construction vehicle parking and loading/unloading and vehicle turning areas;

(iv) Access and protection arrangements around the site for pedestrians, cyclists and other road users;

(v) Details of provisions for temporary car parking during construction;

(vi) The location of construction traffic routes to and from the site, details of their signing, monitoring and enforcement measures;

(vii) Screening and hoarding details;

(viii) End of day tidying procedures;

(ix) Construction and storage compounds (including areas designated for car parking);

(x) Siting and details of wheel washing facilities;

(xi) Cleaning of site entrances, site tracks and the adjacent public highway, and

(xii) Disposal of surplus materials.

REASON:- To minimise the impact of construction vehicles and to maintain the amenity of the local area.

INFORMATIVE

Prior to commencement of the development the applicant shall contact <https://www.hertfordshire.gov.uk/services/highways-roads-and-pavements/business-and->

developer-information/development-management/highways-development-management.aspx or call on 0300 1234 047 to obtain the requirements to arrange a site visit to agree a condition survey of the approach of the highway leading to the development likely to be used for delivery vehicles to the development. Under the provisions of Section 59 of the Highways Act 1980 the developer may be liable for any damage caused to the public highway as a result of traffic associated with the development. Herts County Council may require an Officer presence during movements of larger loads.

Pro-active statement

Planning permission has been granted for this proposal. The Council acted pro-actively through positive engagement with the applicant during the determination process 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) Order 2015.

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. Stevenage Borough Local Plan 2011 – 2031 Publication Draft 2016
4. Central Government advice contained in the National Planning Policy Framework July 2018 and National Planning Policy Guidance 2014.
5. Responses to consultations with statutory undertakers and other interested parties referred to in this report.

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Meeting: Planning and Development Agenda Item:
Committee

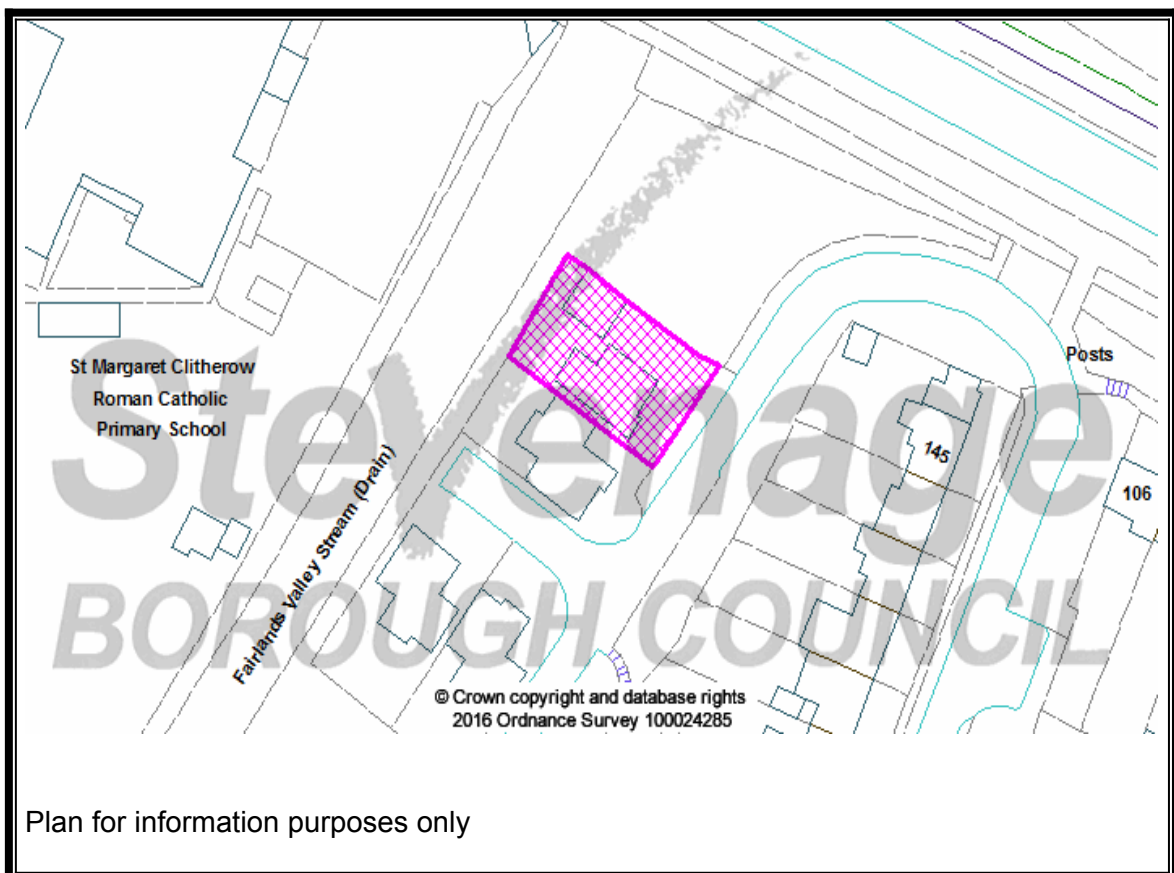
Date:

Author: Rebecca Elliott 01438 242836

Lead Officer: Chris Berry 01438 242257

Contact Officer: Rebecca Elliott 01438 242836

Application No:	18/00461/ENF Related ref's 14/00581/REG3 & 15/00570/RM
Location:	4 Oakdell, Stevenage
Proposal:	Authorisation to serve an enforcement notice.
Drawing Nos.:	
Applicant:	
Date Valid:	
Recommendation:	SERVE AN ENFORCEMENT NOTICE



1. BACKGROUND

- 1.1 The site in question is 4 Oakdell, a detached dwelling located in a small residential estate to the south of Broadhall Way and to the west and rear of No's 129-135 Broad Oak Way. One of four properties within the road, the wider site received planning permission for redevelopment following Outline and Reserved matters applications (Ref: 14/00581/REG3 and 15/00720/RM respectively) having previously been a Council garage compound. No.4 is the first property within the site located on the right-hand side of the access road. Facing east, the property has a detached double garage and driveway to the north, and backs on to a wildlife area, forming part of the Fairlands Valley Green Link.
- 1.2 On sale of the land, the Council extended the area of land shown on the approved red line plan, to include the wildlife area up to the boundary with St Margaret Clitherow School to the west. The land does not form part of the residential boundary of the site, but is owned by the respective properties to which it abuts. Stevenage Brook dissects the wildlife area from the residential curtilage.
- 1.3 The owner has partially constructed a timber and breeze block structure to provide a bridge platform over the brook. The Structure is proposed to be covered with artificial grass and would provide an additional 100 square metres (approximate) to the rear garden area of No.4.

2. DISCUSSION

- 2.1 As approved under ref 15/00720/RM the residential curtilage of the property ends at the top bank of the brook and was delineated with a 1.2m high chicken wire fence. The approved site plan (Drawing No. 22B) clearly states the land to the north west of the red line and brook was to be maintained as a wildlife area, and under Policy EN10/6 would remain as part of the Green Link.
- 2.2 Due to the Council's land sale including land not contained within the red line plan of the approved application, the brook and wildlife site immediately to the rear of No.4 is contained within the ownership of the property, but is not residential curtilage. The Council would not deem it appropriate to allow the change of use of this land to residential garden as it would be contrary to policy and harmful to the character and amenity of the wildlife area and green link.
- 2.3 The proposed structure is large in size and whilst only partially completed, extensive in its construction with breeze blocks used to support the timber structure on the banks of the brook. The proposed completed project, an artificial grass covered platform, would domesticise this area, which outside of the residential curtilage would be visually harmful and contradicts the Council's goals to maintain the area of land as open land for wildlife purposes.

3. RECOMMENDATION

- 3.1 That an Enforcement Notice be issued and served by the Assistant Director of Planning and Regulation and subject to an appointed solicitor by the Council being satisfied as to the evidence requiring the removal of the timber bridge structure and to reinstate the land where necessary to its original state, and re-instate the fencing along the rear boundary of

the residential curtilage. The precise terms of the Enforcement Notice, including all time periods, to be delegated to the Assistant Director of Planning and Regulation.

- 3.2 That, subject to an appointed solicitor by the Council being satisfied as to the evidence, the Assistant Director of Planning and Regulation be authorised to take all steps necessary, including prosecution or any other litigation/works in default to secure compliance with the Enforcement Notice.
- 3.3 That in the event of any appeal against the Enforcement Notice, the Assistant Director of Planning and Regulation be authorised to take any action required to defend the Enforcement Notice and any appeal against the refusal of planning permission.

4. REMEDY REQUIRED

- 4.1 Within six months of the date of any Enforcement Notice served, the entirety of the timber bridge structure be removed and the land reinstated to its original state where necessary, and the fencing be erected along the rear garden boundary as approved by the approved plans forming part of planning permission ref 15/00720/RM or as otherwise agreed by the Local planning Authority.

5. BACKGROUND DOCUMENTS

1. The application file, forms, plans and supporting documents associated with reference 14/00581/REG3 and 15/00720/RM.
2. Stevenage District Plan Second Review 1991-2011.
3. Stevenage Borough Council Supplementary Planning Documents – Stevenage Design Guide 2009.
4. Stevenage Borough Local Plan 2011-2031 Publication Draft.
5. Central Government advice contained in the National Planning Policy Framework July 2018 and Planning Policy Guidance March 2014.

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

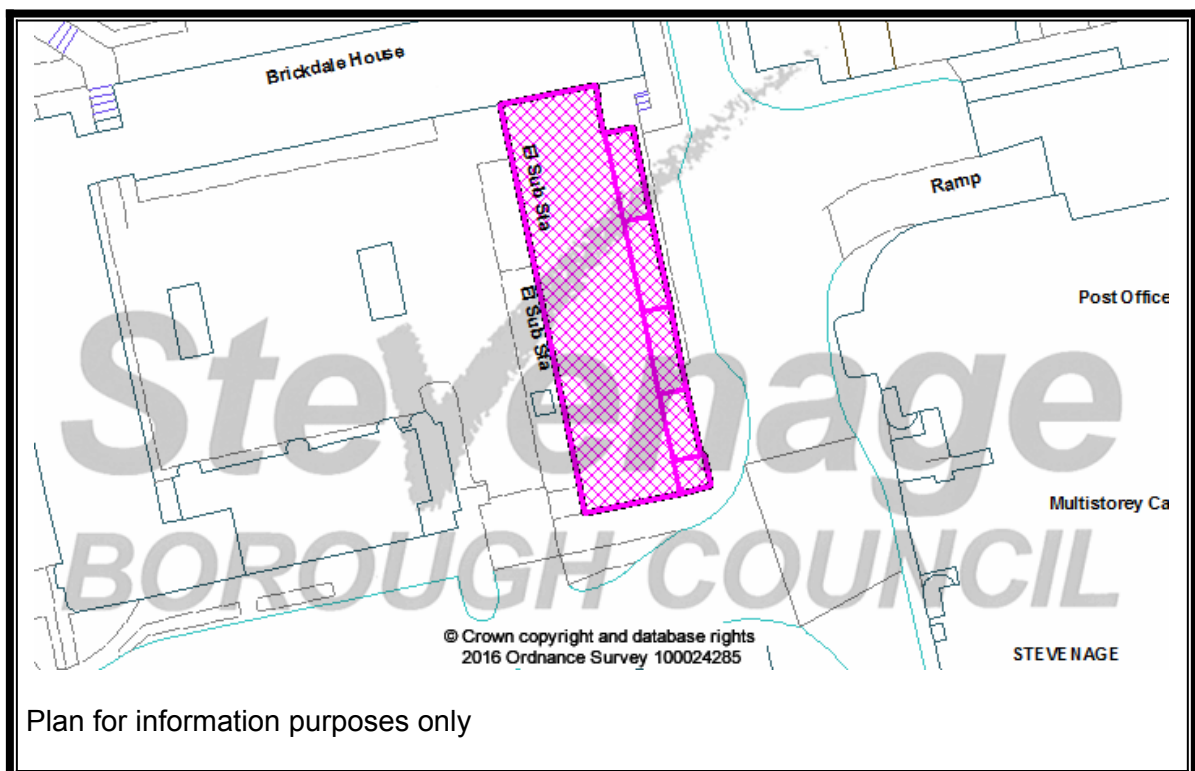
Date: 14 August 2018

Author: Clive Inwards 01438 242837

Lead Officer: Chris Berry 01438 242257

Contact Officer: Clive Inwards 01438 242837

Application No:	18/00469/ENF Related prior approval reference 13/00443/CPA and planning application reference 14/00078/FPM
Location:	Brickdale House, Stevenage
Proposal:	Authorisation to serve an enforcement notice.
Drawing Nos.:	
Applicant:	
Date Valid:	
Recommendation:	SERVE AN ENFORCEMENT NOTICE



1. BACKGROUND

- 1.1 The structure in question is a wooden clad refuse store that has been erected at the front of Brickdale House close to the corner of Danestrete and Swingate. Brickdale House was formerly in an office use but was allowed to convert to residential use under the Central Government introduced prior approval procedure. This part of the Brickdale House complex was converted under reference number 13/00443/CPA which provided 20no. one bed flats and 16 no. two bed flats. Under this procedure at this time the Local Planning Authority could only consider flooding, contamination and highways issues and provided these issues were suitably addressed the Local Planning Authority could not refuse the application. No details of a refuse store were shown and were not required under this procedure.
- 1.2 Following this approval, planning permission was also granted for external alterations, recladding of the existing four storey building and the addition of two new storeys on top of the existing building to create 17 new dwellings under reference number 14/00078/FPM. As a planning application the Local Planning Authority had full control over this proposal and could require both cycle store and refuse store details. A cycle storage area was provided in the basement area and two external refuse stores were provided; one at the rear of the building close to the vehicular access and one in the north-eastern corner of the building, at the front but set against another part of the Brickdale House complex, that part of the building which is opposite the Tesco supermarket. Whilst the first external refuse store has been built in the correct place, the second refuse store that was proposed in the north-east corner has now actually been provided on the south-eastern corner where it is prominent in the Danestrete street scene. Accordingly, the bin store in this location is not in accordance with the approved drawings and is unauthorised.

2. DISCUSSION

- 2.1 As set out above the refuse store in question is unauthorised in this location and thus it needs to be considered if it has a harmful impact in this location.
- 2.2 The wooden clad refuse store is situated close to the junction of Danestrete and Swingate and is also set right up to the back edge of the pavement which is a well-used thoroughfare down to the supermarket and The Forum in the town centre. Accordingly, the refuse store is in a highly prominent location and it is considered to detract from the appearance of the building which has been extended and clad in modern materials. The refuse store in this location is considered to have a detrimental visual impact and therefore adverse impact on both the Danestrete and Swingate street scenes. The Local Planning Authority has written to the owner of the building on two occasions and has sent a formal Section 330 Notice in an attempt to open a dialogue with the owner of the building regarding possible solutions to this issue. However, no response has been received and the Section 330 Notice was refused to be signed for. Accordingly, the Local Planning Authority is now left with little alternative but to instigate formal enforcement action to seek to remedy the harmful visual impact as a result of the unauthorised refuse store.

3. RECOMMENDATION

- 3.1 That an Enforcement Notice be issued and served by the Assistant Director of Planning and Regulation and subject to an appointed solicitor by the Council being satisfied as to the

evidence requiring the removal of the unauthorised refuse store. The precise terms of the Enforcement Notice, including all time periods, to be delegated to the Assistant Director of Planning and Regulation.

- 3.2 That, subject to an appointed solicitor by the Council being satisfied as to the evidence, the Assistant Director of Planning and Regulation be authorised to take all steps necessary, including prosecution or any other litigation/works in default to secure compliance with the Enforcement Notice.
- 3.3 That in the event of any appeal against the Enforcement Notice, the Assistant Director of Planning and Regulation be authorised to take any action required to defend the Enforcement Notice.

4. REMEDY REQUIRED

- 4.1 Within three months of the date of any Enforcement Notice served, the unauthorised refuse store to be removed.

5. BACKGROUND DOCUMENTS

1. The application file, forms, plans and supporting documents associated with application references 13/00443/CPA and 14/00078/FPM.
2. Stevenage District Plan Second Review 1991-2011.
3. Stevenage Borough Council Supplementary Planning Documents – Stevenage Design Guide 2009.
4. Stevenage Borough Local Plan 2011-2031 Publication Draft.
5. Central Government advice contained in the revised National Planning Policy Framework July 2018 and Planning Policy Guidance.

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Meeting: Planning and Development
Committee

Agenda Item:

Date: Tuesday 14 August 2018

IMPORTANT INFORMATION - DELEGATED DECISIONS

Author – Linda Sparrow 01438 242838

Lead Officer – Zayd Al-Jawad 01438 242257

Contact Officer – Dave Rusling 01438 242270

The Head of Planning and Engineering has issued decisions in respect of the following applications in accordance with his delegated authority:-

1. Application No : 17/00454/FPH
Date Received : 05.07.17
Location : 18 Jupiter Gate Stevenage Herts
Proposal : Installation of 2no. air-conditioning units
Date of Decision : 06.06.18
Decision : **Planning Permission is REFUSED**

For the following reason(s);

1. The application is not accompanied by an acoustic report on the noise emissions from the proposed air conditioning units. Without this it is not known what level of noise the units would produce and therefore it cannot be determined what impact they would have on neighbouring residential amenity. Without confirmation that the units would not be detrimental to neighbouring residential amenity the proposal is contrary to the National Planning Policy Framework, Policy EN27 of the Stevenage District Plan adopted 2004 and the Emerging Local Plan January 2016 Policies GD1 and FP7.
2. Application No : 18/00098/FP
Date Received : 19.02.18
Location : 26 Exchange Road Stevenage Herts SG1 1PZ
Proposal : Change of use of public amenity land to private residential land and creation of hardstand
Date of Decision : 21.05.18
Decision : **Planning Permission is GRANTED**

3. Application No : 17/00651/FPH
Date Received : 15.09.17
Location : 32A Taywood Close Stevenage Herts SG2 9QP
Proposal : Loft conversion
Date of Decision : 27.06.18
Decision : **Planning Permission is REFUSED**

For the following reason(s);

1. The proposed loft conversion and roof extension would by virtue of its poor design, scale and form represent an incongruous form of development which would adversely affect the appearance of the existing property. Additionally, the proposal does not follow the guidance for roof extensions as set out in Chapter 6 of the Stevenage Design Guide 2009 and is contrary to Policies TW8 and TW9 of the Stevenage District Plan Second Review 1991-2011, Policies SP8 and GD1 of the emerging Stevenage Borough Local Plan 2011-2031 Publication Draft January 2016 and the advice in Chapter 7 of the National Planning Policy Framework March 2012.

4. Application No : 18/00110/FPH
Date Received : 25.02.18
Location : 44 Sefton Road Stevenage Herts SG1 5RJ
Proposal : First floor front extension
Date of Decision : 21.05.18
Decision : **Planning Permission is GRANTED**

5. Application No : 18/00117/TPTPO
Date Received : 28.02.18
Location : Ross Court Stevenage Herts SG2 0HD
Proposal : Crown reduction by 1.5m and crown lift to 4m of 6no. Maples (T37 T38, T74, T75, T76 and T78) protected by Tree Preservation Order No. 19
Date of Decision : 15.05.18
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE, THE SUBJECT OF A TREE PRESERVATION ORDER**

6. Application No : 18/00122/FP
Date Received : 05.03.18
Location : 393 Ripon Road Stevenage Herts SG1 4LU
Proposal : Conversion of existing four bedroom dwelling into 1no 2 bedroom flat and 1no 1 bedroom flat, single storey front and rear extensions and garage conversion, and change of use of amenity land to residential curtilage.
Date of Decision : 21.06.18
Decision : **Planning Permission is GRANTED**
7. Application No : 18/00126/FPH
Date Received : 08.03.18
Location : 34 Ayr Close Stevenage Herts SG1 5RZ
Proposal : Two storey side and part two storey, part single storey rear extension
Date of Decision : 04.06.18
Decision : **Planning Permission is GRANTED**
8. Application No : 18/00138/FP
Date Received : 12.03.18
Location : The Standing Order 33 High Street Stevenage Herts
Proposal : Removal of existing low wall and railings and replacement removable planters.
Date of Decision : 01.06.18
Decision : **Planning Permission is GRANTED**
9. Application No : 18/00145/FP
Date Received : 14.03.18
Location : Spice Rouge 99 High Street Stevenage Herts
Proposal : Single storey rear extension
Date of Decision : 18.05.18
Decision : **Planning Permission is GRANTED**

10. Application No : 18/00151/FPH
Date Received : 14.03.18
Location : 21 Shephall Green Stevenage Herts SG2 9XS
Proposal : Two storey side and single storey rear extension
Date of Decision : 18.05.18
Decision : **Planning Permission is GRANTED**
11. Application No : 18/00161/TPTPO
Date Received : 21.03.18
Location : 12 Orchard Crescent Stevenage Herts SG1 3EW
Proposal : Removal of 1no Scots Pine (T1) protected by Tree Preservation Order 72
Date of Decision : 14.06.18
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE, THE SUBJECT OF A TREE PRESERVATION ORDER**
12. Application No : 18/00165/FPH
Date Received : 27.03.18
Location : 33 Lygrave Stevenage Herts SG2 8LB
Proposal : First floor rear extension
Date of Decision : 23.05.18
Decision : **Planning Permission is GRANTED**
13. Application No : 18/00167/LB
Date Received : 27.03.18
Location : 26 High Street Stevenage Herts SG1 3EJ
Proposal : Replacement of existing damaged gable wall, replacement flat roof & velux window and installation of 2no. new velux windows
Date of Decision : 22.05.18
Decision : **Listed Building Consent is GRANTED**

14. Application No : 18/00171/FPH
Date Received : 28.03.18
Location : 1 Bandley Rise Stevenage Herts SG2 9LS
Proposal : Retrospective application for the retention of outbuilding in rear garden
Date of Decision : 30.05.18
Decision : **Planning Permission is GRANTED**
15. Application No : 18/00170/CLPD
Date Received : 29.03.18
Location : 17 Orwell Avenue Stevenage Herts
Proposal : Single storey rear extension
Date of Decision : 22.05.18
Decision : **Certificate of Lawfulness is APPROVED**
16. Application No : 18/00172/FPH
Date Received : 29.03.18
Location : 191 Archer Road Stevenage Herts SG1 5HD
Proposal : Single storey front extension
Date of Decision : 21.05.18
Decision : **Planning Permission is GRANTED**
17. Application No : 18/00173/COND
Date Received : 29.03.18
Location : 119 Hertford Road Stevenage Herts SG2 8SH
Proposal : Discharge of conditions 3 (materials); 4 (boundary treatments); 5 (landscaping); 14 (refuse and cycle storage) and 15 (Arboricultural Method Statement) attached to planning permission reference number 17/00154/FP
Date of Decision : 05.06.18
Decision : **The discharge of Condition(s)/Obligation(s) is APPROVED**

18. Application No : 18/00174/CLPD
Date Received : 29.03.18
Location : 19 Orwell Avenue Stevenage Herts
Proposal : Single storey rear extension
Date of Decision : 22.05.18
Decision : **Certificate of Lawfulness is APPROVED**
19. Application No : 18/00175/FP
Date Received : 29.03.18
Location : 7 Made Feld Stevenage Herts SG1 1PG
Proposal : Change of use from six bedroom to eight bedroom House of Multiple Occupation (HMO)
Date of Decision : 21.05.18
Decision : **Planning Permission is GRANTED**
20. Application No : 18/00179/FPH
Date Received : 02.04.18
Location : 29 Sparrow Drive Stevenage Herts SG2 9FB
Proposal : Garage conversion and single storey side extension
Date of Decision : 19.06.18
Decision : **Planning Permission is GRANTED**
21. Application No : 18/00176/FPH
Date Received : 03.04.18
Location : 219 Fairview Road Stevenage Herts SG1 2NA
Proposal : Single storey side and rear extension
Date of Decision : 29.05.18
Decision : **Planning Permission is GRANTED**

22. Application No : 18/00177/FPH
Date Received : 03.04.18
Location : 89 The Paddocks Stevenage Herts SG2 9UF
Proposal : Two storey rear extension and single-storey front extension
Date of Decision : 25.05.18
Decision : **Planning Permission is GRANTED**
23. Application No : 18/00178/FPH
Date Received : 03.04.18
Location : 1 Ivel Road Stevenage Herts SG1 3HJ
Proposal : Single storey front and rear extension
Date of Decision : 15.06.18
Decision : **Planning Permission is GRANTED**
24. Application No : 18/00183/FPH
Date Received : 04.04.18
Location : 36 Weston Road Stevenage Herts SG1 3RW
Proposal : Single storey side and rear extension
Date of Decision : 01.06.18
Decision : **Planning Permission is GRANTED**
25. Application No : 18/00185/FPH
Date Received : 04.04.18
Location : 32 Montfichet Walk Stevenage Herts SG2 7DT
Proposal : Part two storey, part single storey rear extension and first floor side extension
Date of Decision : 21.05.18
Decision : **Planning Permission is GRANTED**

26. Application No : 18/00189/FPH
Date Received : 05.04.18
Location : 1A Inskip Crescent Stevenage Herts SG1 1JX
Proposal : Erection of conservatory
Date of Decision : 21.05.18
Decision : **Planning Permission is REFUSED**

For the following reason(s);

1. The proposed development, by reason of its siting and projection forward of the clearly defined front building line of numbers 1 to 5 Inskip Crescent, combined with its incongruous and contrived form and being in an unduly prominent location in the street scene would be detrimental to the visual amenities of the area. The development is therefore, contrary to Policies TW8 and TW9 of the Stevenage District Plan Second Review 1991 - 2011, Policy GD1 of the Stevenage Borough Local Plan 2011 - 2031 publication draft 2016, the Council's Design Guide SPD (2009), National Planning Policy Framework (2012) and the Planning Practice Guidance (2014).

27. Application No : 18/00192/FPH
Date Received : 09.04.18
Location : 56 Hayfield Stevenage Herts SG2 7JP
Proposal : Part two storey, part single storey rear extension
Date of Decision : 01.06.18
Decision : **Planning Permission is GRANTED**

28. Application No : 18/00193/FPH
Date Received : 09.04.18
Location : 2 Manchester Close Stevenage Herts SG1 4TQ
Proposal : Single storey rear extension
Date of Decision : 01.06.18
Decision : **Planning Permission is GRANTED**

29. Application No : 18/00194/FPH
Date Received : 09.04.18
Location : 61 Featherston Road Stevenage Herts SG2 9PN
Proposal : Single storey front extension
Date of Decision : 21.05.18
Decision : **Planning Permission is GRANTED**
30. Application No : 18/00195/FP
Date Received : 09.04.18
Location : 95 Shephall View Stevenage Herts SG1 1RP
Proposal : Part two storey, part single storey rear extension to facilitate the conversion of existing dwelling into 2no dwellings
Date of Decision : 29.05.18
Decision : **Planning Permission is GRANTED**
31. Application No : 18/00197/FPH
Date Received : 10.04.18
Location : 38 Alleyns Road Stevenage Herts SG1 3PP
Proposal : Single storey side/rear extension
Date of Decision : 12.06.18
Decision : **Planning Permission is GRANTED**
32. Application No : 18/00198/FP
Date Received : 11.04.18
Location : 38B Queensway Town Centre Stevenage Herts
Proposal : Change of use from A1 to A3 and new shop front and change of use of public highway to outdoor seating area.
Date of Decision : 22.05.18
Decision : **Planning Permission is GRANTED**

33. Application No : 18/00199/AD
Date Received : 11.04.18
Location : 38B Queensway Town Centre Stevenage Herts
Proposal : Installation of 2no internally illuminated fascia signs and 1no internally illuminated projecting sign
Date of Decision : 22.05.18
Decision : **Advertisement Consent is GRANTED**
34. Application No : 18/00203/FPH
Date Received : 11.04.18
Location : 66 Gonville Crescent Stevenage Herts SG2 9LU
Proposal : Retention of two storey front extension
Date of Decision : 14.06.18
Decision : **Planning Permission is GRANTED**
35. Application No : 18/00204/FPH
Date Received : 12.04.18
Location : 37 Mackenzie Square Stevenage Herts SG2 9TT
Proposal : Single storey front and rear extensions to include insertion of new window to existing front first floor elevation
Date of Decision : 25.05.18
Decision : **Planning Permission is GRANTED**
36. Application No : 18/00205/AD
Date Received : 13.04.18
Location : Our Mutual Friend Public House Broadwater Crescent Stevenage Herts
Proposal : Installation of 2no externally illuminated fascia signs, 1no post mounted sign, 1no chalkboard sign and 2no amenity signs.
Date of Decision : 25.05.18
Decision : **Advertisement Consent is GRANTED**

37. Application No : 18/00209/FP
Date Received : 13.04.18
Location : ASDA Stores Ltd Monkswood Way Stevenage Herts
Proposal : Upgrading of existing car wash facility
Date of Decision : 08.06.18
Decision : **Planning Permission is GRANTED**
38. Application No : 18/00210/AD
Date Received : 13.04.18
Location : ASDA Stores Ltd Monkswood Way Stevenage Herts
Proposal : Installation of 5no non illuminated fascia signs, 3no poster signs and 1no lettering sign.
Date of Decision : 08.06.18
Decision : **Advertisement Consent is GRANTED**
39. Application No : 18/00214/FPH
Date Received : 16.04.18
Location : 239 Lonsdale Road Stevenage Herts SG1 5DJ
Proposal : First floor side extension
Date of Decision : 05.06.18
Decision : **Planning Permission is GRANTED**
40. Application No : 18/00215/FPH
Date Received : 16.04.18
Location : 33 Ashdown Road Stevenage Herts SG2 8TX
Proposal : Part two storey; part single storey rear extension
Date of Decision : 05.06.18
Decision : **Planning Permission is GRANTED**

41. Application No : 18/00216/FPH
Date Received : 17.04.18
Location : 3 Hollyshaws Stevenage Herts SG2 8NZ
Proposal : Erection of conservatory
Date of Decision : 22.05.18
Decision : **Planning Permission is GRANTED**
42. Application No : 18/00217/FPH
Date Received : 17.04.18
Location : 17 Julians Road Stevenage Herts SG1 3ES
Proposal : Single storey rear extension
Date of Decision : 04.06.18
Decision : **Planning Permission is GRANTED**
43. Application No : 18/00219/FPH
Date Received : 17.04.18
Location : 70 Leaves Spring Stevenage Herts SG2 9BH
Proposal : Single storey front extension
Date of Decision : 22.05.18
Decision : **Planning Permission is GRANTED**
44. Application No : 18/00220/AD
Date Received : 17.04.18
Location : 27 Town Square Town Centre Stevenage Herts
Proposal : Installation of 1no internally illuminated fascia sign, 1no internally illuminated hanging sign and 2no internal graphic posters
Date of Decision : 22.05.18
Decision : **Advertisement Consent is GRANTED**

45. Application No : 18/00222/FPH
Date Received : 18.04.18
Location : 11 Redwing Close Stevenage Herts SG2 9FE
Proposal : Two storey side extension
Date of Decision : 04.06.18
Decision : **Planning Permission is GRANTED**
46. Application No : 18/00226/TPCA
Date Received : 23.04.18
Location : Theydon Rectory Lane Stevenage Herts
Proposal : Removal of 3no. Yews; 2no. Holly; 1no. Laurel; 1no. Cherry; 1no. Cherry Plum and 1no. Labernum within the front garden and also removal of an overhanging stem from neighbouring Hornbeam.
Date of Decision : 29.05.18
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE IN A CONSERVATION AREA**
47. Application No : 18/00227/FP
Date Received : 23.04.18
Location : 57 Four Acres Stevenage Herts SG1 3PJ
Proposal : Change of use from C3 to C4 of the Use Classes Order 1987. From a 4 bed residential home to a 6 bed multi let (or House of Multiple Occupation, HMO).
Date of Decision : 19.06.18
Decision : **Planning Permission is GRANTED**
48. Application No : 18/00228/FPH
Date Received : 23.04.18
Location : 30 Wetherby Close Stevenage Herts SG1 5RX
Proposal : Single storey rear extension and first floor side extension
Date of Decision : 30.05.18
Decision : **Planning Permission is GRANTED**

49. Application No : 18/00229/FPH
Date Received : 23.04.18
Location : 9 Bragbury Lane Stevenage Herts SG2 8TJ
Proposal : Single Storey Side and Rear Extensions
Date of Decision : 26.06.18
Decision : **Planning Permission is GRANTED**
50. Application No : 18/00230/FP
Date Received : 24.04.18
Location : 53 Harvey Road Stevenage Herts SG2 0BD
Proposal : Part two storey, part single storey rear and single storey front extensions to facilitate conversion of existing three bed dwelling into 2no. one bed flats
Date of Decision : 29.06.18
Decision : **Planning Permission is GRANTED**
51. Application No : 18/00233/TPTPO
Date Received : 25.04.18
Location : Manor View Nursing & Residential Home 45 Manor View Stevenage Herts
Proposal : Pollard 1no. Willow tree (T9) protected by Tree Preservation Order 52
Date of Decision : 04.06.18
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE, THE SUBJECT OF A TREE PRESERVATION ORDER**
52. Application No : 18/00239/NMA
Date Received : 27.04.18
Location : Land Adjacent To 93 Shearwater Close Stevenage Herts
Proposal : Non Material Amendment to 17/00701/FP to reduce off-street parking from 2 spaces to 1
Date of Decision : 22.05.18
Decision : **Non Material Amendment AGREED**

53. Application No : 18/00245/COND
Date Received : 01.05.18
Location : 8A Magellan Close Stevenage Herts SG2 0NF
Proposal : Amendment to previously discharged Condition 3 (Materials) attached to planning permission reference number 16/00791/FP
Date of Decision : 22.05.18
Decision : **The discharge of Condition(s)/Obligation(s) is APPROVED**
54. Application No : 18/00248/FPH
Date Received : 01.05.18
Location : 20 Faraday Road Stevenage Herts SG2 0BJ
Proposal : Proposed part single storey front extension
Date of Decision : 11.06.18
Decision : **Planning Permission is GRANTED**
55. Application No : 18/00250/AD
Date Received : 02.05.18
Location : Between 75 Queensway And 4 Park Place Town Centre Stevenage Herts
Proposal : Retention of 1no non-illuminated Fascia sign
Date of Decision : 07.06.18
Decision : **Advertisement Consent is GRANTED**
56. Application No : 18/00251/HPA
Date Received : 02.05.18
Location : 24 East Close Stevenage Herts SG1 1PP
Proposal : Single Storey Rear Extension which will extend beyond the rear wall of the original house by 4 metres, for which the maximum height will be 3.5 metres and the height of the eaves will be 2.3 metres.
Date of Decision : 05.06.18
Decision : **Prior Approval is REQUIRED and GIVEN**

57. Application No : 18/00253/COND
Date Received : 04.05.18
Location : Gratte Brothers Ltd 3 Crompton Road Stevenage Herts
Proposal : Discharge of Condition 3 (Materials) attached to planning permission reference number 18/00124/FP
Date of Decision : 01.06.18
Decision : **The discharge of Condition(s)/Obligation(s) is APPROVED**
58. Application No : 18/00255/FPH
Date Received : 08.05.18
Location : 5 Lodge Way Stevenage Herts SG2 8DB
Proposal : Part single-storey, part two storey side extension; part two storey, part single storey rear extension and 2 no. bay windows and canopy extension on front elevation of dwellinghouse.
Date of Decision : 03.07.18
Decision : **Planning Permission is GRANTED**
59. Application No : 18/00258/FPH
Date Received : 08.05.18
Location : 13 Telford Avenue Stevenage Herts SG2 0AE
Proposal : Single storey front extension
Date of Decision : 04.07.18
Decision : **Planning Permission is GRANTED**
60. Application No : 18/00259/FPH
Date Received : 08.05.18
Location : 3 Gorleston Close Stevenage Herts SG1 2JS
Proposal : Single storey rear extension
Date of Decision : 03.07.18
Decision : **Planning Permission is GRANTED**

61. Application No : 18/00260/CLPD
Date Received : 08.05.18
Location : 48 Fawcett Road Stevenage Herts SG2 0EJ
Proposal : Certificate of lawfulness for a single storey rear extension with Velux windows.
Date of Decision : 22.05.18
Decision : **Certificate of Lawfulness is APPROVED**
62. Application No : 18/00261/AD
Date Received : 09.05.18
Location : Unit 13 Stevenage Leisure Park Kings Way Stevenage Herts
Proposal : Erection of 3 No externally illuminated fascia signs, 2 No non-illuminated vinyl signs and 1 No internally illuminated menu sign
Date of Decision : 26.06.18
Decision : **Advertisement Consent is GRANTED**
63. Application No : 18/00262/TPCA
Date Received : 09.05.18
Location : 15 Orchard Road Stevenage Herts SG1 3HD
Proposal : Removal of 1no. Yew tree
Date of Decision : 20.06.18
Decision : **This Council OBJECTS to the Proposed Works to the tree(s) and has made a TPO**
64. Application No : 18/00263/TPCA
Date Received : 09.05.18
Location : 13 Orchard Road Stevenage Herts SG1 3HD
Proposal : Removal of 1no. elder tree
Date of Decision : 19.06.18
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE IN A CONSERVATION AREA**

65. Application No : 18/00271/CLPD
Date Received : 15.05.18
Location : 18 Lawrence Avenue Stevenage Herts SG1 3JX
Proposal : Single storey rear extension.
Date of Decision : 26.06.18
Decision : **Certificate of Lawfulness is APPROVED**
66. Application No : 18/00275/FP
Date Received : 16.05.18
Location : 42 Minehead Way Stevenage Herts SG1 2HX
Proposal : Change of use from Public Amenity to Residential
Date of Decision : 29.06.18
Decision : **Planning Permission is GRANTED**
67. Application No : 18/00277/FPH
Date Received : 16.05.18
Location : 16 Gordian Way Stevenage Herts SG2 7QF
Proposal : Single storey side extension
Date of Decision : 29.06.18
Decision : **Planning Permission is GRANTED**
68. Application No : 18/00293/COND
Date Received : 23.05.18
Location : Former John Lewis Plc Cavendish Road Stevenage Herts
Proposal : Discharge of condition 8 (Borehole) attached to planning permission reference number 17/00517/FP
Date of Decision : 26.06.18
Decision : **The discharge of Condition(s)/Obligation(s) is APPROVED**

69. Application No : 18/00295/HPA
Date Received : 24.05.18
Location : 1 Bedwell Rise Stevenage Herts SG1 1NL
Proposal : Single storey rear extension which will extend beyond the rear wall of the original house by 3.5m for which the maximum height will be 3.3m and the height of the eaves will be 2.3m.
Date of Decision : 26.06.18
Decision : **Prior Approval is NOT REQUIRED**
70. Application No : 18/00308/HPA
Date Received : 04.06.18
Location : 29 Stanmore Road Stevenage Herts SG1 3QA
Proposal : Single storey rear extension which will extend beyond the rear wall of the original house by 4.485 metres, for which the maximum height will be 3.470 metres and the height of the eaves will be 2.600 metres.
Date of Decision : 29.06.18
Decision : **Prior Approval is REQUIRED and GIVEN**
71. Application No : 18/00326/COND
Date Received : 13.06.18
Location : 24 Julians Road Stevenage Herts SG1 3EU
Proposal : Discharge of condition 9 (materials) attached to planning permission reference 16/00608/FP
Date of Decision : 21.06.18
Decision : **The discharge of Condition(s)/Obligation(s) is APPROVED**
72. Application No : 18/00341/NMA
Date Received : 19.06.18
Location : 12 Severn Way Stevenage Herts
Proposal : Non material amendment to increase depth of extension by 150mm to 1500mm, first floor to be inline with ground floor
Date of Decision : 29.06.18
Decision : **Non Material Amendment AGREED**

73. Application No : 18/00181/FPH
Date Received : 03.04.18
Location : 10 Douglas Drive Stevenage Herts SG1 5PE
Proposal : Part two storey, part single storey rear extension and single storey front extension
Date of Decision : 09.07.18
Decision : **Planning Permission is GRANTED**
74. Application No : 18/00238/FP
Date Received : 26.04.18
Location : 8 Stoney Croft Stevenage Herts SG1 3TN
Proposal : Change of use from public amenity land to private residential land and the erection of a single storey front extension and driveway with dropped kerb
Date of Decision : 05.07.18
Decision : **Planning Permission is GRANTED**
75. Application No : 18/00243/COND
Date Received : 30.04.18
Location : Six Hills House London Road Stevenage Herts
Proposal : Discharge of Conditions 3 (Materials), 4 (Landscaping), 11 (Construction Method) and 18 (Site Waste Management) attached to planning permission reference number 16/00482/FPM
Date of Decision : 04.07.18
Decision : **The discharge of Condition(s)/Obligation(s) is REFUSED**
76. Application No : 18/00244/FP
Date Received : 01.05.18
Location : 79 Sparrow Drive Stevenage Herts SG2 9FB
Proposal : Change of use of private woodland area to private residential amenity land and relocation of garden fence
Date of Decision : 24.07.18
Decision : **Planning Permission is GRANTED**

77. Application No : 18/00247/FP
Date Received : 01.05.18
Location : Greenside School Shephall Green Stevenage Herts
Proposal : Erection of single storey conservatory
Date of Decision : 17.07.18
Decision : **Planning Permission is GRANTED**
78. Application No : 18/00249/FP
Date Received : 02.05.18
Location : Greenside School Shephall Green Stevenage Herts
Proposal : Construction of a timber cover over an outdoor trampoline
Date of Decision : 17.07.18
Decision : **Planning Permission is GRANTED**
79. Application No : 18/00256/FPH
Date Received : 08.05.18
Location : 61 Sish Lane Stevenage Herts SG1 3LS
Proposal : First floor rear extension
Date of Decision : 24.07.18
Decision : **Planning Permission is GRANTED**
80. Application No : 18/00257/FPH
Date Received : 08.05.18
Location : 31 Burghley Close Stevenage Herts
Proposal : Single storey front extension and cladding and rendering of existing dwelling
Date of Decision : 19.07.18
Decision : **Planning Permission is GRANTED**

81. Application No : 18/00264/FPH
Date Received : 10.05.18
Location : 12 Walsham Close Stevenage Herts SG2 8SS
Proposal : First floor side extension and replacement rear conservatory
Date of Decision : 06.07.18
Decision : **Planning Permission is GRANTED**
82. Application No : 18/00265/LB
Date Received : 10.05.18
Location : 23 Middle Row Stevenage Herts SG1 3AW
Proposal : Internal alterations and removal of secondary glazing
Date of Decision : 05.07.18
Decision : **Listed Building Consent is GRANTED**
83. Application No : 18/00269/FP
Date Received : 13.05.18
Location : 31 Kingfisher Rise Stevenage Herts SG2 9PF
Proposal : Conversion of existing 3bed dwelling into 2no. one bed flats
Date of Decision : 09.07.18
Decision : **Planning Permission is GRANTED**
84. Application No : 18/00278/LB
Date Received : 17.05.18
Location : Former National Westminster Bank Plc 37 High Street
Stevenage Herts
Proposal : Retrospective Listed Building Consent for the external
decoration to the front elevation of the new Stevenage Dental
Practice for Alliance Dental.
Date of Decision : 12.07.18
Decision : **Listed Building Consent is GRANTED**

85. Application No : 18/00282/FP
Date Received : 18.05.18
Location : Greenside School Shephall Green Stevenage Herts
Proposal : Single storey annexe to Greenside School.
Date of Decision : 24.07.18
Decision : **Planning Permission is GRANTED**
86. Application No : 18/00283/FP
Date Received : 18.05.18
Location : Caswell House Cavendish Road Stevenage Herts
Proposal : Installation of 2no 4.5mw Gas engines and associated works
Date of Decision : 20.07.18
Decision : **Planning Permission is GRANTED**
87. Application No : 18/00286/FPH
Date Received : 21.05.18
Location : 108 Mobbsbury Way Stevenage Herts SG2 0JA
Proposal : Two storey rear and single storey front extension
Date of Decision : 16.07.18
Decision : **Planning Permission is REFUSED**

For the following reason(s);

1. The two storey rear extension proposed would result in a reduced separation distance of 20m between the application property and the property immediately to the rear, No. 4 Shirley Close. Accordingly, as the works would be sited less than 25m as set out in Chapter 6 of the Council's Design Guide (2009), it would result in an unacceptable loss of privacy to the occupiers of this property. The proposal is thus contrary to the Stevenage Design Guide Supplementary Planning Document adopted 2009 and policies TW8 and TW9 of the Stevenage District Plan Second Review 1991-2011 and GD1 of the emerging Stevenage Borough Local Plan 2011-2031 Publication Draft January 2016, the National Planning Policy Framework (2012) and associated National Planning Policy Guidance (2014).

88. Application No : 18/00290/FPH
Date Received : 22.05.18
Location : 3 Titmus Close Stevenage Herts SG1 3LQ
Proposal : Single storey side and rear extension and existing porch reconfiguration.
Date of Decision : 09.07.18
Decision : **Planning Permission is GRANTED**
89. Application No : 18/00291/FP
Date Received : 22.05.18
Location : 119A Hertford Road Stevenage Herts SG2 8SH
Proposal : To remove the following Restriction: "The annex hereby permitted shall only be occupied by members of the same family as the occupiers of the main dwelling house at 119A Hertford Road, and shall not be occupied as an unrelated self-contained dwelling unit"
Date of Decision : 24.07.18
Decision : **Planning Permission is GRANTED**
90. Application No : 18/00297/FPH
Date Received : 24.05.18
Location : 53 Wetherby Close Stevenage Herts SG1 5RX
Proposal : Retrospective permission for part single-storey, part two-storey rear extension and conversion of garage to habitable accommodation.
Date of Decision : 01.08.18
Decision : **Planning Permission is GRANTED**
91. Application No : 18/00298/HPA
Date Received : 25.05.18
Location : Chantry Farm Old Chantry Lane Todds Green Stevenage
Proposal : Single storey rear extension which will extend beyond the rear wall of the original house by 4.05metres, for which the maximum height will be 3.570metres and the height of the eaves will be 2.4 metres.
Date of Decision : 05.07.18
Decision : **Prior Approval is NOT REQUIRED**

92. Application No : 18/00299/FP
Date Received : 25.05.18
Location : Peartree Spring Primary School Hydean Way Stevenage Herts
Proposal : Erection of detached timber-framed building
Date of Decision : 01.08.18
Decision : **Planning Permission is GRANTED**
93. Application No : 18/00301/FPH
Date Received : 29.05.18
Location : 8 Haycroft Road Stevenage Herts SG1 3JJ
Proposal : Single storey rear extension
Date of Decision : 25.07.18
Decision : **Planning Permission is GRANTED**
94. Application No : 18/00302/FP
Date Received : 30.05.18
Location : 50 Hopton Road Stevenage Herts SG1 2LD
Proposal : Change of use of public amenity land to private residential
Date of Decision : 26.07.18
Decision : **Planning Permission is GRANTED**
95. Application No : 18/00304/FPH
Date Received : 30.05.18
Location : 15 Sheringham Avenue Stevenage Herts SG1 2JU
Proposal : Single storey rear extension
Date of Decision : 05.07.18
Decision : **Planning Permission is GRANTED**

96. Application No : 18/00306/CLPD
Date Received : 04.06.18
Location : 152 Durham Road Stevenage Herts SG1 4HZ
Proposal : Single storey rear extension
Date of Decision : 17.07.18
Decision : **Certificate of Lawfulness is REFUSED**
- For the following reason(s);
1. The proposed single-storey extension would extend beyond a wall forming a side extension to the original dwellinghouse and would have a width greater than half the width of the original dwellinghouse. Therefore, the proposed development would fail to accord with Schedule 2, Part 1, Class A (j) (iii) of the Town and Country Planning (General Permitted Development) (England) Order 2015 and therefore, requires planning permission.
 2. The proposed single storey rear extension would, by virtue of its projection from the rear wall of the existing dwelling of 3.3m on a mid-terrace dwelling, fail to accord with Schedule 2, Part 1, Class A (f) (i) of the Town and Country Planning (General Permitted Development) (England) Order 2015 and therefore, requires planning permission.
97. Application No : 18/00309/FPH
Date Received : 04.06.18
Location : 8 Bragbury Lane Stevenage Herts SG2 8TJ
Proposal : Raising of roof, intersection of dormer windows and external alterations to facilitate conversion of garage into 1 bedroom Annexe.
Date of Decision : 01.08.18
Decision : **Planning Permission is GRANTED**
98. Application No : 18/00310/FPH
Date Received : 04.06.18
Location : 30 Tates Way Stevenage Herts SG1 4WP
Proposal : Garage conversion
Date of Decision : 12.07.18
Decision : **Planning Permission is GRANTED**

99. Application No : 18/00317/FP
Date Received : 07.06.18
Location : Unit 7B Roaring Meg Retail Park London Road Stevenage
Proposal : Alterations to Unit 7B.
Date of Decision : 24.07.18
Decision : **Planning Permission is GRANTED**
100. Application No : 18/00320/COND
Date Received : 11.06.18
Location : Former John Lewis Plc Cavendish Road Stevenage Herts
Proposal : To discharge condition 9 (construction management plan), pursuant to planning permission reference 17/00517/FP
Date of Decision : 24.07.18
Decision : **The discharge of Condition(s)/Obligation(s) is APPROVED**
101. Application No : 18/00327/CPAS
Date Received : 13.06.18
Location : David Lloyd Fitness Centre 2 Stevenage Leisure Park Kings Way Stevenage
Proposal : Installation of roof mounted Solar PV systems proposed development is for 87kWp
Date of Decision : 02.08.18
Decision : **Prior Approval is NOT REQUIRED**
102. Application No : 18/00330/CPAS
Date Received : 13.06.18
Location : Hollywood Bowl 5 Stevenage Leisure Park Kings Way Stevenage
Proposal : Installation of roof mounted Solar PV equipment, the proposed development is for 250 kWp
Date of Decision : 02.08.18
Decision : **Prior Approval is NOT REQUIRED**

103. Application No : 18/00331/CPAS
Date Received : 14.06.18
Location : 360 Play (Stevenage) Ltd 6 Stevenage Leisure Park Kings Way Stevenage
Proposal : Installation of roof mounted Solar PV equipment, the proposed development is for 72 kWp
Date of Decision : 02.08.18
Decision : **Prior Approval is NOT REQUIRED**
104. Application No : 18/00337/TPCA
Date Received : 15.06.18
Location : Medbury Rectory Lane Stevenage Herts
Proposal : T1 Magnolia - Reduce to shape and balance. (Maximum 1.5m)
Date of Decision : 30.07.18
Decision : **CONSENT TO CARRY OUT WORKS TO A TREE IN A CONSERVATION AREA**
105. Application No : 18/00350/COND
Date Received : 22.06.18
Location : Park Place Town Centre Stevenage Herts
Proposal : Discharge of conditions 3 (Materials), 9 (Residential Parking Scheme), and 10 (Fire Hydrants) attached to Planning Permission reference number 17/00846/FPM
Date of Decision : 24.07.18
Decision : **The discharge of Condition(s)/Obligation(s) is APPROVED**
106. Application No : 18/00356/NMA
Date Received : 25.06.18
Location : 34 Haycroft Road Stevenage Herts SG1 3JJ
Proposal : Non-material amendment to previously approved planning permission reference number 15/00447/FPH to replace french doors with folding doors, remove high level windows in side elevation and add a flat roof window
Date of Decision : 17.07.18
Decision : **Non Material Amendment AGREED**

107. Application No : 18/00360/COND
Date Received : 26.06.18
Location : 1 Bandley Rise Stevenage Herts SG2 9LS
Proposal : Discharge of condition 2 (materials) attached to planning permission reference number 18/00171/FPH
Date of Decision : 02.08.18
Decision : **The discharge of Condition(s)/Obligation(s) is APPROVED**
108. Application No : 18/00369/HPA
Date Received : 29.06.18
Location : 36 Brook Drive Stevenage Herts SG2 8TR
Proposal : Single storey rear extension which will extend beyond the rear wall of the original house by 4m, for which the maximum height will be 4m and the height of the eaves will be 3m maximum
Date of Decision : 27.07.18
Decision : **Prior Approval is NOT REQUIRED**
109. Application No : 18/00397/HPA
Date Received : 10.07.18
Location : 93 Raleigh Crescent Stevenage Herts SG2 0ED
Proposal : Single storey rear extension which will project beyond the rear wall of the original house by 5.6m for which the maximum height will be 2.918m and the height to the eaves will be 2.218m
Date of Decision : 01.08.18
Decision : **Prior Approval is NOT REQUIRED**

BACKGROUND PAPERS

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. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012 and the Stevenage Design Guide adopted October 2009.
4. Stevenage Borough Local Plan 2011-2031 Publication Draft.
5. Responses to consultations with statutory undertakers and other interested parties.
6. Central Government advice contained in the National Planning Policy Framework March 2012 and National Planning Policy Guidance March 2014.
7. Letters received containing representations.

Meeting: Planning and Development
Committee

Agenda Item:

Date: Tuesday 14 August 2018

INFORMATION REPORT - APPEALS / CALLED IN APPLICATIONS

Author – Linda Sparrow 01438 242838

Lead Officer – Chris Berry 01438 242257

Contact Officer – Dave Rusling 01438 242270

1. APPEALS RECEIVED

1.1. None

2. DECISIONS AWAITED

2.1. 17/00566/FP. 377 Jessop Road. Appeal against refusal of planning permission for Change of use from amenity land to private residential land and erection of two storey side extension and a single storey rear extension to facilitate the conversion of existing dwelling into 2no one bedroom dwellings.

3. CALLED IN APPLICATIONS

3.1.

4. DECISIONS RECEIVED

4.1. None.

5. BACKGROUND PAPERS

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. Stevenage Borough Council Supplementary Planning Documents – Parking Provision adopted January 2012 and the Stevenage Design Guide adopted October 2009.
4. Stevenage Borough Local Plan 2011-2031 Publication Draft.
5. Central Government advice contained in the National Planning Policy Framework March 2012 and National Planning Policy Guidance March 2014.

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